



- [X] CONTR ADMIN
- [X] ACCOUNTING
- [X] CONTRACTOR
- [X] PURCHASING SERVICE
- [X] CONTRACT INSPECTION

CHANGE ORDER NO. 15 City Number

Contractor Name.: **Security Paving Co., Inc.**
 Project Title: **Hwy. 101 at Rice Ave. Interchange (ESPL 5129(058) & HPLUL 5129(063))**
 Specification No.: **PW03-19** Account No.: 210-9718-826-8605 Project No.: **873114** \$122,646.25
 Contract No.: **A-7228** Account No.: **275-9063-826-8604** Project No.: **873114** \$122,646.25
 P.O. No.: **3514/3515/3516/3517** Account No.: Project No.:
 Fed. Proj. No.: Account No.: Project No.:
 STPL 5129(012), HPLUL 5129(051,056,063) Account No.: Project No.:
 TILUL 5129(057), ESPL 5129(058) Account No.: Project No.:
 Total \$245,292.50

You are hereby directed to make the following changes in this contract:

Description:

Change order (CO) for extra work as required by project field conditions and authorized by Project Engineer. See attachment for details.

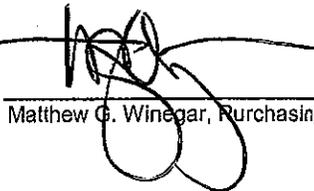
Reasons for Changes:

Increase bid line item #61 Roadway Excavation and Item #68 Imported Borrow and Force Account.
 This increase is due to field conditions of aerially deposited lead and extra fill due to concerns for adjacent water water line field conditions.

1. Amount of original contract	\$ 31,189,493.23
2. Sum of prior change orders (NO. <u>1</u> THRU <u>13</u>)	234,394.05
3. Sum of contract prior to this change order	31,423,887.28
4. Amount of this change order	\$245,292.50
5. Sum of contract including this change order	\$ 31,669,179.78

Contract time will be changed by 0 days
 Completion date of this change order is: not applicable

 Dr. Thomas E. Holden, Mayor Date



 Matthew G. Winegar, Purchasing Agent Date

11/23/10

 Attest: Daniel Martinez, City Clerk Date

 See attachment for original signature & date
 security Paving Co., Contractor Date



 Cynthia Daniels, Project Manager Date

11-23-2010



CONTRACT CHANGE ORDER

Change Requested by: Engineer Contractor

CCO NUMBER 15	SUPL. NUMBER 0	CONTRACT NO. PW03-19	ROAD HIGHWAY 101 at RICE AVE.	FEDERAL NUMBER(S) STPL-5129(012), ESPL5129(058), HPLUL-5129(051), HPLUL-5129(056), TILUL-5129(057)
------------------	-------------------	-------------------------	----------------------------------	---

TO Security Paving Co., Inc.

Contractor

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. The last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

This change is generally described as follows: Due to concerns with settlement affecting existing utilities, remove embankment fill material from the "R" alignment. This area shall remain free of embankment fill until such time as the Engineer deems necessary. The removed material shall be replaced when authorized by the Engineer.

EXTRA WORK AT FORCE ACCOUNT:

As shown on sheet two of this change order, and as directed by the Engineer, provide all labor, equipment, materials, tools and incidentals to remove embankment fill material from Station 97+98 to Station 99+10, "R" alignment, Rt.

In accordance with Section 10-1.34, "Material Containing Aerially Deposited Lead," of the Special Provisions, and as directed by the Engineer, provide all labor, equipment, materials, tools and incidentals to remove, stockpile, and replace aerially deposited lead material from the embankment fill shown on sheet two of this change order. The material which shall be considered as containing aerially deposited lead is located between Stations 98+05 and 99+10 and from elevation 25.4m to 27.7m, as shown on sheet two of this change order.

Estimate of Extra Work at Force Account: \$130,000.00

INCREASE IN CONTRACT ITEM AT CONTRACT ITEM PRICE:

ITEM # 61 - Roadway Excavation (Type Y1) (Aerially Deposited Lead) 2,210 m³ (+26.18%) @ \$22.80/m³ = \$50,388.00 (+26.18%)
 ITEM # 68 - Imported Borrow 4,790 m³ (+2.75%) @ \$13.55/ m³ = \$64,904.50 (+2.75%)
 TOTAL = \$115,292.50

Estimated Cost: Decrease Increase \$245,292.50

By reason of this order the time of completion will be adjusted as follows: **Deferred**

SUBMITTED BY		
SIGNATURE	(PRINT NAME & TITLE)	DATE
	Andres Roldan, P. E., Resident Engineer	11/17/10

APPROVAL RECOMMENDED BY		
SIGNATURE	(PRINT NAME & TITLE)	DATE
	Rob Roshaniary, Interim Works Dir ^{Public}	11-23-10

ENGINEER APPROVAL BY		
SIGNATURE	(PRINT NAME & TITLE)	DATE
	Robert Hearne, P. E., Project Manager	11/22/10

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefore the prices shown above. **NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specification as to proceeding with the ordered work and filing a written protest within the time therein specified.**

CONTRACTOR ACCEPTANCE BY		
SIGNATURE	(PRINT NAME & TITLE)	DATE
	Chris Wenzel, Project Manager	11/17/10



CITY OF OXNARD - DEVELOPMENT SERVICES DEPARTMENT
CONTRACT CHANGE ORDER MEMORANDUM

Sheet 1 of 1

DATE
 August 06, 2010

TO Rob Roshanian, Interim Public Works Director			FILE PROJECT No. PW03-19 CALTRANS NUMBER: 07-003431 FED NO. STPL-5129(012), ESPL5129(057), HPLUL-5129(051), HPLUL-5129(056), TILUL-5129(057), HPLUL-5129(063)	
FROM Andres Roldan, Resident Engineer			CONTINGENCY BALANCE (Including this change):	
CCO NO. 15	SUPPLEMENT NO. 0	CATEGORY CODE		
\$245,292.50			<input checked="" type="checkbox"/> INCR	<input type="checkbox"/> DECR
SUPPLEMENTAL FUNDS PROVIDED \$0.00			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
Original Contract Working Days: 743 DAY (S)	Time Adjustment this Change: 0 DAY (S)	Previously-Approved CCO Time Adjustments: 9 DAY (S)	Percentage Time Adjusted to Date (Including this change) 1.21%	Total Number of Unreconciled Deferred-Time CCO'S (Including this change) 0

THIS CHANGE ORDER PROVIDES FOR (Use additional pages as needed):
 Removing embankment fill from the area of the existing 45" water line.

