

**CITY OF RAPID CITY CONSTRUCTION CHANGE ORDER #2 FINAL**  
**EVERGREEN DRIVE WATER MAIN RECONSTRUCTION**  
**PROJECT NO. W07-1645 / CIP NO. 50678**  
**NOVEMBER 2, 2007**

PW111307-05

**ORIGINAL CONTRACT AMOUNT: \$234,975.10**  
**CONTRACTOR: MAINLINE CONTRACTING, INC.**

LINE ITEM	DESCRIPTION	UNIT	CURRENT CONTRACT QUANTITY	UNIT PRICE	EXTENDED PRICE	ADJUSTED QUANTITY	ADJUSTED PRICE	NET CHANGE
1	MOBILIZATION	LS	1.00	\$4,000.00	\$4,000.00	1.00	\$4,000.00	\$0.00
2	CLEAR & GRUB TREE	EA	1.00	\$125.00	\$125.00	1.00	\$125.00	\$0.00
3	CLEAR & GRUB TREE STUMP	EA	4.00	\$100.00	\$400.00	4.00	\$400.00	\$0.00
4	REMOVE & RESET 42' RCP	LF	0.00	\$25.70	\$0.00	0.00	\$0.00	\$0.00
5	1" COPPER SERVICE	LF	108.00	\$14.10	\$1,522.80	0.00	\$0.00	(\$1,522.80)
6	1" COPPER SERVICE, TRENCHLESS	LF	502.00	\$14.35	\$7,203.70	555.00	\$7,964.25	\$760.55
7	1-1/2" CU SERVICE, TRENCHLESS	LF	70.00	\$19.00	\$1,330.00	62.00	\$1,178.00	(\$152.00)
8	6" PVC WATER MAIN	LF	60.00	\$18.40	\$1,104.00	48.00	\$883.20	(\$220.80)
9	8" PVC WATER MAIN	LF	1,348.00	\$25.00	\$33,700.00	1,360.00	\$34,000.00	\$300.00
10	8" PVC WATER MAIN LOWERING	EA	1.00	\$4,700.00	\$4,700.00	1.00	\$4,700.00	\$0.00
11	1" TAPPING SADDLE	EA	25.00	\$105.00	\$2,625.00	25.00	\$2,625.00	\$0.00
12	1 1/2" TAPPING SADDLE	EA	2.00	\$195.00	\$390.00	2.00	\$390.00	\$0.00
13	8" X 6" REDUCER	EA	1.00	\$240.00	\$240.00	1.00	\$240.00	\$0.00
14	8" X 8" X 6" TEE	EA	5.00	\$440.00	\$2,200.00	5.00	\$2,200.00	\$0.00
15	8" 11.25 DEGREE BEND	EA	1.00	\$350.00	\$350.00	1.00	\$350.00	\$0.00
16	8" 22 1/2 DEGREE BEND	EA	1.00	\$350.00	\$350.00	2.00	\$700.00	\$350.00
17	8" 45 DEGREE BEND	EA	5.00	\$430.00	\$2,150.00	4.00	\$1,720.00	(\$430.00)
18	8" 90 DEGREE BEND	EA	2.00	\$430.00	\$860.00	2.00	\$860.00	\$0.00
19	6" MJ PLUG	EA	1.00	\$100.00	\$100.00	1.00	\$100.00	\$0.00
20	6" GATE VALVE W/BOX	EA	1.00	\$910.00	\$910.00	1.00	\$910.00	\$0.00
21	8" GATE VALVE W/BOX	EA	7.00	\$1,200.00	\$8,400.00	7.00	\$8,400.00	\$0.00
22	8" TAPPING TEE AND VALVE W/BOX	EA	1.00	\$3,365.00	\$3,365.00	1.00	\$3,365.00	\$0.00
23	FIRE HYD AND AUX.VALVE W/BOX	EA	5.00	\$3,200.00	\$16,000.00	5.00	\$16,000.00	\$0.00
24	CONNECT TO EXISTING MAIN	EA	1.00	\$1,200.00	\$1,200.00	1.00	\$1,200.00	\$0.00
25	RECONNECT WATER SERVICE LINE	EA	27.00	\$400.00	\$10,800.00	27.00	\$10,800.00	\$0.00
26	SALVAGE FH AND AUX.VALVE	EA	1.00	\$400.00	\$400.00	1.00	\$400.00	\$0.00
27	WATER MAIN ENCASEMENT	LF	21.00	\$35.75	\$750.75	65.00	\$2,323.75	\$1,573.00
28	WATER MAIN INSULATION	SF	96.00	\$4.35	\$417.60	96.00	\$417.60	\$0.00
29	CORROSION TEST STATION	EA	2.00	\$425.00	\$850.00	2.00	\$850.00	\$0.00

