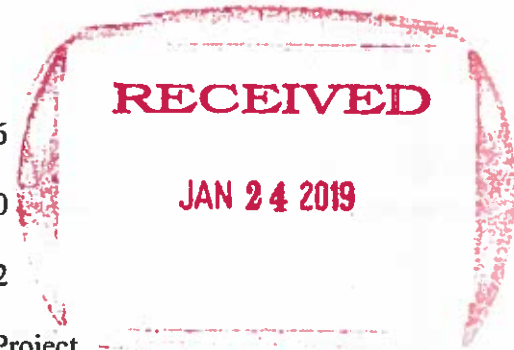




JAN 16, 2019

TO: Derek Case, PE MS 47354 / 360-705-7826
THRU: Paul Johnson, PE NB82-230 / 206-805-2920
FROM: Andrew P. Walter, PE NB82-230 / 206-805-5452
SUBJECT: 007999 – SR99 Bored Tunnel Alternative Design-Build Project
Federal-Aid No. BR-NH-STP-STPF-0099(111)
CO 203 R1 – PCO 640, SURFACE TEXTURING



Attached for HQ execution is Change Order 203 R1, "PCO 640, SURFACE TEXTURING".

DESCRIPTION:

This Change Order compensates the Design-Builder (D-B) for costs associated with performing additional roadway surface texturing. This change was initiated as PCO 640. The work will be performed using a surface abrasion technique, or shot blasting, and includes disposal of removed materials from the roadway surface. The surface abrasion for the subject concrete surfaces will achieve skid resistance friction values between 35 and 55, with a target value of 40 in accordance with ASTM E274 for friction, wet, using a ribbed tire. The texturing will be done by a Skidabrader (or equivalent) machine.

This Change Order reserves the D-B's rights to seek compensation for added insurance costs that may result as it relates to the subject Change Order.

This Change Order reserves the D-B's rights to seek a time extension to the applicable Completion Deadlines and/or compensation related to that time extension.

EVOLUTION OF CHANGE:

Upon completion of the pavement in the tunnel, it was observed that while the finished pavement surface did meet the requirements of the contract, it did not appear to have adequate surface roughness. Consequently, additional testing of skid values was requested from the headquarters pavement management unit. The results confirmed the skid values of the completed pavement were below the target skid friction value of 30, with test results generally in the mid-twenties.

After consulting with Jeff Uhlmeier, State Pavement Engineer, and Kim Willoughby, State Pavement Management Engineer, WSDOT requested the D-B perform additional surface texturing of the pavement as described above, to increase the skid numbers to a minimum of 35 prior to opening the tunnel to traffic at the beginning of February 2019.

ENTITLEMENT:

STP is entitled for compensation to construct this additional work to the Contract at WSDOT's request.

PRICING THE CHANGE:

In response to WSDOT's request for a proposal, on January 4, 2019 the D-B submitted a proposal for \$574,019. Due to a change in scheduling of the work, on January 11, 2019 the D-B re-submitted pricing in the amount of \$610,966. The pricing and the negotiation reflect our need for an urgent response because of the imminent opening of the tunnel to traffic. Through negotiations, WSDOT and the D-B agreed to a total Change Order value of \$590,800, which is within 10% of the WSDOT Engineer's Estimate.

PRICE:

The new Lump Sum Bid Item "CO 203, PCO 640, TEXTURING SUPPORT" in the amount of \$178,900.00, will be full and final payment for all costs associated with D-B support for PCO 640. This includes, but is not limited to, field supervision and coordination, field support and documentation, traffic control, protection of drainage inlets, disposal of removed materials and debris, air monitoring, response to RFIs, and review of submittals, and redlines as needed.

The new Lump Sum Bid Item, "CO 203, PCO 640, MOBILIZATION" in the amount of \$33,500.00, will be full and final payment for all mobilization costs associated with PCO 640.

"CO 203, PCO 640, TEXTURING", per square yard. The unit Contract price (\$4.73), when applied to the number of units measured for this item (estimated at 80,000 square yards), will be full and final payment for all costs associated with PCO 640 and texturing roadway as directed by WSDOT. The provisions of Contract Article 10.1.2 shall apply should the actual quantities vary from the estimated quantity.

CONTRACT TIME:

This Change Order reserves the D-B's rights to seek a time extension to the applicable Completion Deadlines and/or compensation related to that time extension.

APPROVALS:

- Andrew P. Walter, P.E., Contract Administrator, gave approval to proceed December 28, 2018
- Paul Johnson, P.E., SR99 Tunnel Director, approved the change January 4, 2019
- Derek Case, P.E., HQ Construction, approved the change January 7, 2018
- Lindsey Handel, P.E., FHWA, approved the change January 9, 2019
- Mario Mathisen, Program Management gave funding concurrence January 4, 2018

ATTACHMENTS TO THE MEMO:

- Change Order
- Change Order Checklist
- Engineer's cost estimate
- Approvals and Concurrences listed above

If you have any questions, please contact Kyle Goldsmith at 206.805.5436.

kgg

cc: Project File

Contract 7999 Design-Build Change Order Checklist

Cont. #: <input type="text" value="7999"/>	Cont. Title: <input type="text" value="SR 99 Bored Tunnel Alternative- Design Build Project"/>																
C.O. #: <input type="text" value="203 R1"/>	C.O. Title: <input type="text" value="PCO 640, SURFACE TEXTURING"/>																
<input type="checkbox"/> Design-Builder Initiated. <input checked="" type="checkbox"/> Agency Initiated.																	
I. Executed by the State Construction Office 1. Cost or credit equal to or greater than \$500,000.*1,*3, *5 2. Change in the contract documents beyond the scope, intent or termini of the original contract.*2, *5 3. Change in DBE conditions in Section 8 and Appendix 6 of the Conformed Contract including the DBE Goal of 8%. *5 4. Change in contract time greater than 30 working days. *1, *5	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"><input checked="" type="checkbox"/> Yes</td> <td style="width: 50%; text-align: center;"><input type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> </table>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No								
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II. Executed by the Region 5. Cost or credit greater than or equal to \$100,000 but not to exceed \$500,000.*1,*4 6. Change in contract time greater than 10 and not to exceed 30 working days.*4	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"><input type="checkbox"/> Yes</td> <td style="width: 50%; text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> </table>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No												
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III. Executed by the Project Engineer 7. Determination of impacts and/or overhead. 8. Design or construction work that does not comply with the Mandatory Standards. 9. Change to Section 1 thru 26 and the Appendices of the Conformed Contract. 10. Change to a technical requirement in any of the following sections: Design Deviations, Geotechnical Design, Pavement, Project Documentation, Bridges and Structures, Control of Materials, QMP Requirements, or WSDOT Standard Specifications. 11. Determination of a Differing Site Condition (Section 5.7.3 of the Conformed Contract). 12. Settlement of a Claim (Section 24.3 of the Conformed Contract). 13. Changes in the Work (Section 11 of the Conformed Contract). 14. Design Builder Initiated Changes (Section 12 of the Conformed Contract).	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"><input type="checkbox"/> Yes</td> <td style="width: 50%; text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/> Yes</td> <td style="text-align: center;"><input type="checkbox"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/> Yes</td> <td style="text-align: center;"><input checked="" type="checkbox"/> No</td> </tr> </table>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Approvals obtained: (Obtain all **REQUIRED** approvals regardless of execution authority)

Project Engineer:	(REQUIRED)	<input type="text" value="Andrew P. Walter"/>	Date:	<input type="text" value="12/28/18"/>
Region: *5	(REQUIRED)	<input type="text" value="Paul Johnson"/>	Date:	<input type="text" value="1/4/19"/>
State Construction Office:	(REQUIRED)	<input type="text" value="Derek Case"/>	Date:	<input type="text" value="1/7/19"/>
FHWA: *1		<input type="text" value="Lindsey Handel"/>	Date:	<input type="text" value="1/9/19"/>
Other: (Funding/Maintenance/Local Agency/Surety)		<input type="text" value="Mario Mathisen"/>	Date:	<input type="text" value="1/4/19 + 1/23/19"/>
CO Reason(s) (See CCIS Source/Outcome) :		<input type="text" value="AK, 01; PD, AW; OC"/>		
Change Order Prepared By:		<input type="text" value="Kyle Goldsmith"/>	Date:	<input type="text" value="12/26/18"/>

To be completed by the Region:

Is this change eligible for Federal participation where applicable? Yes No

Change Order reviewed by: Date:

- *1 Change (Cost or Credit) greater than \$200,000 or greater than 30 days on Projects Of Division Interest (PODI) requires FHWA approval. (see Construction Manual - Chapter 1-00.10, Chapter SS 1-04.4, and State Construction Office web page).
- *2 Per RCW 47.28.050, any change beyond \$7,500 that is beyond the original scope shall go through the competitive bidding process.
- *3 Engineering error changes over \$500,000 requires reporting (See reporting instructions & template on State Construction Office web page).
- *4 Region level execution authority is delegated per the memo signed by the AWV Administrator.
- *5 Region level approval for Change Orders executed by the State Construction Office shall be obtained from the AWV Administrator. All other Region level approvals shall be obtained from the Tunnel Director.

This form represents the minimum information required by the State Construction Office. If you wish to supplement this information, you may do so on a separate sheet of paper.