REASON FOR CHANGE:

On July 20, 2010, Washington Group recommended removal of 30' (9.15 meters) wide of embankment fill placed along the "R" alignment, from Station 98+10 to 99+00, due to concerns with settlement affecting existing utilities, in this case, the existing 45" water line adjacent to this embankment area. Washington Group made this recommendation based on Kleinfelder's (Washington Group Subcontractor) recommendation. Contained within this area is material containing Aerially Deposited Lead.

METHOD OF PAYMENT:

Increase in Contract Items Contract Item Prices. \$115,292.50
 Extra Work at Force Account. Estimate of Extra Work: \$130,000.00

TIME ADJUSTMENT:

By reason of this order the time of completion will be adjusted as follows: **Deferred**

CONCURRED BY:		ESTIMATE OF COST	
INTERIM PUBLIC WORKS DIRECTOR: ROB ROSHANIAN	DATE 11/23/10	ITEMS	THIS REQUEST \$115,292.50
CITY OF OXNARD PROJECT MANAGER-ENGINEER: ROBERT HEARNE	DATE 11/22/10	FORCE ACCOUNT	TOTAL TO DATE \$115,292.50
CITY OF OXNARD PROJECT MANAGER: CYNTHIA DANIELS	DATE: 11/22/10	AGREED PRICE	\$130,000.00
STATE OF CALIFORNIA	DATE:	ADJUSTMENT	\$0.00
BRIDGE ENGINEER:	DATE:	TOTAL	\$0.00
TRAFFIC ENGINEER	DATE		\$245,292.50
CITY OF OXNARD PRIOR APPROVAL BY:	DATE:	FEDERAL PARTICIPATION	
Authorization To Proceed by:	DATE	<input checked="" type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE	
RESIDENT ENGINEER SIGNATURE	DATE 11/17/10	<input type="checkbox"/> NON-PARTICIPATING (Maintenance) <input type="checkbox"/> NON-PARTICIPATING	
		FEDERAL SEGREGATION:	
		<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
		FEDERAL FUNDING SOURCE	PERCENT
		STPL-5129(012)	80.00%
		ESPL5129(057)	80.00% 100% Cd
		HPLUL-5129(051)	80.00%
		HPLUL-5129(056)	80.00%
		TILUL-5129(057)	80.00%
		HPLUL-5129(063)	80.00%

Date: October 19th, 2010

From: Andres Roldan *ASR*
Resident Engineer
Rice / Santa Clara Interchange Improvements Over Highway 101

To: Rob Roshanian, Public Works Interim Director
Cynthia Daniels, Project Manager
Robert Hearne, Project Manager *CD 11-24-10*

Record of Negotiations CCO #15

Background / Cost

On July 20, 2010, Washington Group recommended removal of 30' (9.15 meters) wide of embankment fill placed along the "R" alignment, from Station 98+10 to 99+00, due to concerns with settlement affecting existing utilities, in this case, the existing 45" water line is adjacent to this embankment area. Washington Group requested this removal based on Kleinfelder's recommendation (Washington Group's Subcontractor). Contained within this area there is material with Aerially Deposited Lead (ADL) that needs special handling and placement restrictions. Material (including ADL) needs to be replaced at the same location once the 45" waterline is relocated.

Total cost of this change order is separated as follows:

- 1) **REMOVAL: Extra Work at Force Account:** The cost of embankment removal will be handled as Extra Work at Force Account. Estimate of Extra Work \$130,000.

Removal work has been completed (urgent work)

- 2) **REPLACEMENT: Increase In Contract Item at Contract Item Price:** The cost of placing back the material will be paid at item unit prices. Handling ADL material within the embankment at \$22.80 per cubic meter and imported borrow material at \$13.55 per cubic meter. Estimate of Increase at Contract Item Price \$115,292.50

For a cost breakdown see attached CCO.

Due to the urgency of this work an agreed price was not obtained. Work will be done at T&M (Force Account), an Engineer's Estimate was prepared and reviewed by the Contractor but ~~dis~~ not agree to sign it.

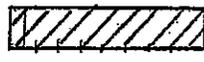
he did

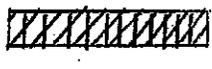
The basis for establishing costs for extra work is from on the City of Oxnard Standard Specifications, June 2009, Section 3-3.2.2.

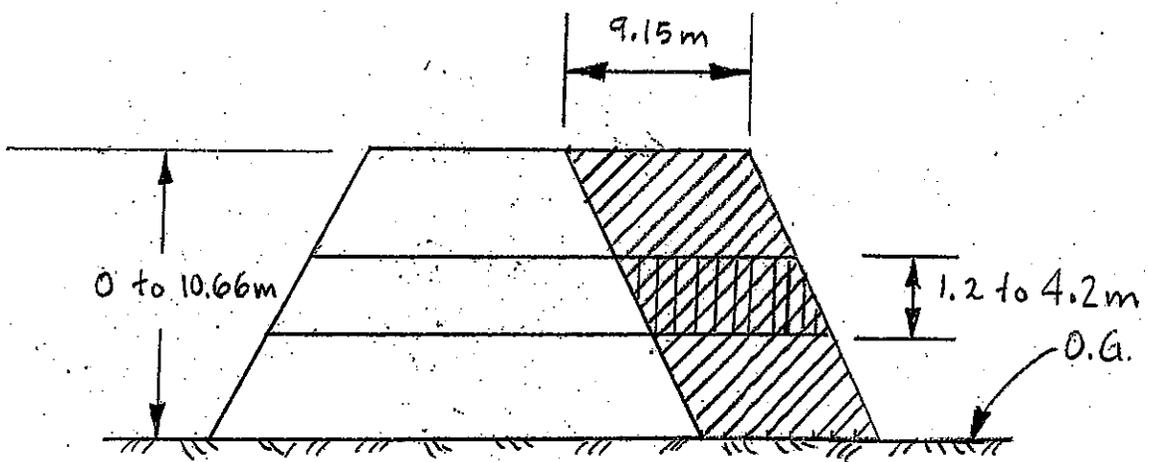
Extra Work at Force Account (T&M) will be verified by the inspectors in the field, and agreed with the foreman on site at the end of each day on a Daily Extra Work form. No payment for Extra Work at Force Account (T&M) will be issued until an Extra work Bill is submitted by the Contractor and verified by the Construction Manager's office using inspector diaries, signed Daily Extra Work forms, and certified payrolls.

