



AIA® Document G701™ – 2017

Change Order

| | | |
|---|--|--|
| PROJECT: (name and address) Brookline High School 115 Greenough Street Brookline, MA 02445 | CONTRACT INFORMATION: Contract For: Deferred Maintenance Expansion Project | CHANGE ORDER INFORMATION: Change Order #: 9 Date: October 7, 2022 |
| OWNER: (name and address) Town of Brookline - Represented by The Brookline Building Commission 333 Washington Street Brookline, MA | ARCHITECT: (name and address) William Rawn Associates, Architects, Inc. 10 Post Office Square Boston, MA 02109 | CONTRACTOR: (name and address) N.B. Kenney Company, Inc. 68 Barnum Road Devens, MA 01434 |

The Contract is changed as follows:

(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

| | |
|---|----------------------|
| NBK PCO # 19 - Costs that the school incurred for damages from UV-4 leak. | \$ -44,583.70 |
|---|----------------------|

| | |
|---|------------------------|
| The original (Contract Sum) (Guaranteed Maximum Price) was | \$ <u>3,075,000.00</u> |
| The net change by previously authorized Change Orders | \$ <u>478,454.61</u> |
| The (Contract Sum) (Guaranteed Maximum Price) prior to this Change Order was | \$ <u>3,553,454.61</u> |
| The (Contract Sum) (Guaranteed Maximum Price) will be (increased) (decreased) (unchanged) by this Change Order in the amount of | \$ <u>-44,583.70</u> |
| The new (Contract Sum) (Guaranteed Maximum Price), including this Change Order, will be | \$ <u>3,508,870.91</u> |
| The Contract Time will be (increased) (unchanged) (unchanged) by | (30) days. |
| The new date of Substantial Completion will be | September 15, 2022 |

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

WRA Architects, Inc
ARCHITECT (Firm name)

SIGNATURE

Andrew Jonic - Project Architect
PRINTED NAME AND TITLE

N.B. Kenney Company, Inc.
CONTRACTOR (Firm name)

SIGNATURE

PRINTED NAME AND TITLE

Town of Brookline
OWNER (Firm name)

SIGNATURE

Raymond D. Masak - Project Manager
PRINTED NAME AND TITLE

10/7/22
DATE

DATE

DATE

CAUTION: You should sign an original AIA Contract Document, on which this text appears in RED. An original assures that changes will not be obscured.



