OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSTRUCTION ADMINISTRATION

Regular Work Change Order

Alan Stone Co., Inc. Change Order

Alt ID	Change Order Number	County/Route/Section	CONT ID	Federal Number
250012	0004	GAL-SR 7-19.94	GAL115533	E240(998)

I hereby agree to perform the Additional items listed below for the specified unit price or lump sum and further I hereby agree to the Non-Performance of items listed below for a grand total of based on the listed quantities. I hereby release the Department from any further obligation for compensation for any direct and indirect costs incurred as a result of the performance of the Additional & items or Non-Performances listed below.
I hereby agree to the Contract changes set forth in this Change Order and release the Department from any further obligation for compensation for any known or suspected substantive direct and indirect costs incurred except as mutually agreed and described in the Explanation of Necessity.

Execution of this Change Order does not invalidate any provisions of the Contract nor release the Surety from any of the terms or conditions stated therein.

Change Order Grand Total $92,934.00

Alan Stone Co., Inc.

By Contractor

Title **Date**

Recommended by

Title **Date**

Approved by

Title **Date**

Acknowledged by (Local Agency)

Title **Date**

Attach copy of written concurrence.

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Cont Ln	Proj Nbr	Proj Ln	Item Code	Unit	Quantity	Unit Price	Additions	Non-Performance
00002	GAL115533-1	00002	202E23001	SY	48	$25.00	$1,200.00	
Description	PAVEMENT REMOVED, APP							
00012	GAL115533-1	00012	204E10000	SY	92	$7.00	$644.00	
Description	SUBGRADE COMPACTION							
00029	GAL115533-1	00029	301E56000	CY	325	$280.00	$91,000.00	
Description	ASPH CONC BASE, PG64-22, (449)							
00030	GAL115533-1	00030	304E20000	CY	-10	$85.00		($850.00)
Description	AGGREGATE BASE							
00033	GAL115533-1	00033	441E50000	CY	-10	$290.00		($2,900.00)
Description	ASPH CONC SURFACE, TYPE 1, (448) PG64-22							
00035	GAL115533-1	00035	441E70200	CY	12	$320.00	$3,840.00	
Description	ASPH CONC INTERM CRSE, T-1, (449)							
Grand Totals							**$96,684.00**	**($3,750.00)**
Change Order Total								**$92,934.00**

Proj Nbr	State Acct Code	State Funding Code	Funding Source Code	Funding Source Desc	Source Part %
GAL115533-1	4PF7		Y001	IM / NHS	80.00
	4SF7		Y800	PROTECT PROGRAM	80.00
	4SS7		OHIO	STATE OF OHIO FUNDS	20.00
	4PS7		OHIO.	STATE OF OHIO FUNDS	20.00

Cont Ln	Proj Nbr	Explanation of Necessity
00002	GAL115533-1	This Project was for a landslide repair. This landslide was an ongoing/active slip for the past several years that required ODOT Maintenance to come in and place an asphalt overlay (leveling course) twice within the past 3 years. Before the Contractor even started Construction on the Project, the cross slope (specifically the Northbound Lane) was at a steeper grade than the planned 1.6%. The entire roadway through the majority of the project had likely settled down/dropped in elevation from the time the plan elevations were taken, and construction had begun on the project. Roadway elevations are given on plan page 4. During Construction of the Project, shoulder embankment along the RT side (Riverside) of the roadway was excavated in order to place a Dilled Shaft wall. This work was done using a Soil Mec SR-45 Drill and a Link Belt TCC 750 Crane. The Drill was used to drill the holes for the drilled shafts, and the crane was mainly used to vibrate the permanent casing into the ground. Crane matts were used when drilling and vibrating with this heavy machinery in order to protect the roadway and distribute weight as best as possible. The combination of the shoulder embankment being excavated, the heavy weights from the equipment, and the vibration from installing the permanent casing, the entire roadway dropped even more and the shoulder of the Northbound Lane dropped significantly during construction of the drilled shafts. The Northbound Lane dropped significantly in two locations to where a large crack developed along the CL and full depth repair was required along the CL. These two locations and the depth of their drop is shown below: - Sta. 1066+28 - 1067+50 122' x 2' wide (7" Drop between lanes) - Sta. 1069+68 - 1070+44 76' x 2.5' wide (4" Drop Between lanes) These repairs were excavated down 12" from the existing Northbound Lane elevation and filled back up using 6" of