**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 01/11/19
Page 1 of 26




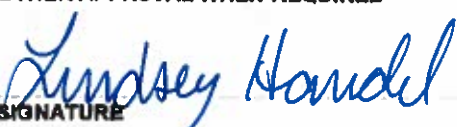
CONTRACT NO: 007999 FEDERAL AID NO: STP-BR-IM-0099 (11)
CONTRACT TITLE: SR 99, BORED TUNNEL ALTERNATIVE - DESIGN BUILD PRO
CHANGE ORDER NO: 203 RI PCO 640, SURFACE TEXTURING

PRIME CONTRACTOR: SW0080679 SEATTLE TUNNEL PARTNERS
999 THIRD AVE STE 2200
SEATTLE WA 98104-4044

Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications
 Change proposed by Contractor

ENDORSED BY:  CONTRACTOR 1/11/19 DATE	SURETY CONSENT: ATTORNEY IN FACT DATE
--	---

ORIGINAL CONTRACT AMOUNT: 1,089,700,002.00
 CURRENT CONTRACT AMOUNT: 1,202,041,355.68
 ESTIMATED NET CHANGE THIS ORDER: 590,800.00
 ESTIMATED CONTRACT TOTAL AFTER CHANGE: 1,202,632,155.68
 Approval Required: Region Olympia Service Center Local Agency

<input checked="" type="checkbox"/> APPROVAL RECOMMENDED  PROJECT ENGINEER 1/16/2019 DATE	<input type="checkbox"/> EXECUTED EXECUTED:  STATE CONSTRUCTION ENGINEER 1/22/19 DATE
<input checked="" type="checkbox"/> APPROVAL RECOMMENDED REGIONAL ADMIN:  BY: 1/17/19 DATE	<input type="checkbox"/> EXECUTED OTHER APPROVAL WHEN REQUIRED  SIGNATURE FHWA 1/17/2019 REPRESENTING DATE

1/22/19 *AK + ZU*
CCIS
CAPS

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 01/11/19
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CONTRACT NO: 007999

CHANGE ORDER NO: 203 R1

All work, materials, and measurements to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.

This contract is revised as follows:

The first paragraph above is deleted and replaced with:
All work, materials and measurements to be in accordance with the Contract Documents for this Project. Unless specifically modified herein, all provisions in the Contract Documents shall remain in full force and effect.

DESCRIPTION:

This Change Order compensates the Design-Builder (D-B) for any and all costs and/or time associated with PCO 640 and Work as described as Change Proposal #1 on pages 6 through 26 of this Change Order, as described herein, and as Directed by the WSDOT Engineer.

The Work includes, but is not limited to, surface abrasion of roadway in locations described herein and disposal of removed materials and debris.

Provide a surface abrasion for the subject concrete surfaces that will achieve skid resistance friction values between 35 and 55, with a target value of 40 in accordance with ASTM E274 for friction, wet, using a ribbed tire.

Test Section - WSDOT will be on-site at the start of the abrasion operation to perform a skid test to verify the abraded surface meets ASTM E274 for friction, wet, using a ribbed tire.

Preserve all pavement markings. Provide a visually consistent abraded surface with smooth boundaries no more than 6-inches away from pavement markings, features or other limits described herein.

Preserve the northbound longitudinal silicone sealant joint located 1-foot off the traffic barrier face along the full length of the northbound Bored Tunnel and every transverse expansion joint every 205-feet on center within the northbound Bored Tunnel.

Preserve the southbound transverse strip seal expansion joint located every 650-feet on center within the southbound Bored Tunnel.

The shot blasting machine shall vacuum and store all material removed from the concrete surface into a self-contained unit. The Design-Builder shall properly dispose of all dust, debris and residue generated by the operation.

Complete all work by January 31, 2019.

The texturing equipment (Humble Skidabrader or equivalent) shall be power operated and shall be capable of propelling steel shot against the pavement surface in a uniform manner so that the entire concrete surface is uniformly

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

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CONTRACT NO: 007999

CHANGE ORDER NO: 203 R1

prepared. The texturing equipment shall include means of collecting used shot, which may be reused, and of collecting and disposing of dust.

The Work shall not structurally damage the roadway, and shall leave the roadway markings untouched and undamaged. The tunnel ventilation system shall be in operation as required throughout the duration of the Work.

CONTRACT:

Contract Article 4.2, as previously revised by Change Orders 8, 43, 106, 128, 140, 145, and 157 is revised as follows:

On page 10, lines 5 through 7, the first sentence is revised to read:

Design-Builder shall achieve Substantial Completion within 1,733 days after the effective date of NTP 2, shall achieve Physical Completion within 139 days after Substantial Completion, and shall achieve Final Completion within 120 days after Physical Completion.

MEASUREMENT:

No specific unit of measure shall apply to the new Lump Sum Bid Item "CO 203, PCO 640, TEXTURING SUPPORT".

No specific unit of measure shall apply to the new Lump Sum Bid Item "CO 203, PCO 640, MOBILIZATION".

The new Bid Item "CO 203, PCO 640, TEXTURING" shall be measured per square yard for each square yard of texturing roadway as described herein.

PAYMENT:

The new Lump Sum Bid Item "CO 203, PCO 640, TEXTURING SUPPORT" in the amount of \$178,900.00, shall be full and final payment for any and all costs associated with D-B support for PCO 640 and the Work described herein. This includes, but is not limited to, field supervision and coordination, field support and documentation, traffic control, protection of drainage inlets, disposal of removed materials and debris, air monitoring, response to RFI's, and review of submittals, and redlines as needed.

The new Lump Sum Bid Item, "CO 203, PCO 640, MOBILIZATION" in the amount of \$33,500.00, shall be full and final payment for all mobilization costs associated with PCO 640 and the Work described herein.

"CO 203, PCO 640, TEXTURING", per square yard. The unit Contract price, when applied to the number of units measured for this item, shall be full and final payment for all costs associated with PCO 640 and texturing roadway as described herein. The provisions of Contract Article 10.1.2 shall apply should the actual quantities vary from the estimated quantities described herein.

CONTRACT TIME:

The Design-Builder and WSDOT agree that the Design-Builder reserves all of its rights and remedies, to the extent provided for under the Contract or by law, to seek a time extension to the applicable Completion Deadlines and/or

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 01/11/19
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CONTRACT NO: 007999

CHANGE ORDER NO: 203 R1

compensation related to that time extension.

MISCELLANEOUS:

The Design-Builder and WSDOT agree that the Design-Builder reserves all of its rights and remedies, to the extent provided for under the Contract or by law, to seek compensation for added insurance costs as it relates to the subject Change Order.

The Design-Builder certifies the amount of compensation granted by this Change Order includes all known and anticipated impacts or amounts, direct, indirect and consequential, which may be incurred as a result of the event or matter giving rise to this change and that Design-Builder has no reason to believe and does not believe that the factual basis for this Change Order is falsely represented.

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 01/11/19
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CONTRACT NO: 007999 CHANGE ORDER NO: 203 R1

ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
191 1192		01	CO 203, PCO 640, TEXTURING SUPPORT	L.S.	0.00	0.00	130,597.00
191 1292		02	CO 203, PCO 640, TEXTURING SUPPORT	L.S.	0.00	0.00	48,303.00
192 1293		01	CO 203, PCO 640, MOBILIZATION	L.S.	0.00	0.00	24,455.00
192 1293		02	CO 203, PCO 640, MOBILIZATION	L.S.	0.00	0.00	9,045.00
193 1294		01	CO 203, PCO 640, TEXTURING	S.Y.	4.73	58,400.00	276,232.00
193 1294		02	CO 203, PCO 640, TEXTURING	S.Y.	4.73	21,600.00	102,168.00

590,800.00



Alaskan Way Viaduct Replacement
Program Office
999 3rd Avenue, Suite 2200
Seattle, WA 98104
206-805-2987 / fax 206-805-2899
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 28, 2018

Serial Letter 18-0121

WSDOT Ref: W-C-COR-TUN-CR11-0007090-01

Seattle Tunnel Partners
999 Third Avenue, Suite 2200
Seattle, WA 98104
ATTN: Michael Cash

Subject: SR 99 Bored Tunnel Alternative Design-Build Project
Contract No. 007999 / Federal-Aid No. BR-NH-STP-STPF-0099(111)
Request for Change Proposal – Roadway Surface Abrasion

Dear Mr. Cash,

As discussed with STP staff, WSDOT is considering a Change Order that would provide increased wet skid resistance friction value to certain areas of roadway surfaces.

In order to evaluate whether to initiate a WSDOT-Directed Change, WSDOT requests that STP submit three Change Proposals by January 4, 2019 in accordance with Contract Section 11.2, that would provide for increased roadway surface abrasion (texture) as further described below. Highlighted plan sheets are attached to provide visual assistance.

For all proposals

- Provide a surface abrasion for the subject concrete surfaces that will achieve skid resistance friction values between 35 and 55, with a target value of 40 in accordance with ASTM E274 for friction, wet, using a ribbed tire.
- Test Section - WSDOT will be on-site at the start of the abrasion operation to perform a skid test to verify the abrasion product meets ASTM E274 for friction, wet, using a ribbed tire.
- Preserve all pavement markings. Provide a consistent, visually appealing alignment 6-inches off of the lane lines between abraded surfaces and non-abraded surfaces.
- Preserve the northbound longitudinal silicone sealant joint located 1-foot off the traffic barrier face along the full length of the Bored Tunnel and every transverse expansion joint located along station at 205-feet on center.
- Preserve the southbound transverse strip seal expansion joint located every 650-feet within the Bored Tunnel.
- The shot blasting machine shall vacuum and store all material removed from the concrete surface into a self-contained unit. The Design-Builder shall properly dispose of all dust, debris and residue generated by the operation.
- Complete all work by January 31, 2019
- Please consider if there are any opportunities for DBE participation with this work.