Change Order Proposal Cost Summary

| Job Number: | 020-025 | Job Name: | Brookline High School - Defferred Maintenance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|---|----------------------|-------------------------------|-------|--------|--------|-------|----------------------|-------------|--|---------|---------|--|--|-------------------------|--------------|---------|---------|--------|--|----------------------|--------------|----------|---------|--------|--|-------------------------|--------------|----------|---------|--------|--|-------------------------|--------|---------|---------|--------|--|----------------------|--------|----------|---------|--|--|-------------------------|----------------|--|--|------|--|-------------------------|----------------|--|--|------|--|----------------------|--|--|--|------|--|-------------------------|--|--|--|------|--|----------|--|--|--|------|--|--------------|--|--|--|--------|------|-------------|--|--|------|------|--|----------------|--|-----------------------------------|--|-------------|--|-------------------------|--|--------------------|--|--|--|--|--|-----------------------------------|--|------|--|---|--|--|--|--|--|-----------|-----------------------|--|--|--|--|------------------------------------|--|--|--|-------------|--|---------------------|--|--|--|------|--|------------------------|--|--|--|-------------|--|---|--|--|--|--|--|----------|--|-------------------------|------|--|--|----------------|--|--|--|--|--|--|--------------------------|--|--|-------------|--|--|---|--|--|------|--|--|----------------------------|--|--|------|--|--|---|--|-----|------|--|--|---|--|----|------|--|--|--|--|--|-------------------------|--|--------------------------|--|--|--|--|--|-----------------------------|--|--|--|--|--|--|--|--|--|--|--|-----------------------------|--|---|---------------|-----------------------------|----------|-----------------------------------|--|----------------------------|-----------|---|--|--|--|--|--|--|--|---|--|--|--|--|--|---------------------------------|--|--|------------------------------|--|--|--|--|--|-------|-----------|--|
| Proposed Change Order Request No.: | PCO-019 | 115 Greenough Street, Brookline MA 02445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description of Change: | | Costs that school incurred for damage from UV-4 leak | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exclusions: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">Labor - DESCRIPTION OF COSTS:</th> <th style="width: 15%;">HOURS</th> <th style="width: 15%;">DIRECT</th> <th style="width: 15%;">BURDEN</th> <th style="width: 15%;">TOTAL</th> <th style="width: 10%;">MATERIALS & EXPENSES</th> </tr> </thead> <tbody> <tr><td>Engineering</td><td></td><td>\$96.13</td><td>\$17.42</td><td></td><td></td></tr> <tr><td>Pipefitter - Journeymen</td><td>REGULAR RATE</td><td>\$96.13</td><td>\$18.29</td><td>\$0.00</td><td></td></tr> <tr><td>Pipefitter - Foreman</td><td>REGULAR RATE</td><td>\$104.46</td><td>\$20.06</td><td>\$0.00</td><td></td></tr> <tr><td>Pipefitter - Supervisor</td><td>REGULAR RATE</td><td>\$107.88</td><td>\$21.04</td><td>\$0.00</td><td></td></tr> <tr><td>Pipefitter - Journeymen</td><td>CREDIT</td><td>\$96.13</td><td>\$18.29</td><td>\$0.00</td><td></td></tr> <tr><td>Pipefitter - Foreman</td><td>CREDIT</td><td>\$107.88</td><td>\$20.06</td><td></td><td></td></tr> <tr><td>Pipefitter - Supervisor</td><td>Overtime @ 1.5</td><td></td><td></td><td>0.00</td><td></td></tr> <tr><td>Pipefitter - Journeymen</td><td>Overtime @ 1.5</td><td></td><td></td><td>0.00</td><td></td></tr> <tr><td>Pipefitter - Foreman</td><td></td><td></td><td></td><td>0.00</td><td></td></tr> <tr><td>Pipefitter - Supervisor</td><td></td><td></td><td></td><td>0.00</td><td></td></tr> <tr><td>Trucking</td><td></td><td></td><td></td><td>0.00</td><td></td></tr> <tr><td colspan="4" style="text-align: right;">LABOR TOTAL:</td><td>\$0.00</td><td>\$ -</td></tr> <tr><td>Consumables</td><td></td><td></td><td>1.5%</td><td colspan="2">0.00</td></tr> <tr><td>Material Costs</td><td></td><td>See attached Detailed Spreadsheet</td><td></td><td colspan="2">(44,583.70)</td></tr> <tr><td>Equipment Costs - Crane</td><td></td><td>See attached Quote</td><td></td><td colspan="2"></td></tr> <tr><td></td><td></td><td>See attached Detailed Spreadsheet</td><td></td><td colspan="2">0.00</td></tr> <tr><td colspan="6" style="text-align: right;">MATERIAL & EQUIPMENT SUBTOTAL: (44,583.70)</td></tr> <tr><td>Sales Tax</td><td colspan="4">6.25% (if applicable)</td><td></td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL MATERIAL & OTHER:</td><td colspan="2">(44,583.70)</td></tr> <tr><td colspan="4" style="text-align: right;">LABOR TOTAL:</td><td colspan="2">0.00</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL RAW COST:</td><td colspan="2">(44,583.70)</td></tr> <tr><td colspan="6">Subcontractors' Costs (See attached detailed breakdown)</td></tr> <tr><td>Trucking</td><td></td><td>Subcontractor Sub-Total</td><td colspan="3">0.00</td></tr> <tr><td colspan="6">SUMMARY</td></tr> <tr> <td></td> <td>N.B. Kenney Direct Costs</td> <td></td> <td></td> <td colspan="2">(44,583.70)</td> </tr> <tr> <td></td> <td>NBK Overhead & Profit on Direct Costs @</td> <td></td> <td></td> <td colspan="2">0.00</td> </tr> <tr> <td></td> <td>Subcontractor Direct Costs</td> <td></td> <td></td> <td colspan="2">0.00</td> </tr> <tr> <td></td> <td>Subcontractor Overhead & Profit on Direct Costs @</td> <td></td> <td>10%</td> <td colspan="2">0.00</td> </tr> <tr> <td></td> <td>NBK Overhead & Profit on Subcontractors @</td> <td></td> <td>5%</td> <td colspan="2">0.00</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td colspan="2" style="text-align: right;">TOTAL COSTS (44,583.70)</td> </tr> <tr> <td colspan="6">Bond Costs at 1.5%: 0.00</td> </tr> <tr> <td colspan="6" style="text-align: center;">Round off to nearest dollar</td> </tr> <tr> <td colspan="6" style="text-align: right;">TOTAL PRICE FOR THIS CHANGE: (\$44,583.70)</td> </tr> <tr> <td colspan="2">This PCO labor is based on:</td> <td><input checked="" type="checkbox"/> YES</td> <td>Straight Time</td> <td><input type="checkbox"/> NO</td> <td>Overtime</td> </tr> <tr> <td colspan="2">Schedule Impact due to Change is:</td> <td><input type="checkbox"/> 0</td> <td>Work Days</td> <td colspan="2" style="background-color: #FFFFCC;">Recommended for approval by the Town of Brookline</td> </tr> <tr> <td colspan="6" style="text-align: center;">This proposal is based on current market costs and conditions.