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00035	GAL115533-1	This Project was for a landslide repair. This landslide was an ongoing/active slip for the past several years that required ODOT Maintenance to come in and place an asphalt overlay (leveling course) twice within the past 3 years. Before the Contractor even started Construction on the Project, the cross slope (specifically the Northbound Lane) was at a steeper grade than the planned 1.6%. The entire roadway through the majority of the project had likely settled down/dropped in elevation from the time the plan elevations were taken, and construction had begun on the project. Roadway elevations are given on plan page 4. During Construction of the Project, shoulder embankment along the RT side (Riverside) of the roadway was excavated in order to place a Dilled Shaft wall. This work was done using a Soil Mec SR-45 Drill and a Link Belt TCC 750 Crane. The Drill was used to drill the holes for the drilled shafts, and the crane was mainly used to vibrate the permanent casing into the ground. Crane matts were used when drilling and vibrating with this heavy machinery in order to protect the roadway and distribute weight as best as possible. The combination of the shoulder embankment being excavated, the heavy weights from the equipment, and the vibration from installing the permanent casing, the entire roadway dropped even more and the shoulder of the Northbound Lane dropped significantly during construction of the drilled shafts. The Northbound Lane dropped significantly in two locations to where a large crack developed along the CL and full depth repair was required along the CL. These two locations and the depth of their drop is shown below: - Sta. 1066+28 - 1067+50 122' x 2' wide (7" Drop between lanes) - Sta. 1069+68 - 1070+44 76' x 2.5' wide (4" Drop Between lanes) These repairs were excavated down 12" from the existing Northbound Lane elevation and filled back up using 6" of 304 and 6" of Asphalt Base. Only 6" of Asphalt Base was applied initially because it was known that a good amount of Asphalt Base would still need to be laid down on top of the entire Northbound Lane. As stated above, the shoulder of the Northbound Lane had dropped significantly during construction of the drilled shafts. The original plans had a full depth repair for this shoulder at 4' wide (from surface course. wider for the 6-inch step outs) starting at 10.5' offset from CL. The plans also had 6" of Agg base along with 9" of asphalt base to go back into this shoulder pavement repair. After construction it was determined that the full depth repair would need to start at 9' offset of CL due to the damage. The full depth repair was then changed to 4.5' wide (from surface course. wider for the 6-inch step outs) since it started closer to the CL. Similar to the CL full depth repairs, these repairs were excavated down 12" from the existing Northbound Lane elevation and filled back up using 6" of 304 and 6" of Asphalt Base. Only 6" of Asphalt Base was applied initially because it was known that a good amount of Asphalt Base would still need to be laid down on top of the entire Northbound Lane. Since the entire roadway had dropped, it was really unknown how much asphalt was needed to achieve the plan pavement elevations given on plan page 4. The Contractor came out and placed stakes for the final pavement elevation of the roadway at 12.5" offset from CL (Edge of lane). The contractor also wrote down the needed pavement depth on the CL of the roadway in order to get to get to the final pavement elevation. These elevations were recorded, and grade was checked after each lift of asphalt base. The Contractor first performed the CL pavement repair on 8/12, followed by the shoulder pavement repair on 8/18. The Contractor then scratched a lift of asphalt base on the entire northbound lane that was intended to fill in the drops between the northbound and southbound lanes on 8/18. Grade was then checked and recorded. It was determined from the checked grade that an average of7.25" of asphalt base would need to be placed on the entire roadway thought the project in order to get to the planned final pavement

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		elevations. On 8/19 the entire northbound lane was scratched using asphalt base with the goal of getting everything up to 3" from final pavement elevation. On 8/20 the entire southbound lane was scratched using asphalt base with the goal of getting everything up to 3" from final pavement elevation. Finally on 8/22, Both the intermediate and surface courses were placed. After finishing the Asphalt Base, there were still low spots in the pavement that resulted in using more Asphalt Intermediate than planned in order to achieve the correct final pavement elevations. To try and save on Asphalt cost, the length of the surface course was reduced by 75 ft. That resulted in using less than planned on the asphalt surface work item. All of the changes made above resulted in additional: CLN #2 - Part Code 1 (Pavement Removed, APP) CLN #12 - Part Code 1 (Subgrade Compaction) CLN #29 - Part Code 1 (Asphalt Base, PG64-22, (449)) CLN #35 - Part Code 1 (Asphalt Intermediate Course, Type 1, (449)) All of the changes made above resulted in reduced: CLN #30 - Part Code 1 (Aggregate Base) CLN #33 - Part Code 1 (Asphalt Surface Course, Type 1, (448), PG64-22) *See CA-D-2 Docs for Details. They have been placed into SharePoint. *See "Full Grade Log on Asphalt Base" & "Initial CL Grade Log on Asphalt Base" Docs for Details. They have been placed into SharePoint.

Change Order Reason Codes	Change Order Description
01	Normal Diff Between Plan And Actual Qtys