Change Proposal #1 (portal to portal | lane, lane, shoulder |)

- Texturize two 11-foot lanes, northbound tunnel, portal to portal, stations:
 - S-NB99 STA 182+00 to S-NB99 194+50 (match line with BT99 194+50)
 - S-NBON 3+60 to S-NBON 9+13 (match line S-NB99 187+62.68)
 - Northbound roadway BT99 194+50 to BT99 287+23.14 (match line with N-NB99 300+00)
 - N-NB99 300+00 to N-NB99 304+65
 - N-NB99 300+00, begin off ramp taper to N-NB99 304+49.45 end off ramp taper (match line with NBOFF 304+50)
 - NBOFF 304+50 to 304+63.89
- Texturize two 11-foot lanes, southbound tunnel, portal to portal, stations:
 - S-SB99 191+58.85 to S-SB 194+58.84 (match line with BT99 194+50)
 - Southbound roadway BT99 194+50 to BT99 287+23.14 (match line with N-SB99 299+99.99)
 - N-SB99 299+99.99 to N-SB99 304+70
 - N-SB99 300+00, begin ramp taper to N-SB99 303+00 end ramp taper
 - N-SB99 303+00 to N-SB99 304+70, 23' wide right lane
- Also texturize the 8-foot shoulder, both northbound and southbound (it is acceptable to limit texturing to 6-feet on shoulder)

Change Proposal #2 (portal to portal, exclude 8-foot shoulder | lane, lane |)

- Texturize two 11-foot lanes, northbound and southbound SR99 tunnel as described in change proposal #1.
- DO NOT INCLUDE the texturing of the 8-foot wide shoulder for both northbound and southbound directions.

Change Proposal #3 (exclude portions of uphill grades | lane, lane, shoulder |)

- Texturize two 11-foot lanes, northbound tunnel, within the following station limits:
 - S-NB99 STA 182+00 to S-NB99 194+50 (match line with BT99 194+50)
 - S-NBON 3+60 to S-NBON 9+13 (match line S-NB99 187+62.68)
 - Northbound roadway BT99 194+50 to BT99 223+00
 - Northbound roadway BT99 286+00 to BT99 287+23.14 (match line with N-NB99 300+00)
 - N-NB99 300+00 to N-NB99 304+65
 - N-NB99 300+00, begin off ramp taper to N-NB99 304+49.45 end off ramp taper (match line with NBOFF 304+50)
 - NBOFF 304+50 to 304+63.89
- Texturize two 11-foot lanes, southbound tunnel, within the following station limits:
 - S-SB99 191+58.85 to S-SB 194+58.84 (match line with BT99 194+50)
 - Southbound roadway BT99 194+50 to BT99 196+50
 - Southbound roadway BT99 223+00 to BT99 287+23.14 (match line with N-SB99 299+99.99)
 - N-SB99 299+99.99 to N-SB99 304+70
 - N-SB99 300+00, begin ramp taper to N-SB99 303+00 end ramp taper
 - N-SB99 303+00 to N-SB99 304+70, 23' wide right lane

- Also texturize the 8-foot shoulder, both northbound and southbound (it is acceptable to limit texturing to 6-feet on shoulder), within the same station limits described in the previous two bullets.

If you have any questions, please me at (206) 805-2920.

Sincerely,


Andrew P. Walter

For Paul E Johnson, PE
SR99 Tunnel Director

PEJ-apw

Attachment: Highlighted Plans Sheets

cc: File, Alaskan Way Viaduct Replacement Program

SEC.6, T.24N. R.4E. W.M.

LEGEND
Change Proposal #2

NOTE:

- ① CHANGE PROPOSAL #1 SCOPE INCLUDES CHANGE PROPOSAL #2 PLUS SHOULDERS AS DESCRIBED IN LETTER.
- ② SEE CALLOUTS ON PLANS FOR BEGIN/END TEXTURIZING FOR CHANGE PROPOSAL #3.

CHANGE PROPOSAL #1, #2, #3
BEGIN TEXTURIZING
S-NB99 182+00

BEGIN PROJECT
SR 99 MP 30.36
S-NB99 178+27.16

BEGIN CONSTRUCTION
S-NBON 0+80.00

GENERAL NOTES:

- 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

NOTES:

- 1. ALL BEGINNING PAVEMENT MARKING AND BARRIER SOUTH OF BARRON 0+484.01 AND BARRON 0+484.01 IS SHOWN FOR INFORMATION ONLY. THIS WORK IS TO BE DESIGNED AND CONSTRUCTED BY OTHERS.
- 2. FROM BARRON 198+82.00 (22.0' FT) TO BARRON 199+25.00 (22.0' FT) THE LEFT BARRIER IS DIRECTLY BELOW THE LEFT BARRIER FOR THE BARRON ROADWAY WHICH RESULTS IN A VARIABLE SHOULDER WIDTH.

BARRON 0+484.01
MATCH PAVEMENT MARKING BY OTHERS
BEGIN YELLOW EDGE LINE (12.0' FT)
BEGIN LANE LINE (2.0' FT)

BARRON 0+544.01
MATCH PAVEMENT MARKING BY OTHERS
BEGIN WHITE EDGE LINE (12.0' FT)
BEGIN SINGLE SLOPE BARRIER

CHANGE PROPOSAL #1, #2, #3
BEGIN TEXTURIZING
S-NBON 3+60

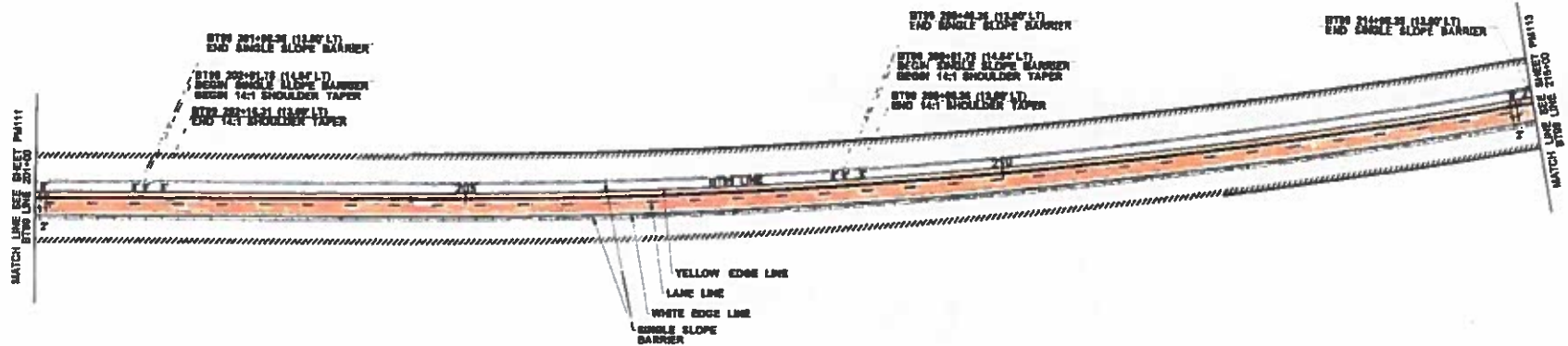
RFI 000744 Concrete Barrier Locations



H-D-PAK-GEN-TR2.11-00220-14-RFC-1205-18 NOX 008 13 of 13

FILE NAME: JLT799-ALL-14P0118.dwg	SCALE: 1" = 10' HORIZ.	FED.AID PROJ.NO.	SEATTLE TUNNEL PROJECT	Washington State Department of Transportation	SR 99 TUNNEL PROJECT CONTRACT PACKAGE 14	PM110
TITLE: 1:00PM PM	DATE: 07/20/12	PROJECT NO.	RELEASED FOR CONSTRUCTION	Federal Highway Administration		
PLOTTED BY: [Signature]	DATE: 07/20/12	REVISION NO.	City of Seattle	City of Seattle	PAVEMENT MARKING AND BARRIER PLANS - NB	13 of 13
DESIGNED BY: E. EVANS	DATE: 07/20/12	DATE: 07/20/12				
CHECKED BY: A. PRIBAZAN						
APPROVED BY: R. JOHNSON						
REGIONAL ADM. L. LAND						

SEC.6, T.24N. R.4E. W.M.