30	CORROSION PROTECTON	LS	1.00	\$12,600.00	\$12,600.00	1.00	\$12,600.00	PW111307-05
31	IMPORTED BACKFILL (TRENCH)	CY	400.00	\$15.35	\$6,140.00	719.46	\$11,043.71	\$4,903.71
32	CONTROLLED LOW STRENGTH BF	CY	15.00	\$115.00	\$1,725.00	0.00	\$0.00	(\$1,725.00)
33	TYPE I GRANULAR BACKFILL	TON	100.00	\$17.50	\$1,750.00	0.00	\$0.00	(\$1,750.00)
34	TYPE II FOUNDATION MATERIAL	TON	100.00	\$27.75	\$2,775.00	0.00	\$0.00	(\$2,775.00)
35	TYPE III FOUNDATION MATERIAL	TON	100.00	\$30.25	\$3,025.00	150.70	\$4,558.68	\$1,533.68
36	AASHTO T-180 SOIL TEST	EA	2.00	\$175.00	\$350.00	2.00	\$350.00	\$0.00
37	REMOVE AC PAVEMENT	SY	1,067.00	\$2.00	\$2,134.00	1,124.00	\$2,248.00	\$114.00
38	REMOVE CONC.DRIVEWAY	SF	935.00	\$0.80	\$748.00	1,055.00	\$844.00	\$96.00
39	REMOVE CONCRETE C&G	LF	131.00	\$1.30	\$170.30	159.00	\$206.70	\$36.40
40	REMOVE CONC.FILLET/PAN	SY	39.00	\$6.60	\$257.40	9.75	\$64.35	(\$193.05)
41	REMOVE CONCRETE SIDEWALK	SF	780.00	\$0.80	\$624.00	812.00	\$649.60	\$25.60
42	REMOVE AND RESET MAILBOX	EA	12.00	\$50.00	\$600.00	11.00	\$550.00	(\$50.00)
43	AGGREGATE BASE COURSE	TON	500.00	\$24.50	\$12,250.00	467.23	\$11,447.14	(\$802.87)
44	ASPHALT CONCRETE CL-G, T-1	TON	300.00	\$94.40	\$28,320.00	328.60	\$31,019.84	\$2,699.84
45	CONC.DRIVEWAY PAVEMENT, 6"	SF	1,067.00	\$7.25	\$7,735.75	1,055.00	\$7,648.75	(\$87.00)
46	CONCRETE CURB AND GUTTER	LF	131.00	\$27.00	\$3,537.00	159.00	\$4,293.00	\$756.00
47	CONC.FILLET/PAN (REINF.), 6"	SY	39.00	\$82.00	\$3,198.00	9.75	\$799.50	(\$2,398.50)
48	CONCRETE SIDEWALK, 4"	SF	995.00	\$5.30	\$5,273.50	1,022.00	\$5,416.60	\$143.10
49	DETECTABLE WARNING PANEL	SF	60.00	\$45.00	\$2,700.00	60.00	\$2,700.00	\$0.00
50	TYPE B CURB INLET	EA	0.00	\$2,700.00	\$0.00	0.00	\$0.00	\$0.00
51	TEMPORARY GRAVEL SURFACING	TON	50.00	\$14.00	\$700.00	37.26	\$521.64	(\$178.36)
52	HAULING/PLACING CO-COMPOST	CY	29.00	\$11.00	\$319.00	36.00	\$396.00	\$77.00
53	SODDING AND FERTILIZING	SY	525.00	\$8.00	\$4,200.00	1,130.00	\$9,040.00	\$4,840.00
54	PATMORE GREEN ASH TREE, 2 1/2" CALIPER	EA	1.00	\$500.00	\$500.00	1.00	\$500.00	\$0.00
55	TRAFFIC CONTROL PLAN	LS	1.00	\$620.00	\$620.00	1.00	\$620.00	\$0.00
56	TRAFIC CONTROL	LS	1.00	\$1,865.00	\$1,865.00	1.00	\$1,865.00	\$0.00
57	TEMPORARY EROSION CONTROL	LS	1.00	\$1,450.00	\$1,450.00	1.00	\$1,450.00	\$0.00
58	INCIDENTAL WORK	LS	1.00	\$4,500.00	\$4,500.00	1.00	\$4,500.00	\$0.00
59	SAWING	LF	1,518.00	\$2.60	\$3,946.80	1,517.00	\$3,944.20	(\$2.60)
<b>CHANGE ORDER #1 NEW ITEMS</b>								
60	Bore 16"x40" Casing (w/chocks, cathodic protection, end seals and miscellaneous related items)	LS	1.00	\$5,375.00	\$5,375.00	1.00	\$5,375.00	\$0.00
61	Value Engineering Incentive	LS	1.00	\$4,571.25	\$4,571.25	1.00	\$4,571.25	\$0.00
<b>CHANGE ORDER #2 NEW ITEMS</b>								
62	Liquidated Damages	DAYS	0.00	(\$450.00)	\$0.00	3.00	(\$1,350.00)	(\$1,350.00)
<b>TOTAL</b>					\$230,403.85		\$234,974.75	\$4,570.90