Explanation of Rates used on Engineers' Estimate

- Equipment rates are estimated using the "Labor Surcharge and Equipment Rental Rates Book" published by the State of California, Department of Transportation, which is in effect for the month that the work takes place. Note that this is an estimate for the cost of the equipment that might be used to do the work and sometimes the equipment actually doing the work may differ. However, the actual equipment rate charged by the contractor on their Extra Work Bill after the work is completed will be verified using the "Labor Surcharge and Equipment Rental Rates Book".
- Labor rates are average rates for the job classification used. The actual rate for labor is not known at the time of the estimate because the work has not taken place and the Engineer does not know who will be doing the work. This is an Engineer's estimate of the labor hours needed to complete the work. Actual labor rates will be verified using certified payrolls and compared with Extra Work Bills submitted by the Contractor.

 = LIMITS OF REMOVAL

 = ADL MATERIAL



STA. 97+98 to 99+10, "R" ALIGNMENT.

No SCALE

CCO COST SUMMARY

	Removal Cost (EWFA):	\$	115,881.92
	Stockpile ADL (EWFA):	\$	11,826.32
Replace fill:	Item 61 ADL:	\$	50,388.00
	Item 68 Import Borrow:	\$	64,904.50
	TOTAL COST=	\$	243,000.74

CCO COST ASSUMPTIONS

COST TO REMOVE 7,000 Cu m OF EMBANKMENT

7,000 cu m = 9,154 cu yd

Use bottom dumps.

Bottom dump capacity: 25 cu yd.

Number of Trucks = $9,154/25 = 366$ trips

Say a truck can be loaded every 10 min.

Then 6 trips per hr. = 48 trips per day.

$480/20 =$

$366 / 48 = 7.6$ days.

say 8 days to complete work.

Import Borrow and ADL to replace removed material:

ITEM 61	2,210 cu m at \$22.80/cu m =	\$50,388.00
ITEM 68	4,790 cu m at \$13.55/cu m =	\$64,904.50

TOTAL = \$115,292.50

ENGINEER'S COST ANALYSIS

C.O.O. NO. 15 REPORT NO. 1
 AMOUNT AUTHORIZED
 PREVIOUS EXPENDITURE
 TODAY
 TO DATE
 CONTRACTOR JOB NO.
 CONTRACTOR REPORT NO.

DATE PERFORMED
 DATE OF REPORT

CONTRACT NO. PW03-19
 CO. RT. P.M. N/A

WORK PERFORMED BY SECURITY PAVING

DESCRIPTION OF WORK REMOVE DIRT FROM "R" EMBANKMENT

EQUIP. NO.	EQUIPMENT	HOURS	HOURLY RATE	EXTENDED AMOUNTS	LABOR	HOURS	HOURLY RATE	EXTENDED AMOUNTS	
	Foreman truck	32	\$16.00	\$512.00	Foreman	32	\$127.00	\$4,064.00	
	Excavator	64	\$144.00	\$9,216.00				\$0.00	
	Dozer D-9	64	\$187.00	\$11,968.00	Operator	64	\$71.00	\$4,544.00	
	Water truck	32	\$41.00	\$1,312.00	Operator	64	\$71.00	\$4,544.00	
				\$0.00				\$0.00	
				\$0.00				\$0.00	
				\$0.00	Laborer	64.0	\$55.00	\$3,520.00	
				\$0.00				\$0.00	
				\$0.00	Laborer			\$0.00	
				\$0.00				\$0.00	
				\$0.00	Operator (Sweeper)			\$0.00	
				\$0.00				\$0.00	
				\$0.00				\$0.00	
				\$0.00				\$0.00	
		192		\$23,008.00				\$0.00	
MATERIAL AND/OR WORK DONE BY SPECIALISTS									
	trucking (10 trucks 8 hr ea)	640	\$100.00	\$64,000.00				\$16,672.00	
				\$0.00				\$0.00	
				\$0.00				\$0.00	
				\$0.00				\$0.00	
TOTAL COST OF EQUIPMENT, MATERIALS, AND WORK					A				
					B				
					(A)				
					(B)				

LABOR SURCHARGE 10%
 SUBSISTENCE @
 TRAVEL EXPENSE NO. 6 @

TOTAL COST OF LABOR

TOTAL THIS REPORT

+ 10 % MARKUP ON LABOR COST
 + 10 % MARKUP ON EQUIPMENT, MATERIAL, AND WORK COST

WH/O DATE
 AI 2/24/2010

CALC'S BY:
 CHECKED BY:

NOTES:
 ENGINEERS' ESTIMATE

RE: KLEINFELDER RECOMMENDATION TO
WASHINGTON GROUP 7/11/10

Suydam, Michael B.

From: Endi Zhai [EZhai@kleinfelder.com]
Sent: Sunday, July 11, 2010 7:00 PM
To: Roldan, Andres; Infante, Arturo J.; Cynthia.Daniels@ci.oxnard.ca.us; Thakare, Dhananjay; Shenping Chou; Shenping_Chou@URSCorp.com; kirk.wang@wgint.com; Suydam, Michael B.
Cc: Adam Williams
Subject: Re: Kleinfelder results: Rice Ave Settlement Contour Maps for the 45-inch waterline
Attachments: Memo#2 Plates.pdf

Shenping,

In addition to what I sent to you last Friday 7/9/10, I added the settlement summary tables and recommended removal limits in the attached results. As you may see, in order to keep the settlement along the 45-inch waterline alignment no longer increase, the minimum removal with a factor of safety (FS) of 1.0 is approximately 20 feet. We recommend a removal of 30 feet which has a FS of 1.5. Our recommended removal limits are marked in red on Plates 3 through 7.

It should be realized that the waterline is at risk under the loading from the existing embankment fill. The total settlements (primary consolidation) and the settlements as of 06/24/2010 are estimated and provided. Please note that it is not in Kleinfelder's scope nor is Kleinfelder's specialty to determine the tolerable settlements for the 45-inch water pipeline. A prompt removal of the existing fill as recommended will reduce the risk.

Please call me if you have a difficulty to understand the results. Our technical memo #2 will be prepared shortly to document these results, plus conceptual mitigation measures. As we have discussed, the conceptual mitigation measures include the following:

1. Light-weight fill (such as geoform)
2. Ground improvements
3. Support pipeline on piles
4. Construct an inverted "U" channel over the pipeline
5. Relocation of the pipeline

We can discuss the above conceptual mitigation design; however, a design-level recommendation will not be available until a mitigation measure is selected.