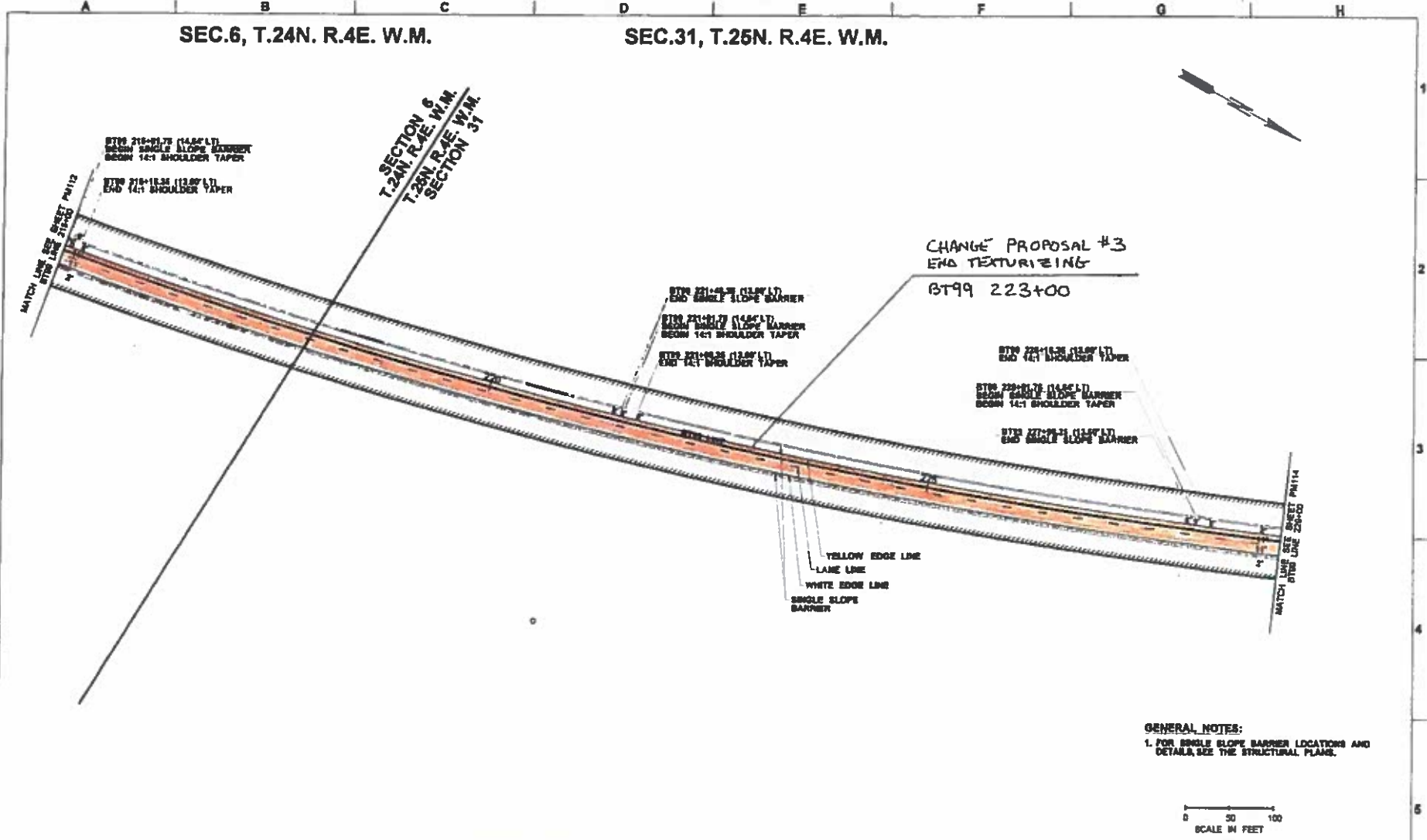


GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 50 100
 SCALE IN FEET

H-D-PAK-GEN-TR2.11-00220-04-RFC-1201-04

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												RELEASED FOR CONSTRUCTION			PAVEMENT MARKING AND BARRIER PLANS - NB				



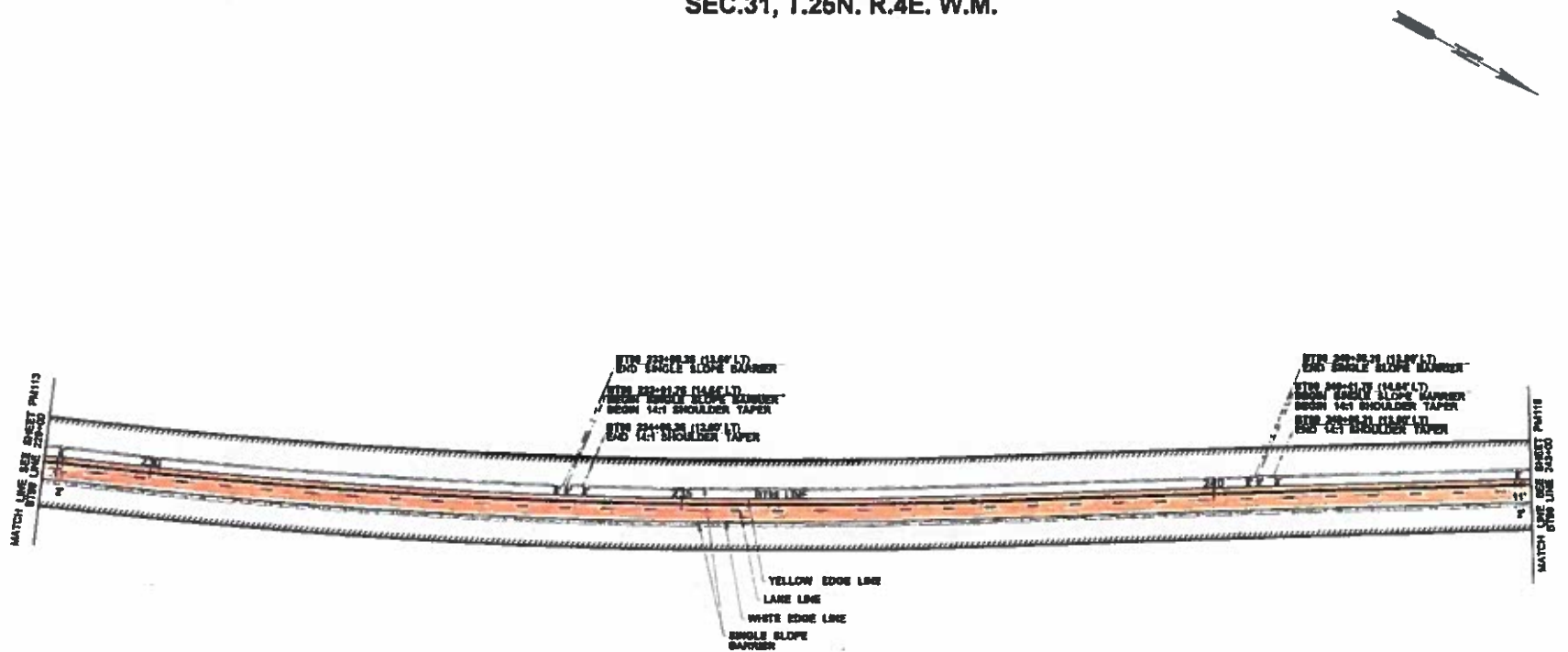
GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.



H-D-PAK-GEN-TR2 11-00220-04-RFC-1201-04

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RELEASED FOR CONSTRUCTION																	
PAVEMENT MARKING AND BARRIER PLANS - NB																	

SEC.31, T.26N. R.4E. W.M.



GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 50 100
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 PLOTTED BY: jgarcia
 DESIGNED BY: E. EVANS
 ENTERED BY: A. PRADHAN
 CHECKED BY: S. FINEST
 PROJ. ENGR.: R. JOHNSON
 REGIONAL ADM.: L. LAND

GROUP NO.	DATE	BY
10	10/9/11	WALSH
JOB NUMBER		
CONTRACT NO.		
LOCATION NO.		
REVISION	DATE	BY

FED.AID PROJ.NO.
 LOCATION NO.



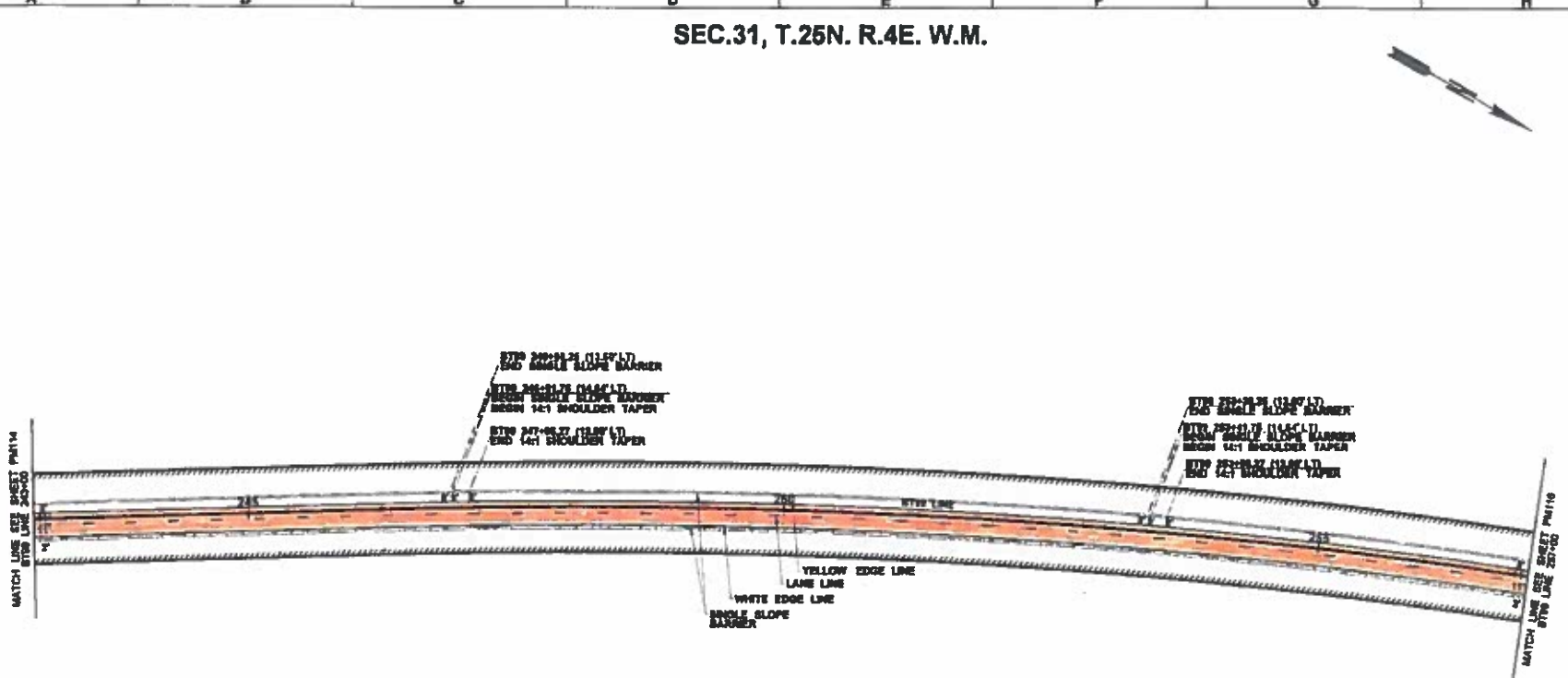
SEATTLE TUNNEL PROJECT
 RELEASED FOR CONSTRUCTION



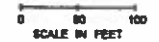
SR 99 TUNNEL PROJECT
 CONTRACT PACKAGE 14
 PAVEMENT MARKING AND
 BARRIER PLANS - NB

PM114
 SHEET
 OF
 04070

SEC.31, T.25N. R.4E. W.M.