C.C.O. HISTORY INCREASE/(DECREASE)		PRIOR ADJUSTED CONTRACT PRICE :	PW111307-05
CCO #1	(\$4,571.25)	NET INCREASE/(DECREASE):	\$4,570.90
CCO #2 FINAL	\$4,570.90	ADJUSTED CONTRACT PRICE:	\$234,974.75
		CHANGE TO DATE:	(\$0.35)

CONTRACTOR: MAINLINE CONTRACTING, INC., PO Box 3448, Rapid City, SD 57709-3448	DATE
PROJECT MANAGER: KLARE SCHROEDER	DATE
CITY ENGINEERING: ROBERT ELLIS	DATE
MAYOR: ALAN HANKS	DATE
FINANCE: JAMES PRESTON	DATE
CONTRACT TIME CHANGE: +8 working days    NEW CONTRACT TIME: October 23, 2007    ACTUAL COMPLETION DATE: October 27, 2007	

City Staff recommends approval of this Change Order #2 Final to Mainline Contracting, Inc. for an increase of \$4570.9 based on unit pricing with the following appropriation:

Initial Funding	\$234,975.10	\$0.00	\$0.00	\$0.00	\$234,975.10
Fund Type	Water				
Fund	0602				
Department	0933				
Line Item	4381				
CCO #1	(\$4,571.25)				(\$4,571.25)
CCO #2 FINAL	\$4,570.90				\$4,570.90
					\$0.00
Adjusted Funding	\$234,974.75	\$0.00	\$0.00	\$0.00	\$234,974.75

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EVERGREEN DRIVE WATER MAIN RECONSTRUCTION  
PROJECT NO. W07-1645 / CIP NO. 50678  
NOVEMBER 2, 2007  
ORIGINAL CONTRACT AMOUNT: \$234,975.10  
CONTRACTOR: MAINLINE CONTRACTING, INC.**