Thank you,
Endi

>>> Endi Zhai 7/9/2010 8:26 PM >>>
Shenping,

Attached please see the results of our calculations. There are 4 sheets in the attached PDF file. A brief description for each sheet is provided below:

- Sheet-1: Estimated settlement contour map based on the embankment limits and X-sections shown in Sheets 3 and 4. The contour values are approximately 90% of consolidation settlements (primary consolidation).
Sheet-2: Estimated settlement contour map for the settlements occurred as of 06/24/10, which is about 50 to 60% of the primary consolidation settlements.
Sheet-3: The limits of the existing embankment from AECOM
Sheet-4: The X-sections of the existing embankment from AECOM/URS.

Note that the X-sections show an embankment slope at 1.0H:1.5V which is much steeper than we assumed for our previous calculations (assumed the slope of 1.5H:1V). As a result, the estimated settlement as of June 24, 2010 is

greater than what we estimated previously. I suspect a little bit of the slope gradient. Typically, it does not allow such a steeper temporary slope unless a slope stability analysis is performed with satisfactory FOS. I suggest the embankment limits and X-sections (Sheets 3 and 4) be double checked by AECOM/URS.

Summary tables which show detailed settlement values will be provided on Monday. Also, we will provide a recommended removal limits at which the 45-inch waterline would not settle more.

Thanks,
Endi

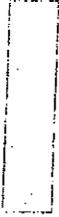
Endi Zhai, PhD, PE, GE
Vice President
Transportation Technical Director
2 Ada, Suite 250, Irvine, CA 92618
o| 949.585.3141
c| 949.400.6739

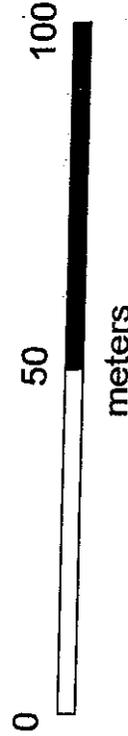
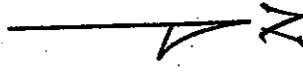


Warning: Information provided via electronic media is not guaranteed against defects including translation and transmission errors.

If the reader is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this information in error, please notify the sender immediately.

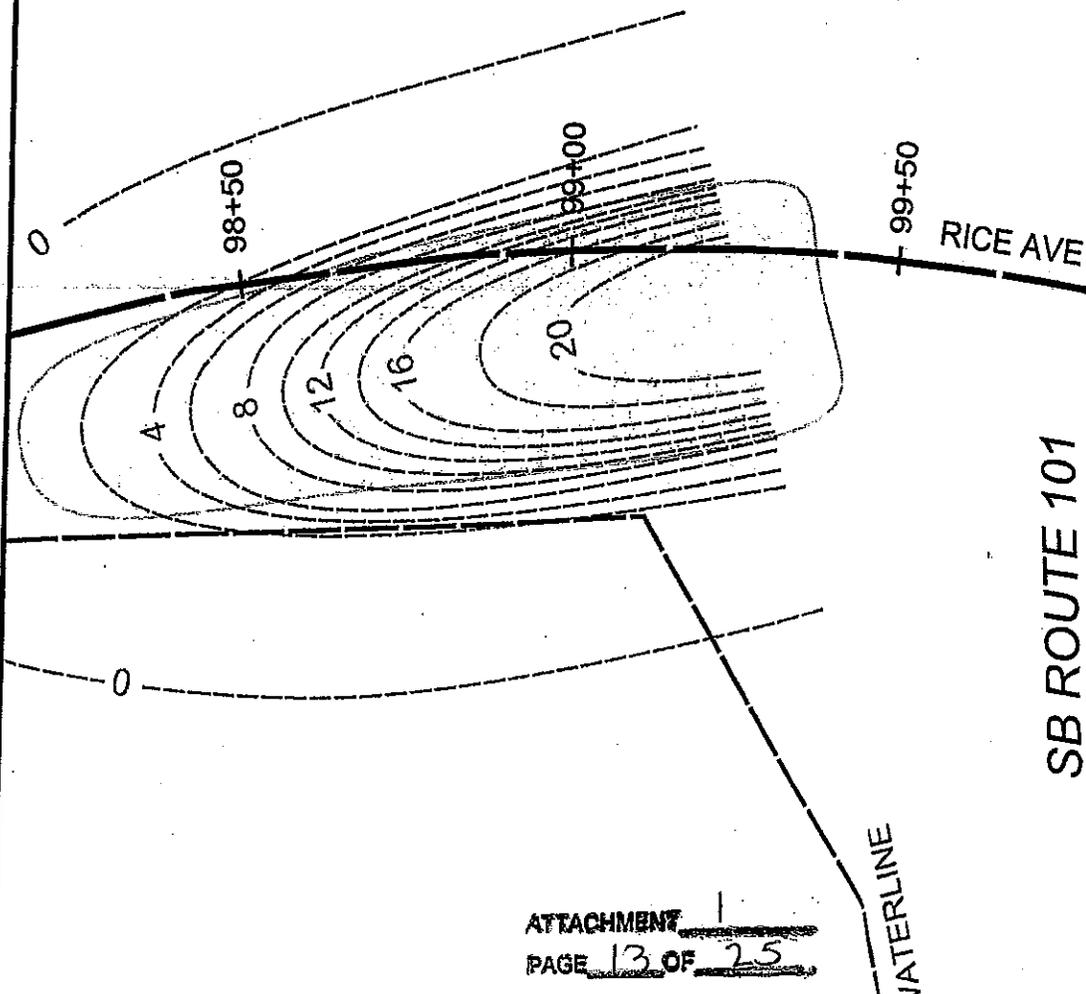
LEGEND

-  embankment
-  existing waterline
-  total settlement contour (inches)



Notes:

1. Contour map is approximate. For detailed values, see summary table.
2. Contour values are approximately 90% of total settlement.



SB ROUTE 101



PROJECT NO. 111041
 DRAWN: 7-08-10
 DRAWN BY: AW
 CHECKED BY: EZ
 FILE NAME: RICE AVE

ESTIMATED SETTLEMENT CONTOUR MAP

101/RICE AVE Interchange DSDC
 OXNARD, CALIFORNIA

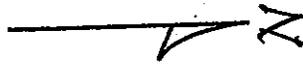
PLATE

1

Information has been subject to...
 or intended for use...
 or misuse of...
 information is at the...