</td> </tr> <tr> <td colspan="6" style="text-align: center;">If the approval of this change is delayed to a point where changes occur in our costs and/or conditions, we reserve the right to cancel or modify this change order accordingly.</td> </tr> <tr> <td colspan="3">Submitted By: Robert W. Dejadon</td> <td colspan="3">Signature: Robert W. Dejadon</td> </tr> <tr> <td colspan="3"></td> <td>Date:</td> <td colspan="2">10/7/2022</td> </tr> </tbody></table> | | | | | | Labor - DESCRIPTION OF COSTS: | HOURS | DIRECT | BURDEN | TOTAL | MATERIALS & EXPENSES | Engineering | | \$96.13 | \$17.42 | | | Pipefitter - Journeymen | REGULAR RATE | \$96.13 | \$18.29 | \$0.00 | | Pipefitter - Foreman | REGULAR RATE | \$104.46 | \$20.06 | \$0.00 | | Pipefitter - Supervisor | REGULAR RATE | \$107.88 | \$21.04 | \$0.00 | | Pipefitter - Journeymen | CREDIT | \$96.13 | \$18.29 | \$0.00 | | Pipefitter - Foreman | CREDIT | \$107.88 | \$20.06 | | | Pipefitter - Supervisor | Overtime @ 1.5 | | | 0.00 | | Pipefitter - Journeymen | Overtime @ 1.5 | | | 0.00 | | Pipefitter - Foreman | | | | 0.00 | | Pipefitter - Supervisor | | | | 0.00 | | Trucking | | | | 0.00 | | LABOR TOTAL: | | | | \$0.00 | \$ - | Consumables | | | 1.5% | 0.00 | | Material Costs | | See attached Detailed Spreadsheet | | (44,583.70) | | Equipment Costs - Crane | | See attached Quote | | | | | | See attached Detailed Spreadsheet | | 0.00 | | MATERIAL & EQUIPMENT SUBTOTAL: (44,583.70) | | | | | | Sales Tax | 6.25% (if applicable) | | | | | TOTAL MATERIAL & OTHER: | | | | (44,583.70) | | LABOR TOTAL: | | | | 0.00 | | TOTAL RAW COST: | | | | (44,583.70) | | Subcontractors' Costs (See attached detailed breakdown) | | | | | | Trucking | | Subcontractor Sub-Total | 0.00 | | | SUMMARY | | | | | | | N.B. Kenney Direct Costs | | | (44,583.70) | | | NBK Overhead & Profit on Direct Costs @ | | | 0.00 | | | Subcontractor Direct Costs | | | 0.00 | | | Subcontractor Overhead & Profit on Direct Costs @ | | 10% | 0.00 | | | NBK Overhead & Profit on Subcontractors @ | | 5% | 0.00 | | | | | | TOTAL COSTS (44,583.70) | | Bond Costs at 1.5%: 0.00 | | | | | | Round off to nearest dollar | | | | | | TOTAL PRICE FOR THIS CHANGE: (\$44,583.70) | | | | | | This PCO labor is based on: | | <input checked="" type="checkbox"/> YES | Straight Time | <input type="checkbox"/> NO | Overtime | Schedule Impact due to Change is: | | <input type="checkbox"/> 0 | Work Days | Recommended for approval by the Town of Brookline | | This proposal is based on current market costs and conditions. | | | | | | If the approval of this change is delayed to a point where changes occur in our costs and/or conditions, we reserve the right to cancel or modify this change order accordingly. | | | | | | Submitted By: Robert W. Dejadon | | | Signature: Robert W. Dejadon | | | | | | Date: | 10/7/2022 | |
| Labor - DESCRIPTION OF COSTS: | HOURS | DIRECT | BURDEN | TOTAL | MATERIALS & EXPENSES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engineering | | \$96.13 | \$17.42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Journeymen | REGULAR RATE | \$96.13 | \$18.29 | \$0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Foreman | REGULAR RATE | \$104.46 | \$20.06 | \$0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Supervisor | REGULAR RATE | \$107.88 | \$21.04 | \$0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Journeymen | CREDIT | \$96.13 | \$18.29 | \$0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Foreman | CREDIT | \$107.88 | \$20.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Supervisor | Overtime @ 1.5 | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Journeymen | Overtime @ 1.5 | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Foreman | | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pipefitter - Supervisor | | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trucking | | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LABOR TOTAL: | | | | \$0.00 | \$ - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Consumables | | | 1.5% | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Material Costs | | See attached Detailed Spreadsheet | | (44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equipment Costs - Crane | | See attached Quote | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | See attached Detailed Spreadsheet | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MATERIAL & EQUIPMENT SUBTOTAL: (44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sales Tax | 6.25% (if applicable) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL MATERIAL & OTHER: | | | | (44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LABOR TOTAL: | | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL RAW COST: | | | | (44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Subcontractors' Costs (See attached detailed breakdown) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trucking | | Subcontractor Sub-Total | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUMMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N.B. Kenney Direct Costs | | | (44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NBK Overhead & Profit on Direct Costs @ | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Subcontractor Direct Costs | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Subcontractor Overhead & Profit on Direct Costs @ | | 10% | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NBK Overhead & Profit on Subcontractors @ | | 5% | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | TOTAL COSTS (44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bond Costs at 1.5%: 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Round off to nearest dollar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL PRICE FOR THIS CHANGE: (\$44,583.70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| This PCO labor is based on: | | <input checked="" type="checkbox"/> YES | Straight Time | <input type="checkbox"/> NO | Overtime | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Schedule Impact due to Change is: | | <input type="checkbox"/> 0 | Work Days | Recommended for approval by the Town of Brookline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| This proposal is based on current market costs and conditions. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| If the approval of this change is delayed to a point where changes occur in our costs and/or conditions, we reserve the right to cancel or modify this change order accordingly. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Submitted By: Robert W. Dejadon | | | Signature: Robert W. Dejadon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Date: | 10/7/2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NB Kenney Flood
As of 7/22/22