LINE ITEM	DESCRIPTION	REASON FOR CHANGE
5	1" COPPER SERVICE	Contractor installed actual quantities for this item under the 'trenchless' service line bid item #6.
6	1" COPPER SERVICE, TRENCHLESS	Contractor installed actual quantities for bid item #5 under this service line bid item along with original service line
7	1 1/2" COPPER SERVICE, TRENCHLESS	Quantity reflects actual field adjustments which reduced total amount of original service lines necessary.
8	6" PVC WATER MAIN	Quantity reflects actual field adjustments which reduced total amount of original water lines necessary.
9	8" PVC WATER MAIN	Quantity reflects actual field adjustments which increased total amount of original water lines necessary.
16	8" 22 1/2 DEGREE BEND	Field adjustment, installed a 22 1/2 degree bend in lieu of 45 degree bend.
17	8" 45 DEGREE BEND	Field adjustment, installed a 22 1/2 degree bend in lieu of 45 degree bend.
27	WATER MAIN ENCASEMENT	<b>Original plans estimate did not include 2 additional sewer main crossings that needed to be encased.</b>
31	IMPORTED BACKFILL (TRENCH)	<b>Original estimate did not have quantities figured to use a 5' wide trenchbox (required for use by OSHA)</b>
32	MATERIAL	Need for this item was eliminated when boring under the triple RCP was completed instead of open cutting it.
33	TYPE I GRANULAR BACKFILL	None needed to complete the job.
34	TYPE II FOUNDATION MATERIAL	None needed to complete the job.
35	TYPE III FOUNDATION MATERIAL	<b>Actual quantity used for increased stability in the roadway due to saturated subgrade materials.</b>
37	REMOVE ASPHALT CONCRETE PAVEMENT	Trench had to be wider than what was estimated in order to accommodate the trenching equipment used.
38	REMOVE CONCRETE DRIVEWAY PAVEMENT	Trench had to be wider than what was estimated in order to accommodate the trenching equipment used.
39	REMOVE CONCRETE CURB AND GUTTER	Water main break during construction required more curb and gutter removal and replacement than anticipated.
40	REMOVE CONCRETE FILLET AND PAN	Field adjustments made it possible to save the majority of this concrete fillet removal and replacement.
41	REMOVE CONCRETE SIDEWALK	Field adjustments removed and replaced more broken concrete than estimated to eliminate tripping hazards.
42	REMOVE AND RESET MAILBOX	Water service was in a different location than what was shown on the plans, so disturbance was avoided.
43	AGGREGATE BASE COURSE	Fewer parking areas were graveled because of the placement of sod in the boulevards.
44	ASPHALT CONCRETE, CLASS G, TYPE 1	<b>Water main break during construction required additional pavement removal and replacement.</b>
45	CONCRETE DRIVEWAY PAVEMENT, 6"	Trench had to be wider than what was estimated in order to accommodate the trenching equipment used.
46	CONCRETE CURB AND GUTTER	Water main break during construction required more curb and gutter removal and replacement than anticipated.
47	CONCRETE FILLET & PAN (REINFORCED), 6"	Field adjustments made it possible to save the majority of this concrete fillet removal and replacement.
48	CONCRETE SIDEWALK, 4"	Field adjustments removed and replaced more broken concrete than estimated to eliminate tripping hazards.
51	TEMPORARY GRAVEL SURFACING	Fewer parking areas were graveled because of the placement of sod in the boulevards.
52	HAULING AND PLACING COCOMPOST	Larger areas were sodded because of the elimination of gravel parking areas in the boulevards.
53	SODDING AND FERTILIZING	<b>Larger areas were sodded because of the elimination of gravel parking areas in the boulevards.</b>
59	SAWING	Actual quantity due to field adjustments.

PREPARED BY: Klare Schroeder

DATE: November 2, 2007