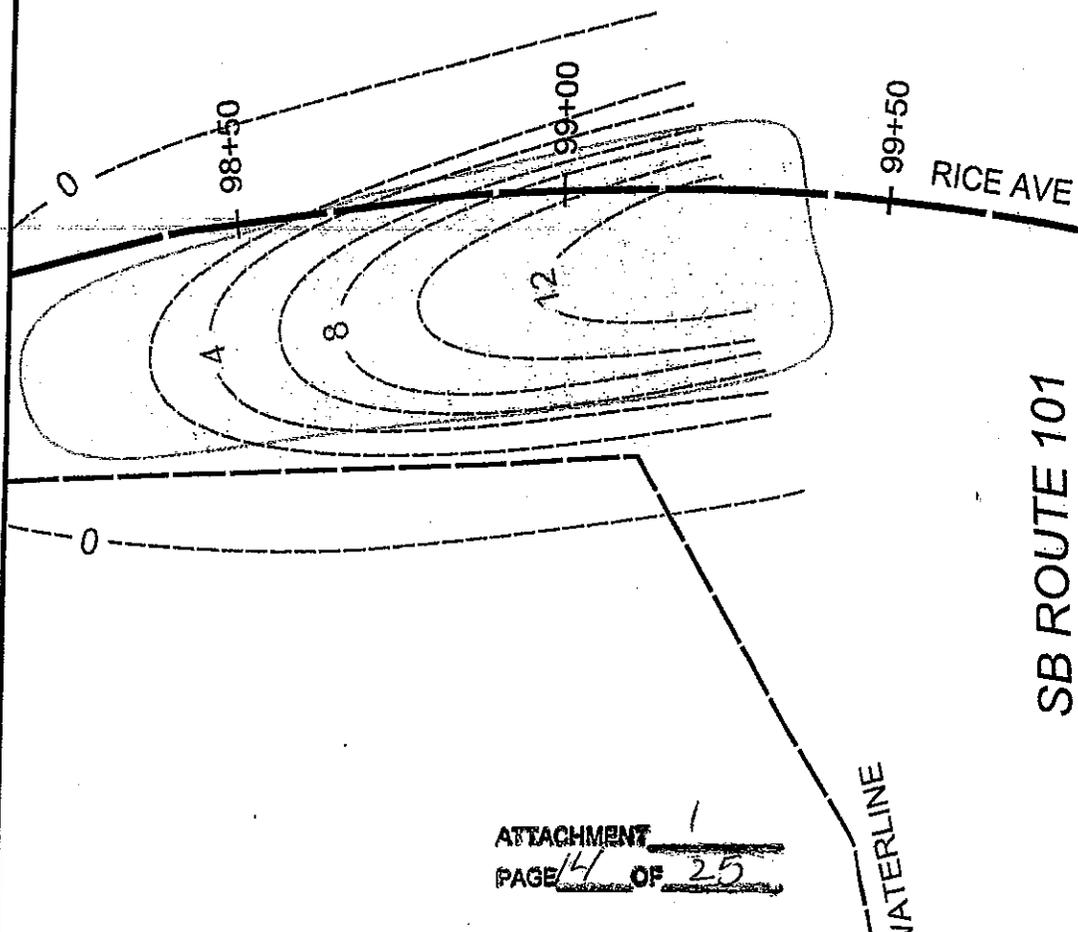
LEGEND

-  embankment
-  existing waterline
-  settlement contour as of 6-24-10 (inches)



Notes:

1. Contour map is approximate. For detailed values, see summary table.
2. Contour values are estimated settlements as of 6-24-10.



PLATE

2

**ESTIMATED SETTLEMENT
AS OF 6-24-10 CONTOUR MAP**

101/RICE AVE Interchange DSDC
OXNARD, CALIFORNIA

PROJECT NO.	111041
DRAWN:	7-08-10
DRAWN BY:	AW
CHECKED BY:	EZ
FILE NAME:	RICE AVE

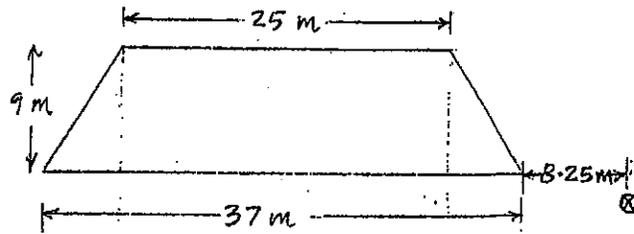


ation has been
subject to
no
implied, as to
rights to the use
intended for use
or intended as
or misuse of
information is at the
information.

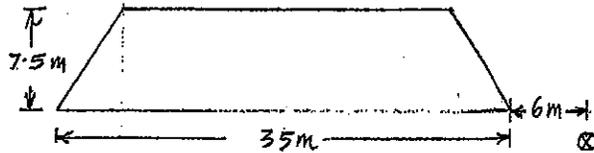
Rice Ave
Project

Embankment c/s along SB on-ramp
(in proximity of 45" waterline)

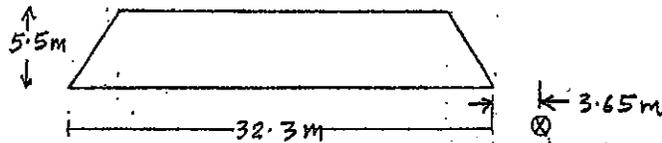
99+10
(Stn.)



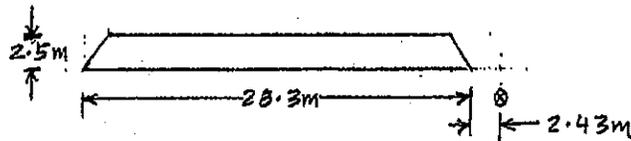
98+40
(Stn.)



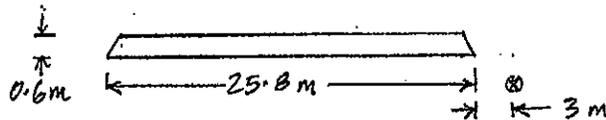
98+70
(Stn.)



98+50
(Stn.)



98+30
(Stn.)



⊗ : 45" waterline (app. 2.4 m from surface ↓
to top of pipe)

Slope of embankment : 1.5V : 1H

N.T.S.

D. Thakase
21/2/10

Suydam, Michael B.