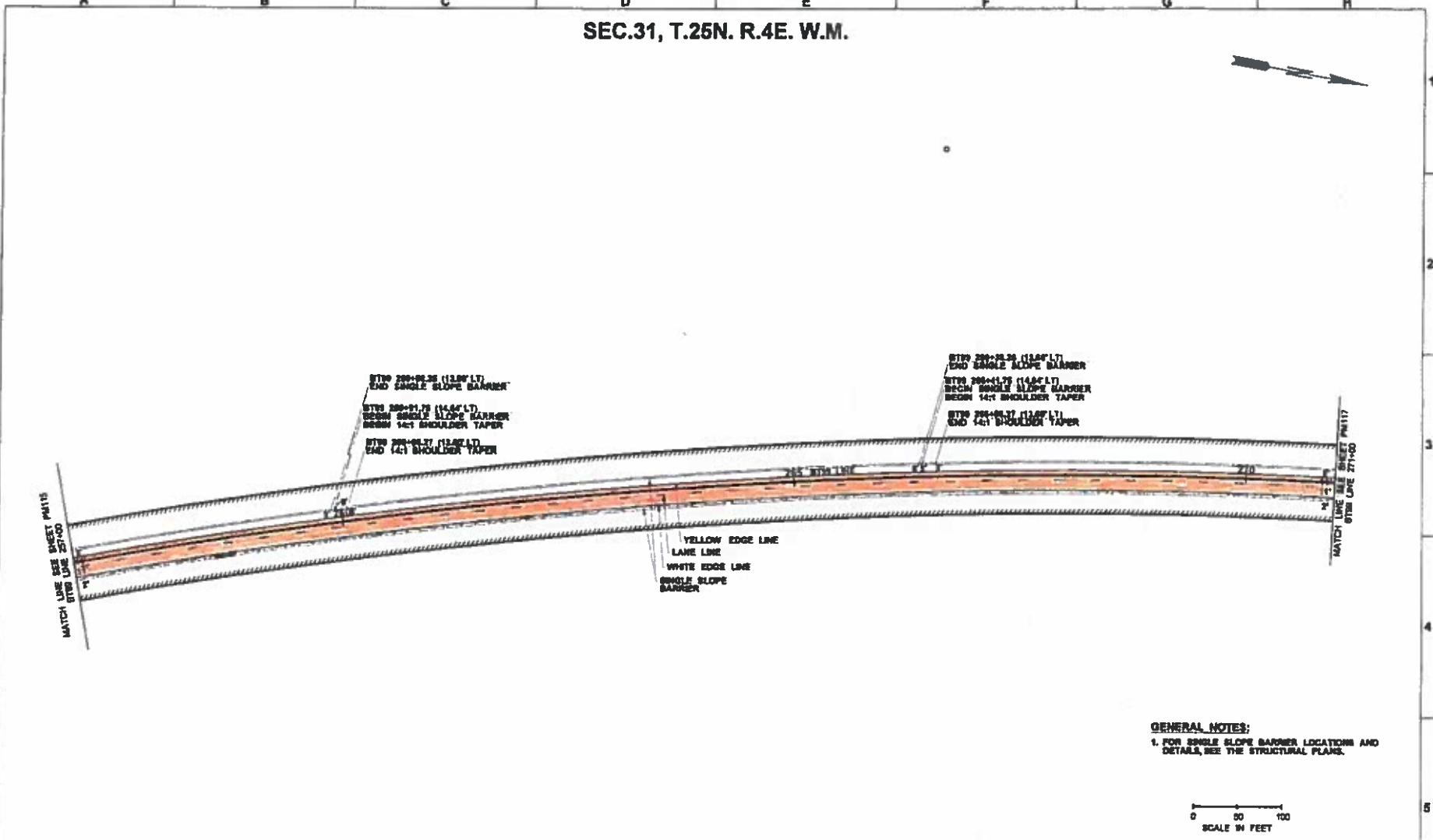
GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.



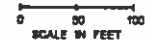
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RELEASED FOR CONSTRUCTION 1/4/12 [Signature]										SR 99 TUNNEL PROJECT CONTRACT PACKAGE 14		PM116		PAVEMENT MARKING AND BARRIER PLANS - NB		52 of 55			

SEC.31, T.25N. R.4E. W.M.

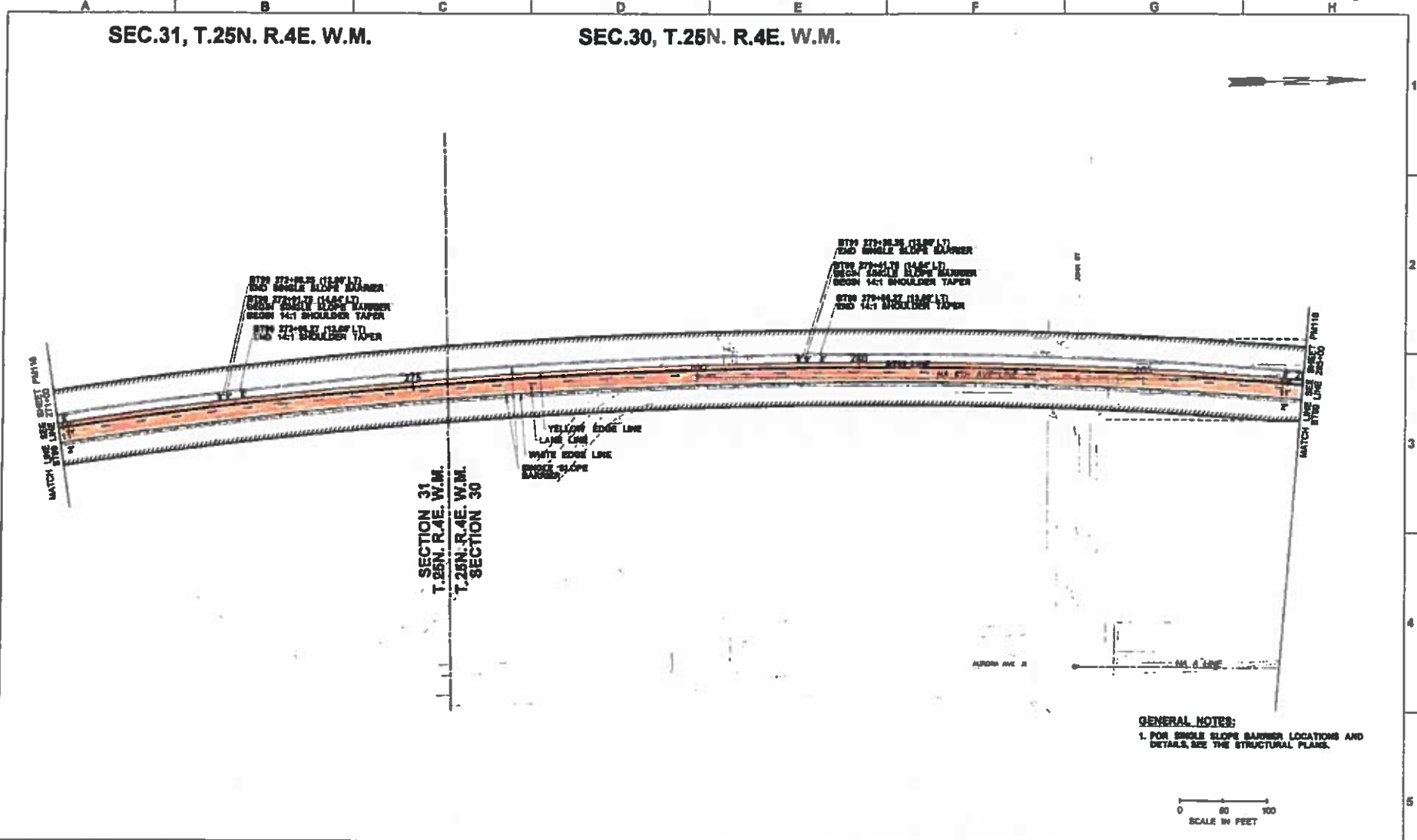


GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.



