

## CHANGE ORDER No. 2

CONTRACTOR: Lappe Cement Finishing  
PROJECT NAME: East Main St Pedestrian Walkway

LPA: City of Jackson  
PROJECT NO.: TAP-3000(009)

**The Contractor is hereby directed to make the following changes from the contract:**

**1. DESCRIPTION AND REASON FOR CHANGE:**

See attached sheet for reasons.

**2. COST OF WORK AFFECTED BY THIS CHANGE ORDER.**

EST. LINE NO.	CONTRACT ITEM NO.	ITEM DESCRIPTION	UNITS PREVIOUSLY PROVIDED FOR	UNITS TO BE CONSTRUCTED	UNITS OVERRUN, UNDERRUN, CONTINGENT	U N I T	CONTRACT OR AGREED UNIT PRICE	AMOUNT OF OVERRUN OR PLUS CONTINGENT	AMOUNT OF UNDERRUN OR MINUS CONTINGENT
0010		Clearing and Grubbing	1.00	1.13	0.13	ACRE	\$12,000.00	\$1,560.00	
0060		Type 5 Aggregate for Base (6 In. Thick)	430.00	545.10	115.10	SY	\$10.00	\$1,151.00	
0080		Concrete Curb Ramp	91.00	91.50	0.50	SY	\$140.00	\$70.00	
0090		Truncated Domes	161.00	152.00	9.00	SF	\$34.00		\$306.00
0110		Paved Approach, 7 IN	71.90	245.10	173.20	SY	\$95.70	\$16,575.24	
0120		Concrete Sidewalk, 4 IN	1075.30	1073.20	2.10	SY	\$78.00		\$163.80
0130		Rock Lining	1.00	11.00	10.00	CY	\$410.00	\$4,100.00	
0180		18 IN Pipe Group A	36.00	0.00	36.00	LF	\$94.00		\$3,384.00
0210		18 IN Group A FES	1.00	0.00	1.00	EACH	\$1,410.00		\$1,410.00
0310		Class B-1 Concrete	181.80	167.90	13.90	CY	\$788.00		\$10,953.20
0320		Reinforcing Steel	12310.00	11658.00	652.00	LBS	\$4.50		\$2,934.00
0500		24 IN Pipe Group A	0.00	40.00	40.00	LF	\$118.00	\$4,720.00	
0501		24 IN Group A FES	0.00	1.00	1.00	EACH	\$2,440.00	\$2,440.00	
								<b>TOTALS:</b>	<b>\$30,616.24</b>
									<b>\$19,151.00</b>

**3. SETTLEMENT FOR COST OF THE ABOVE CHANGE TO BE MADE AT CONTRACT UNIT PRICES, EXCEPT AS NOTED:**  
N/A

**4 COMMENTS:**

**5 COST ADJUSTMENTS TO THE CONTRACT:**

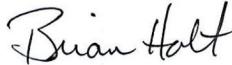
1. CONTRACT AMOUNT	\$503,307.47
2. OVERRUN THIS ORDER	\$30,616.24
3. OVERRUN PREVIOUS	
4. UNDERRUN THIS ORDER	\$19,151.00
5. UNDERRUN PREVIOUS	
6. PROJECT TOTAL	\$514,772.71

**THE TERMS OF SETTLEMENT OUTLINED ABOVE ARE HEREBY AGREED TO:**

**Randy Lappe**

Digitally signed by Randy Lappe  
Date: 2025.12.12 10:31:00  
-06'00'

12/12/2025

APPROVED: (OWNER)	DATE	APPROVED: (CONTRACTOR)	DATE
		 Brian Holt	Digitally signed by Brian Holt DN: C=US, E=bholt@bfwengineers.com, CN=Brian Holt Date: 2025.12.12 10:38:08-06'00'
APPROVED : MODOT	DATE	APPROVED: (CONSTRUCTION ENGINEER)	DATE

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LPA: \_\_\_\_\_  
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TAP-3000(009)

### **Line No. 0010 Clearing and Grubbing**

Additional trees and stumps had to be removed for the construction of slopes from Sta 24+76 to Sta 25+20.

### **Line No. 0060 Type 5 Aggregate for Base (6 In. Thick)**

The original plan quantities for paved approaches did not provide enough quantity of aggregate base for the area of paved approaches to be constructed.

### **Line No. 0080 Concrete Curb Ramp**

Less concrete curb ramp was required than originally estimated in the plans. Final quantity was field measured.

### **Line No. 0090 Truncated Domes**

Less truncated domes were required than originally estimated in the plans. Final quantity was field measured.

### **Line No. 0110 Paved Approach, 7 IN**

The original plan quantities for paved approaches did not provide enough quantity of paved approaches for the areas to be constructed. In addition, there are three existing entrances, Sta 23+22.5, 26+96, and 31+20, that were not set up in the plans to use Paved Approach, 7 in. instead of Concrete Sidewalk 4 in. The thicker pavement option is needed to provide proper structure for vehicle traffic. Final quantity was field measured.

### **Line No. 0120 Concrete Sidewalk, 4 IN**

Less 4" sidewalk was required than originally estimated in the plans. Final quantity was field measured.

### **Line No. 0130 Rock Lining**

While excavating for the retaining wall fill section from Sta 26+00 to 26+60, a water line was encountered that prevented the installation of the retaining wall footing. The retaining wall was eliminated and replaced with soil slopes from the edge of sidewalk to the right of way line. This change resulted in fill material being placed around the inlet of an existing crossroad culvert at Sta 26+00. Rock lining was placed on the slope around the pipe inlet to properly protect the slopes from eroding.

### **Line No. 0180 18 IN Pipe Group A**

When excavation started for the proposed manholes at Sta 11+93 and Sta 12+09, it was discovered that the existing crossroad culvert was a 24 inch pipe instead of 18 inches as shown in the original plans. The new 18 inch pipe provided in the plans was replaced with 24 inch pipe to match the existing pipe to maintain the same volume of flow. This also changes the 18 inch flared end section to 24 inches. This change also resulted in additional time and labor to excavate and install the larger pipe.

### **Line No. 0210 18 IN Group A FES**

See reason for Line No. 0180

### **Line No. 0310 Class B-1 Concrete**

While excavating for the retaining wall fill section from Sta 26+00 to 26+60, a water line was encountered that prevented the installation of the retaining wall footing. The retaining wall was eliminated and replaced with soil slopes from the edge of sidewalk to the right of way line.

### **Line No. 0320 Reinforcing Steel**

While excavating for the retaining wall fill section from Sta 26+00 to 26+60, a water line was encountered that prevented the installation of the retaining wall footing. The retaining wall was eliminated and replaced with soil slopes from the edge of sidewalk to the right of way line.

### **Line No. 500 24 IN Pipe Group A**

See reason for Line No. 0180

### **Line No. 501 24 IN Group A FES**

See reason for Line No. 0180