



Civil Engineering and Architecture Division
 1918 Main Street, Suite 300
 Santa Monica, California 90405

SP file

City of
Santa Monica

September 27, 2002

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To	Bob Trimborn	From	BILL ZEIN
Co./Dept.	AIRPORT	Co.	
Phone #		Phone #	
Fax #	572-4495	Fax #	

Ruben Cabalbag, P.E.
 Airports Program Engineer
 Federal Aviation Administration
 P.O. Box 92007, WWPC
 Lawndale, CA 90009

Subject: Santa Monica Airport Grant Amendment for Project No. AIP 3-06-0239-06 (II)

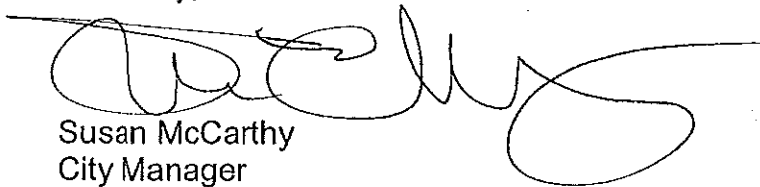
Dear Mr. Cabalbag:

The City of Santa Monica requests to amend the Federal Grant for Project No. AIP 3-06-0239-06 (II) to increase participation amount by \$240,600 to a total of \$1,845,300 to reflect increased costs and changed conditions which occurred during construction. These modifications are outlined in Attachment 1.

This modification to the grant will more effectively enhance and improve the overall condition and safety of the public-use areas of the Airport. This request will not require an update and approval of the Airport Layout Plan.

If you have any questions or desire additional information regarding this matter, please don't hesitate to contact our Airport Manager Mr. Robert Trimborn at (310) 458-8591.

Sincerely,



Susan McCarthy
 City Manager

cc: Robert Trimborn, Airport Manager
 Anthony Antich, P.E., City Engineer
 Bill Zein, P.E., Sr. Civil Engineer
 Donald Patterson, Sr. Administrative Analyst

ATTACHMENT 1

CHANGE ORDER SUMMARY

AIRPORT IMPROVEMENTS SANTA MONICA AIRPORT AIP PROJECT NO. 3-06-0239-06 (II)

Two change orders were issued for the project. One to Clarke Contracting Corporation for the construction, and the other to Hy-com & Associates for construction management. The details of those change orders are summarized below.

Construction Contract Change Order No. 1

Construction Contract Change Order No. 1 was issued at the end of the project to adjust the contract to reflect actual quantities measured in the field, and revise the scope of work as necessitated by the project. Specifically, the following changes were ordered:

1. Drill additional 6' depth for each blast wall foundation pile to provide total embedment of 12'-6" in native soil.
2. Repair AC pavement in aircraft service area prior to slurry sealing.
3. Relocate existing irrigation lines in conflict with blast wall foundation.
4. Tag and relocate unmarked electrical conduit and irrigation control wires exposed during drilling for blast wall foundation.
5. Revise survey and layout of tie-down spaces and taxiway in South Apron area.
6. Fill abandoned tie-down PVC caps with concrete to provide level surface for slurry seal application.
7. Increase width of blast wall foundation from 7' to 7'-6" to accommodate location of anchor bolts for prefabricated blast wall and concrete wall.
8. Remove existing taxiway striping in conflict with new taxiway striping using wet sandblasting method.
9. Install 12 additional tie-downs in concrete area on south side of runway.
10. Install tie-down stall numbers as requested by Airport Manager.

11. Repair electrical conduit and irrigation control wires damaged during drilling of blast wall foundation.
12. Install additional striping for helipad.
13. Delete requirement to provide tie-down chains and hooks from Item 8 - Tie-Down Anchors.
14. Replace rubberized asphalt with conventional asphalt in resurfacing areas.
15. Adjust bid items as follows:
 - a. Increase the quantity of Bid Item 2, Crack Seal
 - b. Reduce the quantity of Bid Item 3, Asphalt Slurry Seal
 - c. Delete Bid Item 4, Asphalt Slurry Seal (Fuel Resistant)
 - d. Increase the quantity of Bid Item 5, Asphalt Rubber Hot Mix
 - e. Increase the quantity of Bid Item 8, Tie-down Anchors
16. Adjust asphalt quantities and cost to balance contract.

The reasons for the changes ordered are as follows:

1. The additional drilling depth was required to achieve the required embedment depth of 12'-6" in native soil as shown on the plans. The additional drilling depth in native soil was determined by the geotechnical inspector based on the logs and observation of the drilling operation.
2. The AC pavement in the aircraft service area was low in some spots and needed to be repaired to provide a smooth grade transition prior to application of slurry seal.
3. The irrigation lines were located where the foundation of the blast wall would be constructed and had to be relocated.
4. The drilling of the foundation piles had to be stopped while the conduit and electric wires were identified and tagged for future repair.
5. The location of aircraft tie-downs next to the hangars on the south apron shown on the plan did not match field dimensions and had to be revised.
6. 14 tie-downs needed to be relocated because of taxiway clearance requirements, which were not identified before the tie-downs were installed. The abandoned tie-down cups had to be filled to provide a smooth surface for application of slurry seal.
7. The width of the foundation as shown on the plan did not provide room for the anchor bolts and the concrete wall.

8. The existing taxiway striping in the south tie-down area was in conflict with the new tie-down layout and taxiway striping. The conflicting striping was removed using a wet sandblasting method.
9. Airport management requested 12 additional tie-downs in the concrete area south of Airport Avenue due to the shortage of tie-down stalls. Since Bid Item 8, Tie-down Anchors did not specify concrete coring for installation this was considered extra work and was done on time and material.
10. Numbering of the aircraft tie-down stalls was not specified in the original contract. The striping sub-contractor provided a reasonable cost, and Airport management authorized this additional work.
11. The irrigation controller conduit and wiring was not marked in the field or shown on the plans. They were damaged during the drilling operation and needed to be repaired.
12. Additional striping was necessary to provide aircraft access to some of the newly installed aircraft tie-down stalls, and to re-stripe the Helipad area, which was added to the slurry seal work.
13. Airport management elected to provide the tie-down chains and hooks. The Contractor was requested to provide a credit for this deleted requirement.
14. Rubberized asphalt is not suitable for application in layers of 1" or less. Part of the pavement rehabilitation involved complete reconstruction or new construction of the full asphalt pavement section. Both applications were better suited to conventional asphalt installation. The Contractor was requested to provide a credit for switching to conventional asphalt.
15. The adjustments to bid items reflect the change between bid quantities and actual material quantities measured in the field and necessitated by the project.
16. Cost adjustment to balance the contract

Construction Management Contract Change Order No. 1

Construction Management Contract Change Order No. 1 was issued to provide additional inspection, construction management, and coordination services associated with increase in scope and design modifications to the construction contract. Specifically, the following changes were ordered:

1. Provide additional inspection, construction management, and coordination services associated with increase in scope and with necessary design modifications to the construction contract

The reasons for the changes ordered are as follows:

1. Additional services were needed to coordinate changes to the drilling and construction of blast wall foundation, modify the anchor plate design, provide layout plan for the installation of aircraft tie-downs, and revisions / adjustments to stripping layout to accommodate field conditions.