| Item # | Description | Cost |
|--------|--|--------------------|
| 1 | UEC invoice #9678 for Mold Sampling: \$480 | \$480.00 |
| 2 | New England School Services quote (B-Room 229/230 & 119) for replacing the water damaged ceiling tiles: \$2,000 | \$2,000.00 |
| 3 | Atkinson Carpet and Flooring proposal: \$8,379.42. Note that the Town is not including the overtime upcharge of \$988.50. | \$8,379.42 |
| 4 | Atkinson Carpet and Flooring proposal date July 6, 2022 for \$3,998.72 to replace carpet at Room 119 caused by water damage. | \$3,998.72 |
| 5 | Costs for the computers: BHS WL Lab 15 iMacs BHS Music Lab 6 iMacs 21 iMacs at \$1779.00 per iMac for a total of \$37,359 | \$26,685.00 |
| 6 | Your Electrical Solution (YES) invoice 176319 for \$3,040.56 for Fire Alarm work associated with Flood. YES | \$3,040.56 |
| | Subtotal from Flood Damage | \$44,583.70 |

****Be advised these costs are preliminary only. They could change and, as noted above, we are still expecting costs for flooring, fire alarm, other electrical, clean up (including any custodial O/T), etc. The Town of Brookline reserves its rights to seek reimbursement for additional costs as they become known to it and/or other actions as allowed by contract.**