From: Endi Zhai [EZhai@kleinfelder.com]
Sent: Friday, July 09, 2010 8:27 PM
To: Roldan, Andres; Infante, Arturo J.; Cynthia.Daniels@ci.oxnard.ca.us; Thakare, Dhananjay; Shenping Chou; Shenping_Chou@URSCorp.com; kirk.wang@wgint.com; Suydam, Michael B.
Subject: Kleinfelder results: Rice Ave Settlement Contour Maps for the 45-inch waterline
Attachments: Rice Ave Settlement Contour Maps_ for 45-inch Waterline.pdf

Shenping,

Attached please see the results of our calculations. There are 4 sheets in the attached PDF file. A brief description for each sheet is provided below:

Sheet-1: Estimated settlement contour map based on the embankment limits and X-sections shown in Sheets 3 and 4. The contour values are approximately 90% of consolidation settlements (primary consolidation).

Sheet-2: Estimated settlement contour map for the settlements occurred as of 06/24/10, which is about 50 to 60% of the primary consolidation settlements.

Sheet-3: The limits of the existing embankment from AECOM

Sheet-4: The X-sections of the existing embankment from AECOM/URS.

Note that the X-sections show an embankment slope at 1.0H:1.5V which is much steeper than we assumed for our previous calculations (assumed the slope of 1.5H:1V). As a result, the estimated settlement as of June 24, 2010 is greater than what we estimated previously. I suspect a little bit of the slope gradient. Typically, it does not allow such a steeper temporary slope unless a slope stability analysis is performed with satisfactory FOS. I suggest the embankment limits and X-sections (Sheets 3 and 4) be double checked by AECOM/URS.

Summary tables which show detailed settlement values will be provided on Monday. Also, we will provide a recommended removal limits at which the 45-inch waterline would not settle more.

Thanks,
Endi

Endi Zhai, PhD, PE, GE
Vice President
Transportation Technical Director
2 Ada, Suite 250, Irvine, CA 92618
o| 949.585.3141
c| 949.400.6739



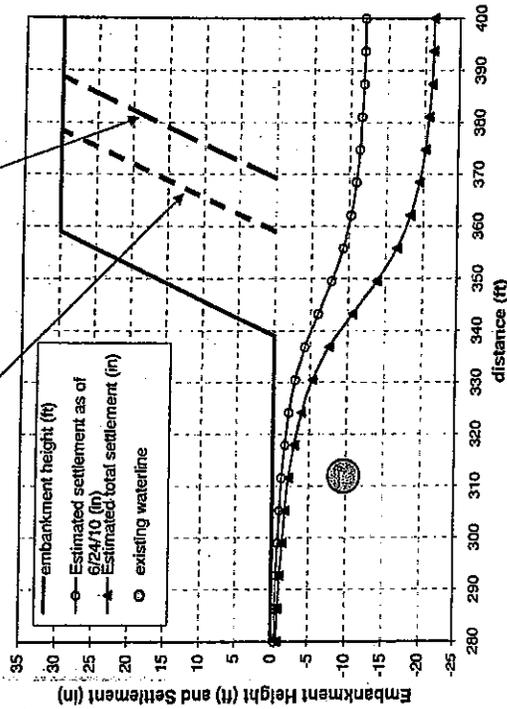
Warning: Information provided via electronic media is not guaranteed against defects including translation and transmission errors.

If the reader is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this information in error, please notify the sender immediately.

Station 99+10 as of 6-24-10

Node #	Consolidation			Elastic			Total		
	X [ft]	Sc [in]	Sf [in]	Xi [ft]	Sj [in]	Sj [in]	Xt [ft]	Sf [in]	Sf [in]
1	280.0	-0.03	-0.34	-0.01	-0.07	-0.40			
2	286.3	-0.03	-0.42	-0.01	-0.07	-0.49			
3	292.6	-0.04	-0.53	-0.01	-0.07	-0.59			
4	298.9	-0.06	-0.67	-0.01	-0.13	-0.80			
5	305.3	-0.07	-0.86	-0.01	-0.13	-0.99			
6	311.6	-0.09	-1.11	-0.01	-0.13	-1.25			
7	317.9	-0.12	-1.47	-0.02	-0.20	-1.67			
8	324.2	-0.17	-1.98	-0.02	-0.20	-2.19			
9	330.5	-0.23	-2.74	-0.02	-0.27	-3.01			
10	336.8	-0.32	-3.88	-0.03	-0.34	-4.23			
11	343.2	-0.46	-5.50	-0.04	-0.47	-5.97			
12	349.5	-0.60	-7.16	-0.05	-0.61	-7.77			
13	355.8	-0.71	-9.53	-0.06	-0.74	-9.27			
14	362.1	-0.79	-9.47	-0.07	-0.81	-10.28			
15	368.4	-0.84	-10.05	-0.07	-0.88	-10.93			
16	374.7	-0.87	-10.41	-0.08	-0.94	-11.35			
17	381.1	-0.89	-10.63	-0.08	-0.94	-11.58			
18	387.4	-0.90	-10.77	-0.08	-1.01	-11.78			
19	393.7	-0.90	-10.85	-0.08	-1.01	-11.86			
20	400.0	-0.91	-10.87	-0.08	-1.01	-11.88			

Note: *Settlements estimated using a scale factor of approximately 0.60



Removal for FS=1.0 is approximately 20 feet

Removal for FS=1.5 is approximately 30 feet

Project No.: 111041

Drawn By:

Date:

Checked By:

Date:

Plate

3

Estimated Settlement as of 6/24/2010

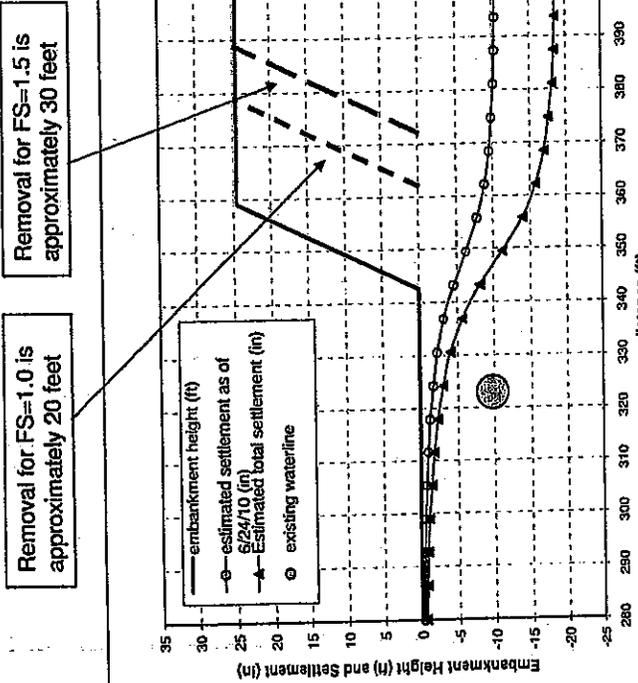
101/Rice Avenue Interchange
Oxnard, California

