

## LIST OF MAJOR CHANGE ORDERS

- **CCO 1 Flagging and Traffic Control:** The contract provided for flagging to be shared 50:50 with the Contractor and the County. It provides for changes to traffic control for safety and public convenience. The estimated final cost of this change is \$95,000 of which **\$50,000** was spent on public safety for day/night work.
- **CCO 4 Staging changes:** This reduced the staging plan on Highway 1 from three stages to two. In addition, this change provided for placement of temporary safety barrier along most of the job work limits and provided a significant reduction of impact to the traveling public during the construction phases and improved work zone safety. Net cost to the County is **\$36,704**.
- **CCO 5 Big Sur Marathon:** A two-week non-work period was included in the contract to accommodate the Big Sur International Marathon (BSIM). Construction began April 1, with the first order of work to remove the existing pavement in the northbound direction of Highway 1. This would have left a reduced spectator area and half of the pavement width that the BSIM has used in the past. At the request of the BSIM facilitators, the removal of the existing pavement was delayed to accommodate the marathon. A Dispute Resolution Agreement was made with the Contractor to compensate them for delay cost and costs to pay for any temporary changes that were necessary for accommodating the event. A lump sum payment in the amount of **\$15,000** was made for compensation for the Delay Claim. An Additional **\$15,000** dollars was spent the day of the event to remove and reset portions of the temporary safety railing and silt fences. Additionally, this event caused a two-week delay to the contract time of completion.
- **CCO 6 Unsuitable Materials:** During the course of construction, a large bog was discovered along the northerly shoulder of Highway 1 just north of Rio Road. This area had poor bearing capacity and would be under the new fill slope of the highway. In discussions with Caltrans it was determined that the area had to be remediated. The unsuitable material was removed and replaced with geotextile reinforcing fabric and crushed rock. Ten other locations were discovered throughout the project site which required similar remediation. Supplementals to this change order were issued to address these additional areas. The total cost to remediate these areas is approximately **\$152,000**.
- **CCO 7 Resolution of claims for Right of Way delay and Differing Site Conditions:** Although PG&E relocated their overhead line to new poles prior to the start of construction, they failed to notify their tenant, Cable Com to relocate their lines on the new poles. To keep the project on schedule, the contractor was directed to work around the poles in the roadway and to complete construction of the structural sections once the poles were removed. In addition, about a dozen cement blocks and large tree stumps were found buried in the roadway which had to be removed and disposed of. For these differing site conditions, the contractor was compensated approximately **\$75,000**.
- **CCO 8 Differing Site Condition & Utility Work Around:** Based on exploratory borings during design, the depth of AT&T lines was positively identified. AT&T informed the County that the lines were deep enough and would not be relocated. During construction several

segments of the lines were within the proposed structural section of the road and had to be protected. This change protected the lines by placing concrete above the lines. Also included in this change order is the differing site condition under Highway 1 that required removing existing structural roadway section (cement treated base) under Highway 1 between the Carmel River Bridge and Rio Road. The cost to resolve both these issues is approximately **\$40,000**.

- **CCO 9 Addition of Right-Turn Lane at Rio Road:** As requested by the community in a community meeting held by Supervisor Mary Adams and at the May Big Sur Multi-Agency Advisory Council (BSMAC) meeting, a dedicated northbound right-turn lane onto Rio Road was added to the project. This additional lane was considered during design but was deemed unnecessary to provide an acceptable level of service by Caltrans. This change added a one-month delay to the project and cost approximately **\$58,000**.
- **CCO 10 Drainage System #5 adjustment and utility work arounds:** The new 24-inch pipe culvert at Drainage System #5 was adjusted to avoid existing AT&T lines in the new roadway shoulder. Additionally, a 2-inch PG&E low pressure gas line needed to be relocated on eastbound Rio Road to provide for Drainage System #3. The final cost for these work arounds is **\$31,165**.
- **CCO 12 Acceleration of Stage 2 Completion to Provide Full Roadway to Final Traffic Configuration Prior to Car Week:** This change compensated the contractor for overtime and additional shift hours to accelerate the completion of Stage 2 roadway paving and temporary delineation prior to August 18, the beginning of Car Week. For this acceleration, the Contractor was compensated **\$75,000**.
- **CCO 13 Pave Carmel Valley Road:** This change paved Carmel Valley Road from the Highway 1 conform to just 200 feet east of Carmel Rancho Boulevard, and to repair tree root damage on Carmel Knolls Drive. This work was included into the project to minimize future impacts of a separate project to perform the work. The estimated cost of this work is **\$273,100**.
- **CCO 14 Eliminate Slurry Seal and Pave Rio Road w/ Asphalt:** The cool foggy climate would not allow the slurry seal to dry by the end of the night shift. This would prevent traffic from entering the area and cause significant traffic impacts. This was resolved by eliminating slurry seal and paving Rio Road with hot-mix-asphalt similar to what was done throughout the project. In addition, this work would extend the life of the pavement for a minimal cost. The final cost of this work is **\$17,246**.
- **CCO 17 Modify Drainage Inlet Grates and Improve Sight Distance at Oliver Road:** A Caltrans safety review identified a couple of drainage inlet grates which were not bicycle proof grates which had to be replaced. Caltrans also noted that the planned slope on Highway 1 at the Oliver Road intersection could cause a potential sight distance problem after vegetation was established. Caltrans required the earth berm to be lowered. The estimate cost to resolve these issues is **\$20,000**.
- **CCO 18 Asphalt Price Index Fluctuation:** The contract stipulates that asphalt related products are subject to a price index fluctuation. The cost of this item is **\$55,222**.
- **CCO 19 Relocate planting area:** At the request of The Barnyard Shopping Center manager, the trees proposed to be planted between the shopping center and Highway 1 were relocated

so as not to block the view of the shopping center from the highway. The cost of this item is **\$17,600**.

- **CCO 21 Place 6” stripe in lieu of 4” stripe:** The project plan was approved by Caltrans to place a 4-inch wide traffic stripe for the entire project in August 2017. Since then, the Caltrans Standard for traffic stripe has changed and now requires 6-inch wide traffic stripes. The cost for this change is **\$10,367**.

**Project Budget:** The financial status of this project as of the last Estimate for this project dated December 20, 2018 is as follows:

<b>Line Number</b>	<b><u>Description</u></b>	<b><u>Dollar Amount</u></b>
1	Contract Bid Price	\$4,731,210.00
2	Contingency Balance	\$473,121.00
3	Supplemental	\$473,121.00
4	<b>Total Allocation</b>	<b><u>\$5,677,452.00</u></b>
5	<b><u>Work Paid thru 12/20/18 Est12</u></b>	
6	Items	\$4,748,069.54
7	Adj of Compensation	\$485,986.30
8	Extra Work	\$379,144.65
9	<b>Total Amount Paid as of Estimate 12</b>	<b><u>\$5,613,200.49</u></b>
10	<b>Balance as of Est 12</b>	<b>\$64,251.51</b>

Line 4 minus 9