



May 29, 2025

Jeff Mulder, Director of Airports16
Department of Airports
7100 Terminal Dr. Unit 937
Oklahoma City, OK 73159-0937

**Re: ELEVATOR REPLACEMENT FOR MULTIPLE BUILDINGS
PROJECT NO. OCAT WRWA 1802**

Sub: Change Order 05

Dear Director Mulder:

ADG Blatt has reviewed Change Order 05 for the referenced project. Change Order 05 represents a total add of \$35,771.94 and an increase of (0) calendar days to the project. ADG Blatt recommends acceptance of the following:

Change Order 05

ITEM NO.1 - Increase (+) \$21,777.06 and (0) calendar days

It was discovered that the duct work at Hangar 9 Elevator #9 was in the way to install the associated structural steel to support the roof structure. This COR is only for the work associated with removing the ceiling grid from the hallway, removing the duct work located in the way, installing temporary duct work to keep the system running operational as intended. Once the beam and work is completed, new permanent duct work will be installed in the original configuration and a new ceiling will be installed in the hallway. Any work associated with the shaft or structural beams will be addressed in other COR's if needed.

ITEM NO.2 - Increase (+) \$9,210.88 and (0) calendar days

City code requires the installation of oil sensors in sump evacuation pump systems at all hydraulic elevators. This change accommodates the addition of sensors at all project elevators as required.

ITEM NO.3 - Increase (+) \$1,696.25 and (0) calendar days

The new elevator work at the ARB "TriPlex" required new elevator call controls, which are generally recessed-mounted. These required selective demolition of the existing elevator shaft to accommodate the new controls. Noise, vibration and dust generation caused by this work proved disruptive to ARB occupants, and the FAA representatives requested relief. Controls were changed to a surface-mount configuration, which significantly lessened the required demolition. The surface-mount enclosure is fabricated from stainless steel and is more expensive than the standard control panel.

ITEM NO.4 - Increase (+) \$3,087.75 and (0) calendar days

Originally, this new elevator was designed to be a large freight elevator to access the mezzanine storage in this space. Demolition uncovered unmarked utilities that could not be relocated, so the elevator was reduced in size and converted into a passenger elevator. This change was previously addressed in Change Order 04. As a consequence of this conversion, a hard-wired emergency telephone line is required by the Building Code. To speed the process, Contractor is installing conduit, pull boxes and pull string. OCAT and FAA will install cabling upon elevator completion and prior to inspection and acceptance.

Sincerely,
ADG Blatt PC



Chad D. Mitchell, AIA
Senior Project Architect/Project Manager

Cc: Jeremy Coffey, Department of Airports