www.kleinfelder.com

Station 98+90 as of 6-24-10

Node #	Consolidation		Elastic		Total		
	Sc	Si	Sc	Si	St	St	
1	280.0	-0.02	-0.26	-0.01	-0.07	-0.03	-0.33
2	286.3	-0.03	-0.33	-0.01	-0.07	-0.03	-0.39
3	292.6	-0.03	-0.41	-0.01	-0.07	-0.04	-0.48
4	298.9	-0.04	-0.52	-0.01	-0.07	-0.05	-0.59
5	305.3	-0.06	-0.66	-0.01	-0.13	-0.07	-0.80
6	311.6	-0.07	-0.86	-0.01	-0.13	-0.08	-1.00
7	317.9	-0.09	-1.13	-0.01	-0.13	-0.11	-1.27
8	324.2	-0.13	-1.52	-0.02	-0.20	-0.14	-1.72
9	330.5	-0.17	-2.08	-0.02	-0.20	-0.19	-2.28
10	336.8	-0.25	-2.94	-0.02	-0.27	-0.27	-3.21
11	343.2	-0.35	-4.25	-0.03	-0.34	-0.38	-4.59
12	349.5	-0.49	-5.84	-0.04	-0.47	-0.53	-6.32
13	355.8	-0.60	-7.24	-0.05	-0.61	-0.65	-7.84
14	362.1	-0.88	-8.20	-0.06	-0.67	-0.74	-8.98
15	368.4	-0.73	-8.75	-0.06	-0.74	-0.79	-9.53
16	374.7	-0.76	-9.14	-0.06	-0.74	-0.82	-9.88
17	381.1	-0.78	-9.37	-0.07	-0.81	-0.85	-10.18
18	387.4	-0.79	-9.50	-0.07	-0.81	-0.86	-10.31
19	393.7	-0.80	-9.56	-0.07	-0.81	-0.87	-10.39
20	400.0	-0.80	-9.60	-0.07	-0.81	-0.87	-10.41

Note: Settlements estimated using a scale factor of approximately 0.60



Project No.: 111041
 Drawn By:
 Date:
 Checked By:
 Date:

Estimated Settlement as of 6/24/2010

101/Rice Avenue Interchange
 Orland, California

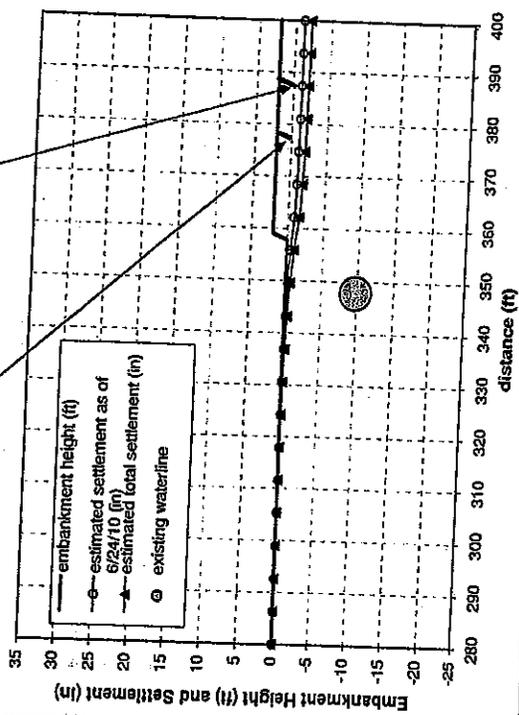
Plate 4



Station 98+30 as of 6-24-10

Node #	Consolidation			Elastic			Total St
	X [ft]	SC [ft]	Si [ft]	X [ft]	Si [ft]	St [ft]	
1	280.0	0.00	-0.01	0.00	0.00	0.00	-0.01
2	286.3	0.00	-0.02	0.00	0.00	0.00	-0.02
3	292.6	0.00	-0.02	0.00	0.00	0.00	-0.02
4	298.9	0.00	-0.03	0.00	0.00	0.00	-0.03
5	305.3	0.00	-0.04	0.00	0.00	0.00	-0.04
6	311.6	0.00	-0.05	0.00	0.00	0.00	-0.05
7	317.9	-0.01	-0.06	0.00	0.00	-0.01	-0.06
8	324.2	-0.01	-0.08	0.00	0.00	-0.01	-0.08
9	330.5	-0.01	-0.11	0.00	0.00	-0.01	-0.11
10	336.8	-0.01	-0.16	0.00	0.00	-0.01	-0.16
11	343.2	-0.02	-0.23	0.00	0.00	-0.02	-0.23
12	349.5	-0.03	-0.34	0.00	0.00	-0.03	-0.34
13	355.8	-0.04	-0.54	0.00	0.00	-0.04	-0.54
14	362.1	-0.07	-0.79	-0.01	-0.07	-0.07	-0.86
15	368.4	-0.08	-0.96	-0.01	-0.07	-0.08	-1.03
16	374.7	-0.09	-1.05	-0.01	-0.07	-0.09	-1.12
17	381.1	-0.09	-1.10	-0.01	-0.07	-0.10	-1.17
18	387.4	-0.09	-1.14	-0.01	-0.07	-0.10	-1.20
19	393.7	-0.10	-1.15	-0.01	-0.07	-0.10	-1.22
20	400.0	-0.10	-1.16	-0.01	-0.07	-0.10	-1.23

Note: *Settlements estimated using a scale factor of approximately 0.60



Removal for FS=1.0 is approximately 20 feet

Removal for FS=1.5 is approximately 30 feet

KLEINFELDER
Highway Engineering Solutions

www.kleinfelder.com

Project No.: 111041

Drawn By: _____

Date: _____

Checked By: _____

Date: _____

Estimated Settlement as of 6/24/2010

101/Rice Avenue Interchange
Oxnard, California

Plate 7

RE: WASHINGTON'S RECOMMENDATION TO CONSTRUCTION
MANAGER / CITY OF OXNARD 7/20/2010

Roldan, Andres

From: Chou, Shenping [Shenping.Chou@wgint.com]
Sent: Tuesday, July 20, 2010 11:48 AM
To: Infante, Arturo J.; EZhai@kleinfelder.com
Cc: Roldan, Andres; Cynthia.Daniels@ci.oxnard.ca.us; Rob.Roshanian@ci.oxnard.ca.us; Robert.Hearne@ci.oxnard.ca.us; Thakare, Dhananjay
Subject: RE: Shoring (Sheet pile) for 45" water line