H-D-PAK-GEN-TR2.11-00220-04-RFC-1201-04

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PAVEMENT MARKING AND BARRIER PLANS - NB																



GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 50 100
 SCALE IN FEET

H-D-PAK-GEN-TR2.11-00220-04-RFC-1201-04

FILE NAME: _ULJ7999-ALL-10P2117.dwg	TIME: 1:46:16 PM	DATE: 12/28/2011	DESIGNED BY: E. EVANS	CHECKED BY: S. JOHNSON	PROJ. ENGR. R. JOHNSON	REGIONAL ADM. L. LAND	DATE: _____ BY: _____	REVISION: _____	DATE: _____ BY: _____	 WASHINGTON STATE Department of Transportation FEDERAL HIGHWAY Administration City of Seattle	SR 99 TUNNEL PROJECT CONTRACT PACKAGE 14 PW117	1 of 55 54 of 55
RELEASED FOR CONSTRUCTION												

SEC.6, T.24N. R.4E. W.M.

LEGEND



NOTE:

- ① CHANGE PROPOSAL #1 scope includes CHANGE PROPOSAL #2 plus shoulders as described in letter.
- ② See callouts in plans for BEGIN/END taperizing for CHANGE PROPOSALS #1, #2, #3

BEGIN CONSTRUCTION
S-SB99 181+00.00

BEGIN CONSTRUCTION
S-SBOFF 8+00.00

GENERAL NOTES:

- 1. PAVEMENT MARKINGS AND BARRIER PLANS CONTAIN AND/OR DEPICT BACKGROUND INFORMATION FROM OTHER CONTRACT DRAWINGS THAT IS FOR REFERENCE ONLY. REFER TO THE RELEVANT CONTRACT DRAWINGS FOR INFORMATION OTHER THAN FOR THE PAVING PLANS OR THE PAVEMENT MARKING AND BARRIER PLANS.
- 2. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

NOTES:

- 1. ALL BARRIER, PAVEMENT MARKING AND BARRIER SOUTH OF S-8000 STA. 91+00 AND S-SBOFF STA. 8+00 IS SHOWN FOR INFORMATION ONLY. THIS WORK IS TO BE DESIGNED AND CONSTRUCTED BY OTHERS.



H-D-PAK-GEN-TR.11-00220-14-REC-1205-18 NUC 008 12 of 13

FILE NAME	SL7999-ALL (4/19/04).dwg	DATE	10/26/02	DESIGNED BY	A. PIRABAZAR	CHECKED BY	S. JOHNSON	APPROVED BY	L. LARSD
DATE	07/28/02	DESIGNED BY	E. EVANS	CHECKED BY	S. JOHNSON	APPROVED BY	L. LARSD	MBC 008 - TYP REVISIONS & COORDINATE DATA	
DATE	07/28/02	DESIGNED BY	E. EVANS	CHECKED BY	S. JOHNSON	APPROVED BY	L. LARSD	REVISION	
DATE	07/28/02	DESIGNED BY	E. EVANS	CHECKED BY	S. JOHNSON	APPROVED BY	L. LARSD	DATE	
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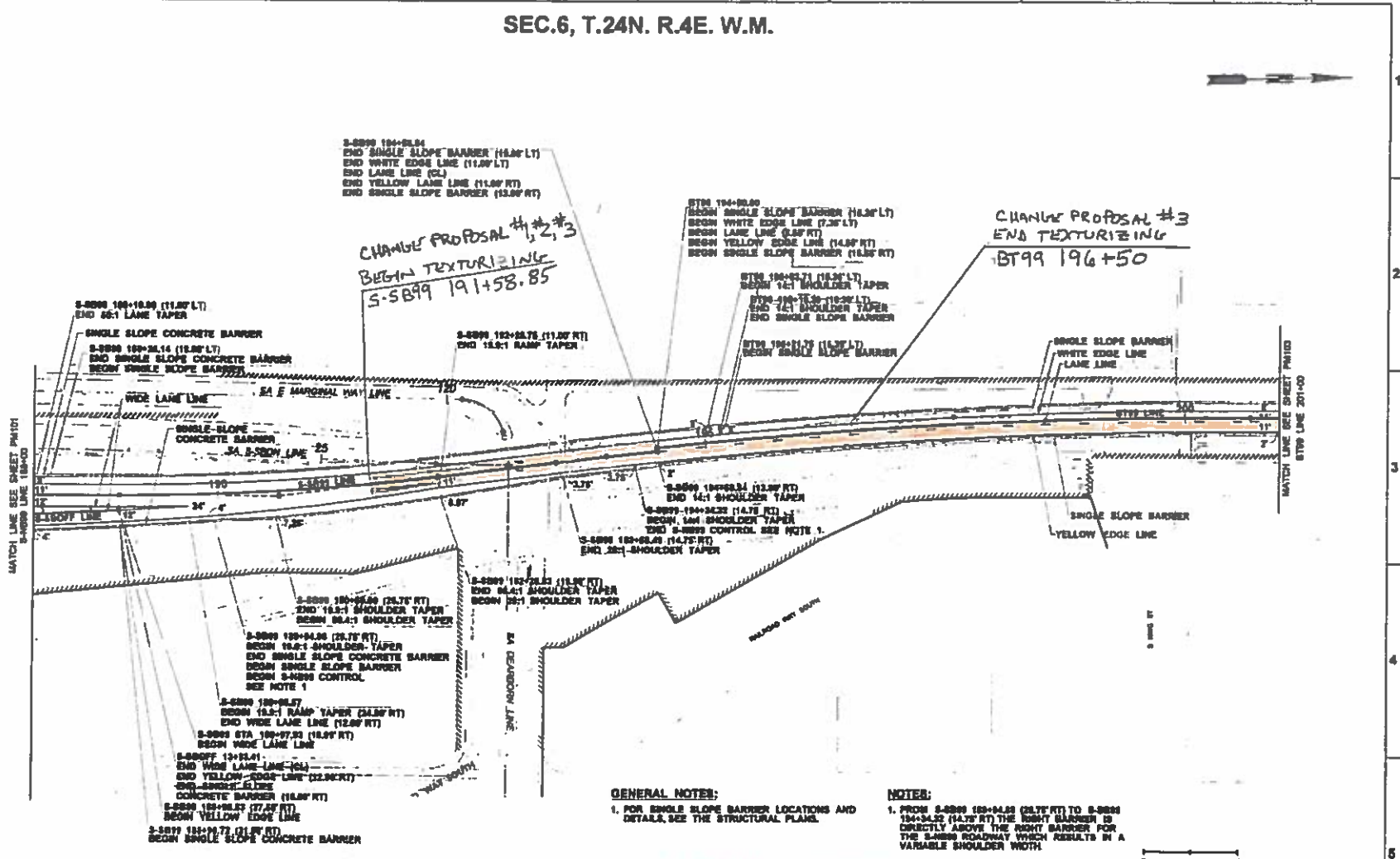


RELEASED FOR CONSTRUCTION

BR 99 TUNNEL PROJECT
CONTRACT PACKAGE 14
PAVEMENT MARKING AND BARRIER PLANS - SB

RFI #00744 Concrete Barrier Locations

SEC.6, T.24N. R.4E. W.M.



GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

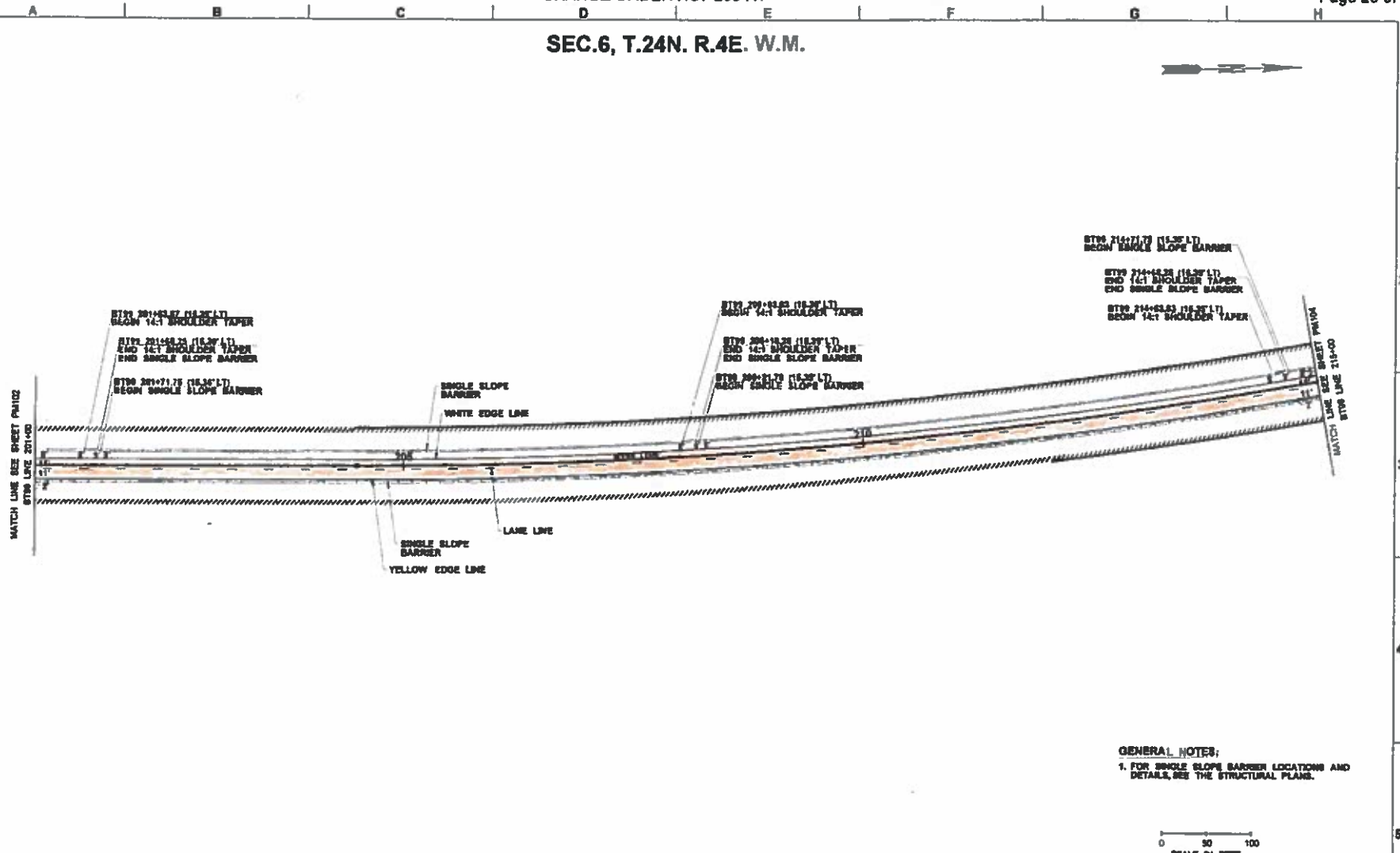
NOTES:
 1. FROM S-5899 188+44.88 (24.7' RT) TO S-5899 184+34.52 (14.7' RT) THE RIGHT BARRIER IS DIRECTLY ABOVE THE ROADWAY WHICH RESULTS IN A VARIABLE SHOULDER WIDTH.