Attachments: Re: Kleinfelder results: Rice Ave Settlement Contour Maps for the 45-inch waterline
Since preventing the 45 inch water line from further settlement is critical, we recommend the removal of 30 feet of existing embankment to be performed ASAP, as recommended in the technical memo by Kleinfelder sent to you on July 11, 2010. (also attached)

Shenping Chou, P.E.
URS

2020 East 1st Street, Suite 400
Santa Ana, CA 92705-4032
Main: (714) 835-6886
Fax: (714) 433-7701
Direct: (714) 433-7650
Cell: (714) 222-3077
Email: Shenping.Chou@wgint.com

From: Infante, Arturo J. [mailto:Arturo.Infante@aecom.com]
Sent: Monday, July 19, 2010 5:04 PM
To: EZhai@kleinfelder.com; Chou, Shenping
Cc: Roldan, Andres; Cynthia.Daniels@ci.oxnard.ca.us; Rob.Roshanian@ci.oxnard.ca.us; Robert.Hearne@ci.oxnard.ca.us; Thakare, Dhananjay
Subject: Re: Shoring (Sheet pile) for 45" water line

Thank you for your quick response Endi. In talking with Sec Pav, Chris did mention than anything over 30 feet deep would probably be too costly. Due to the timing concerns, we will follow Washington Group's recommendation and direct Sec Pav to remove the 30' of embankment ASAP.

Art Infante, P. E.
Construction Management
Transportation West CM/CEI Division
Cell 805-264-6233
www.aecom.com

(Sent from my handheld so it may be short)

From: Endi Zhai <EZhai@kleinfelder.com>
To: Infante, Arturo J.; Shenping Chou <shenping.chou@wgint.com>
Cc: Roldan, Andres; Cynthia Daniels <Cynthia.Daniels@ci.oxnard.ca.us>; Rob Roshanian <Rob.Roshanian@ci.oxnard.ca.us>; Robert Hearne <Robert.Hearne@ci.oxnard.ca.us>
Sent: Mon Jul 19 16:47:02 2010
Subject: Re: Shoring (Sheet pile) for 45" water line

Art,

Kleinfelder recommended a 30 feet (horizontal distance) removal of the existing embankment in the vicinity of the 45" waterline. This recommendation can be performed without any further delay. Thus, the risk of pipe rupture is the least if it is implemented promptly. Since the site is still settling, the time is of the essence.

The 2nd option is to remove 20 feet (horizontal distance), but an instrumentation program will be required that takes time to develop and install, thus increasing the risk.

The 3rd option is to drive sheet piles to approximately 50 feet depth below grade. The sheet pile type of AZ 26 may be considered. This option will reduce the further settlement, but will not eliminate the further settlement. Also, two instrumentation programs will be required; one for vibration monitoring, and the other is for settlement monitoring. Developing these instrumentation programs and installing them will take time. If the instrumentation data indicate excessive vibration or settlement, removal of the existing embankment will still need to be performed.

Endi

Endi Zhai, PhD, PE, GE
 Vice President
 Transportation Technical Director
 2 Ada, Suite 250, Irvine, CA 92618
 o| 949.585.3141
 c| 949.400.6739



>>> "Infante, Arturo J." <Arturo.Infante@aecom.com> 7/19/2010 3:39 PM >>>

Shenping, I spoke with Chris from Security Paving about this. Before he can give us a price, he needs to know how deep the sheet piles need to be, and the kind of sheet pile that would be needed.

On the other hand, the ADL material is located about 5' from the OG, in a layer about 8' thick, and it extends all the way to the face of the existing embankment. Pretty much we will be in the ADL as soon as we cut into the slope. Let us know how to proceed with this. Thank you.

Art Infante, P. E.
 Construction Management
 Transportation West - CM/CEI Division
 Cell: (805) 264-6233
 Fax: (805) 485-6797
 www.aecom.com

Warning: Information provided via electronic media is not guaranteed against defects including translation and transmission errors.

If the reader is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this information in error, please notify the

ATTACHMENT 1
 PAGE 24 OF 25

8/6/2010

sender immediately.



Job No: PW03-19

**Contract Summary
with Changes**

Date: 11/22/2010

Project No: 873114

Page: 1 of 1

To SPI	Type	From OXD	Number	Title	Status	Date	Total Cost	Apprvd Changes	Pending Changes	Revised Contract Sum
			A-7228	PW03-19-Rice & 101 Fwy Interch		10/27/2009	\$31,189,493.23	\$234,394.05	\$0.00	\$31,423,887.28
	CO		CO0001	CO#1-Potholing & Shoulder Work	APP	3/26/2010		\$119,224.00		
	CO		CO0002	CO#2 -Traffic Ctl. Cost - Flagging	APP	3/26/2010		\$30,000.00		
	CO		CO0003	CO#3-Settlement Monitoring TestArea	APP	7/12/2010		\$136,097.69		
	CO		CO0004	CO#4-Remove Buried Man-Made Objects	APP	7/12/2010		\$15,000.00		
	CO		CO0005	CO#5-Maintain Freeway Lighting	APP	7/12/2010		\$35,000.00		
	CO		CO0006	CO#6-Drainage Reconciling	APP	7/12/2010		\$62,373.75		
	CO		CO0007	CO#7- 73Meters of 750mm Welded Pipe	APP	8/13/2010		\$33,580.00		
	CO		CO0008	CO#8-Detouring Traffic-Edison 66kv	APP	8/13/2010		\$21,274.30		
	CO		CO0009	CO#9-Excavating 45" Water Line	APP	8/13/2010		\$6,000.00		
	CO		CO0010	CO#10-Change Contract Item No.91	APP	8/13/2010		(\$316,007.50)		
	CO		CO0011	CO#11-Increase Items SWPPP	APP	8/13/2010		\$50,000.00		
	CO		CO0012	CO#12-Removal Excess Fill Material	APP	8/13/2010		\$24,851.81		
	CO		CO0013	CO#13-Installing Temp. Sidewalk	APP	8/13/2010		\$17,000.00		

ATTACHMENT 2
PAGE 1 OF 1