RFT #00744 Concrete Barrier Locations

H-D-PAK-GEN-TR2.11-00220-04-RFC-1201-04

FILE NAME: 007999-ALL-1-CP-102.dwg	DATE: 12/28/2011	DESIGNED BY: E. EVANS	CHECKED BY: A. PIRBAZAN	PROJ. ENGR: R. JOHNSON	REGIONAL ADM.: L. LAIRD	PROJECT NO.: 10 WASH	FED. AID PROJ. NO.:	CONTRACT NO.:	SECTION NO.:	DATE:	BY:	 SEATTLE TUNNEL PARTNER RELEASED FOR CONSTRUCTION Includes of ODM	 Washington State Department of Transportation Federal Highway Administration City of Seattle	SR 99 TUNNEL PROJECT CONTRACT PACKAGE 14 PAVEMENT MARKING AND BARRIER PLANS - 9B	PM182 1922 0499
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SEC.6, T.24N. R.4E. W.M.

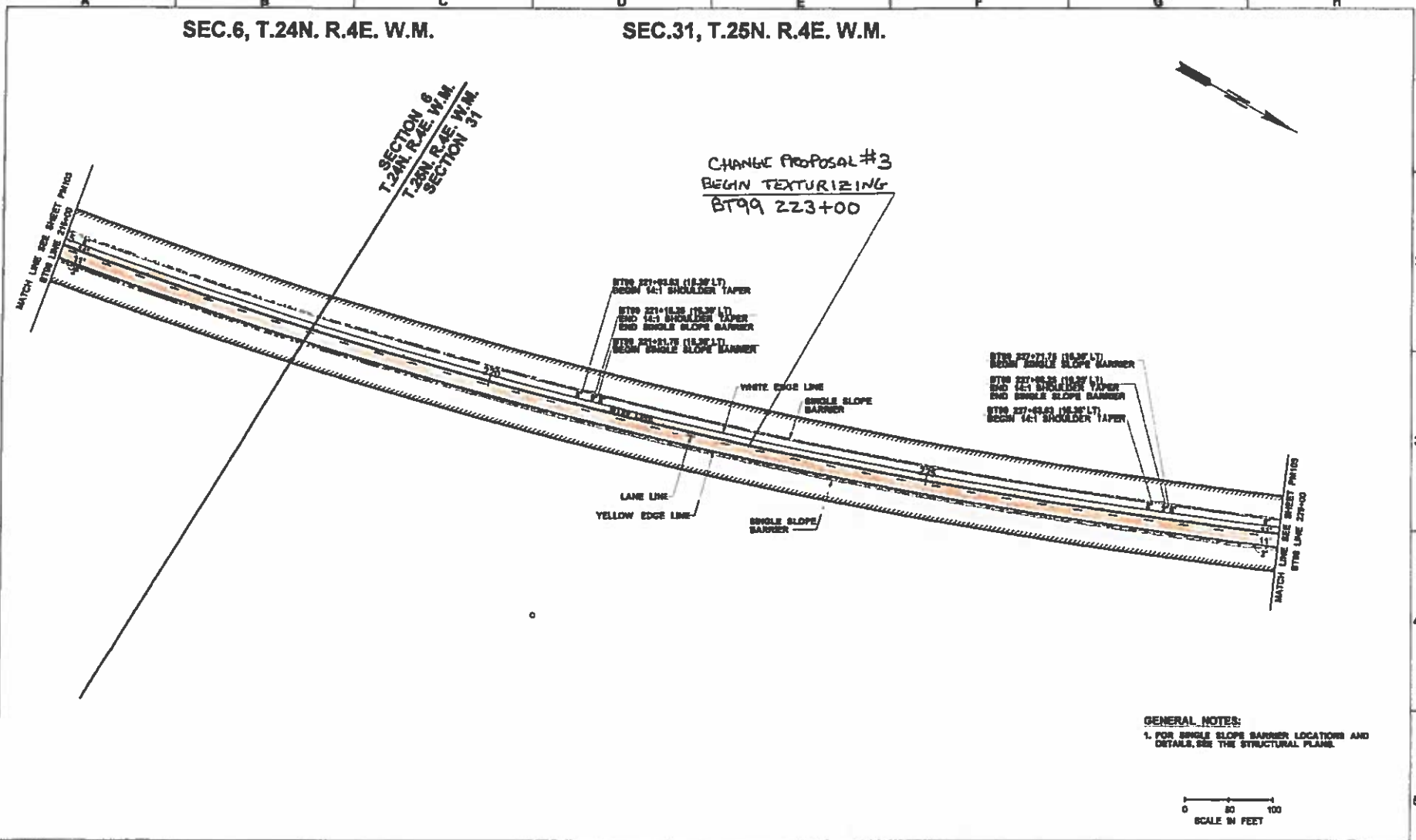


GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 50 100
 SCALE IN FEET

H.D.-PAK-GEN-TR2.11-00220-04-RFC-1201-04

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PAVEMENT MARKING AND BARRIER PLANS - SB																	



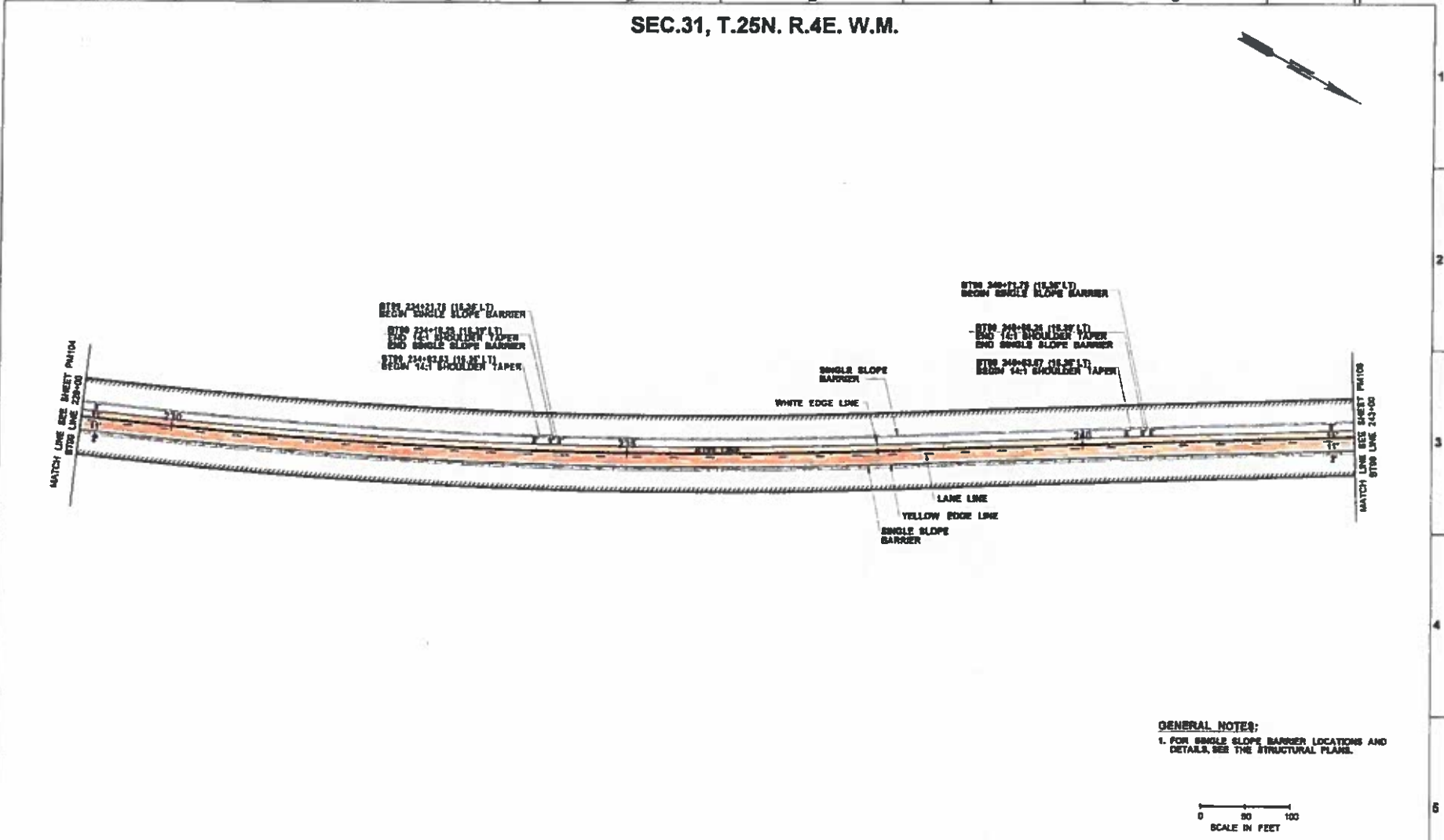
GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 50 100
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													RELEASED FOR CONSTRUCTION	Federal Highway Administration	PAVEMENT MARKING AND BARRIER PLANS - SB		

SEC.31, T.25N. R.4E. W.M.



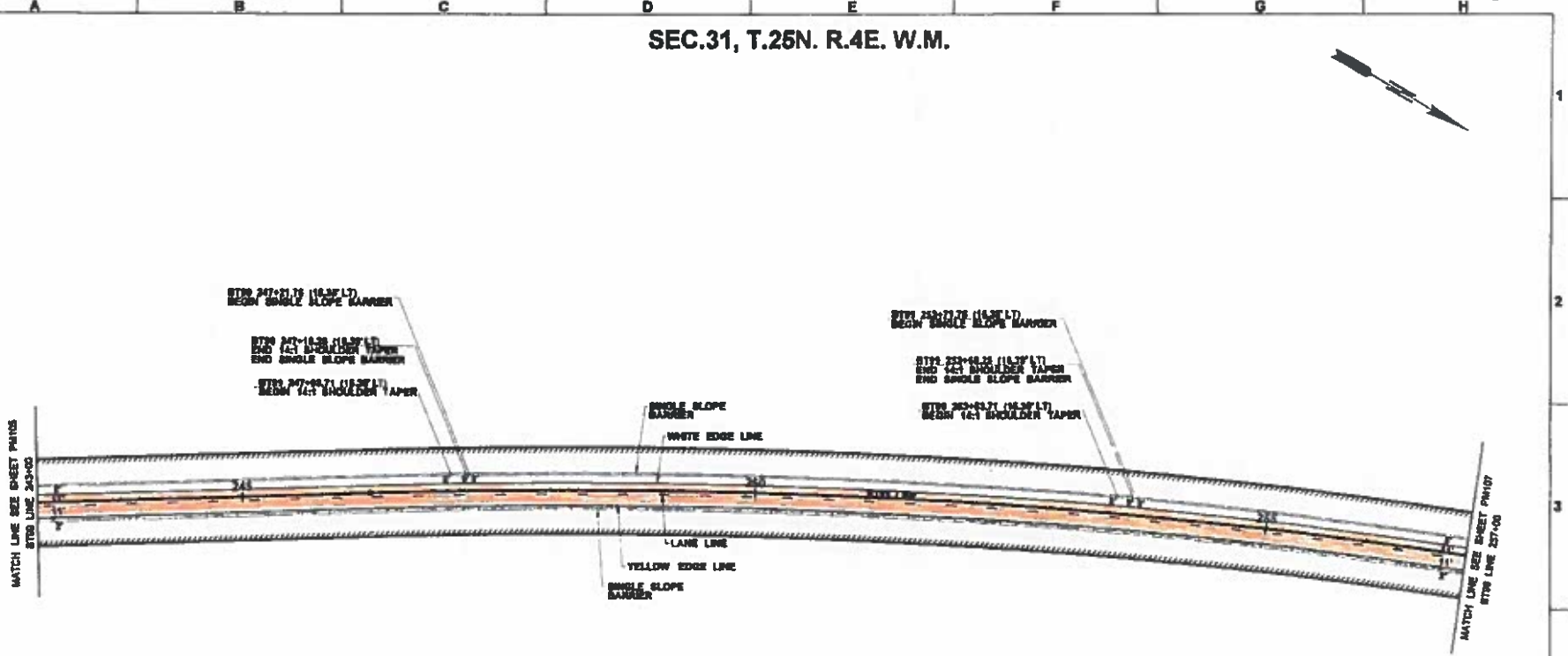
GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 50 100
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												RELEASED FOR CONSTRUCTION	PAVEMENT MARKING AND BARRIER PLANS - SB					

SEC.31, T.25N. R.4E. W.M.



GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

0 60 100
 SCALE IN FEET

H-D-PAK-GEN-TR2.11-002220-04-RFC-1201-04

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DATE	12/20/2011
PLOTTED BY	gprussell
DRAWN BY	E. EVANS
CHECKED BY	A. FERRAZZANI
IN CHARGE	S. HENNING
PROJ. ENGR.	N. JOHNSON
REGIONAL ADM.	L. LAMB

REV.	DATE	DESCRIPTION	BY
10	WASH		

FED. AID PROJ. NO.	
STATE AID PROJ. NO.	
FED. AID DIST. NO.	
STATE AID DIST. NO.	



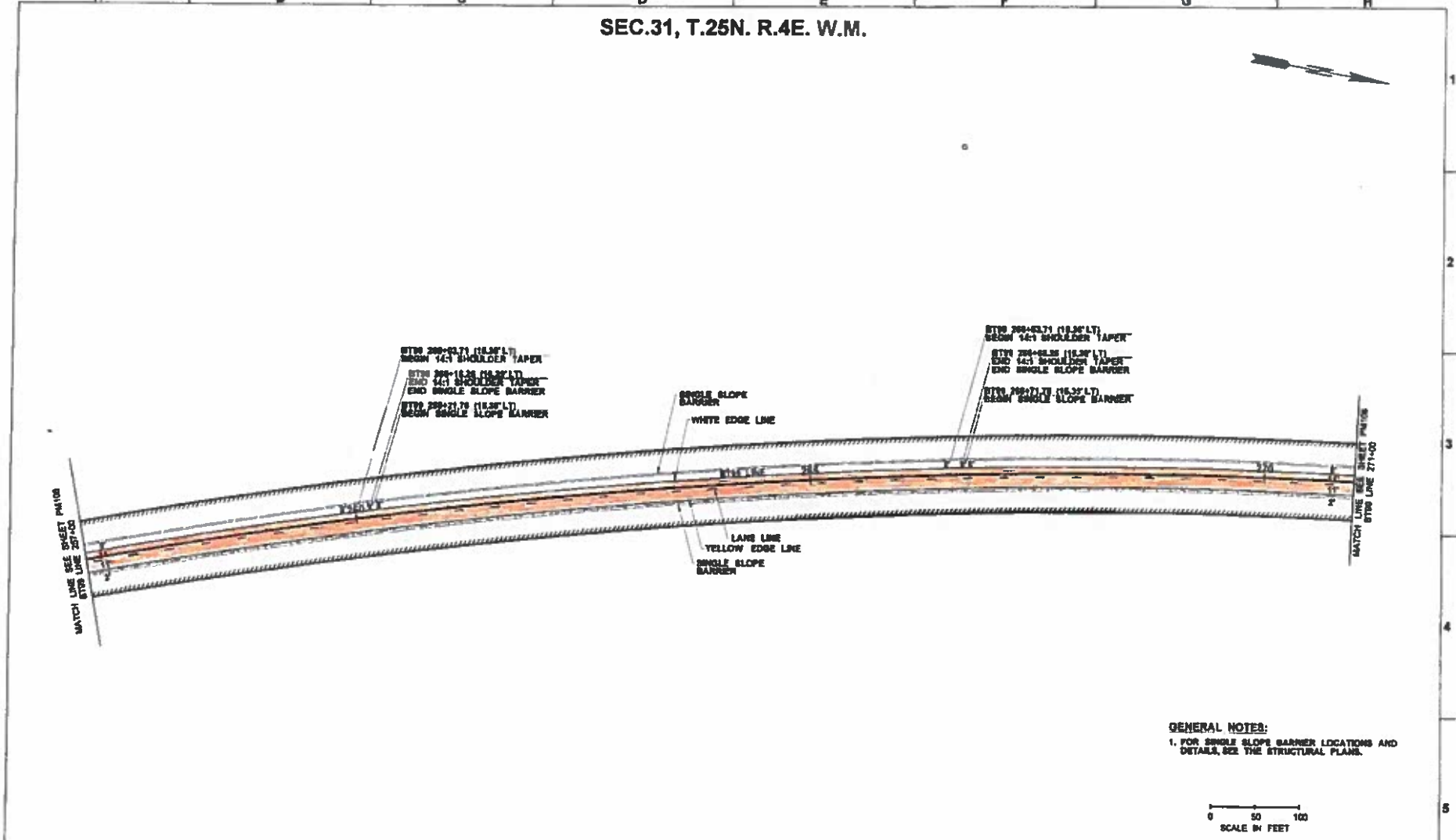
SEATTLE TUNNEL PARTNER
 RELEASED FOR CONSTRUCTION
 11/12
 WST
 STATE OF WASH



SR 99 TUNNEL PROJECT
 CONTRACT PACKAGE 14
 PAVEMENT MARKING AND
 BARRIER PLANS - SS

PM106
 SHEET NO.

SEC.31, T.25N. R.4E. W.M.



GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

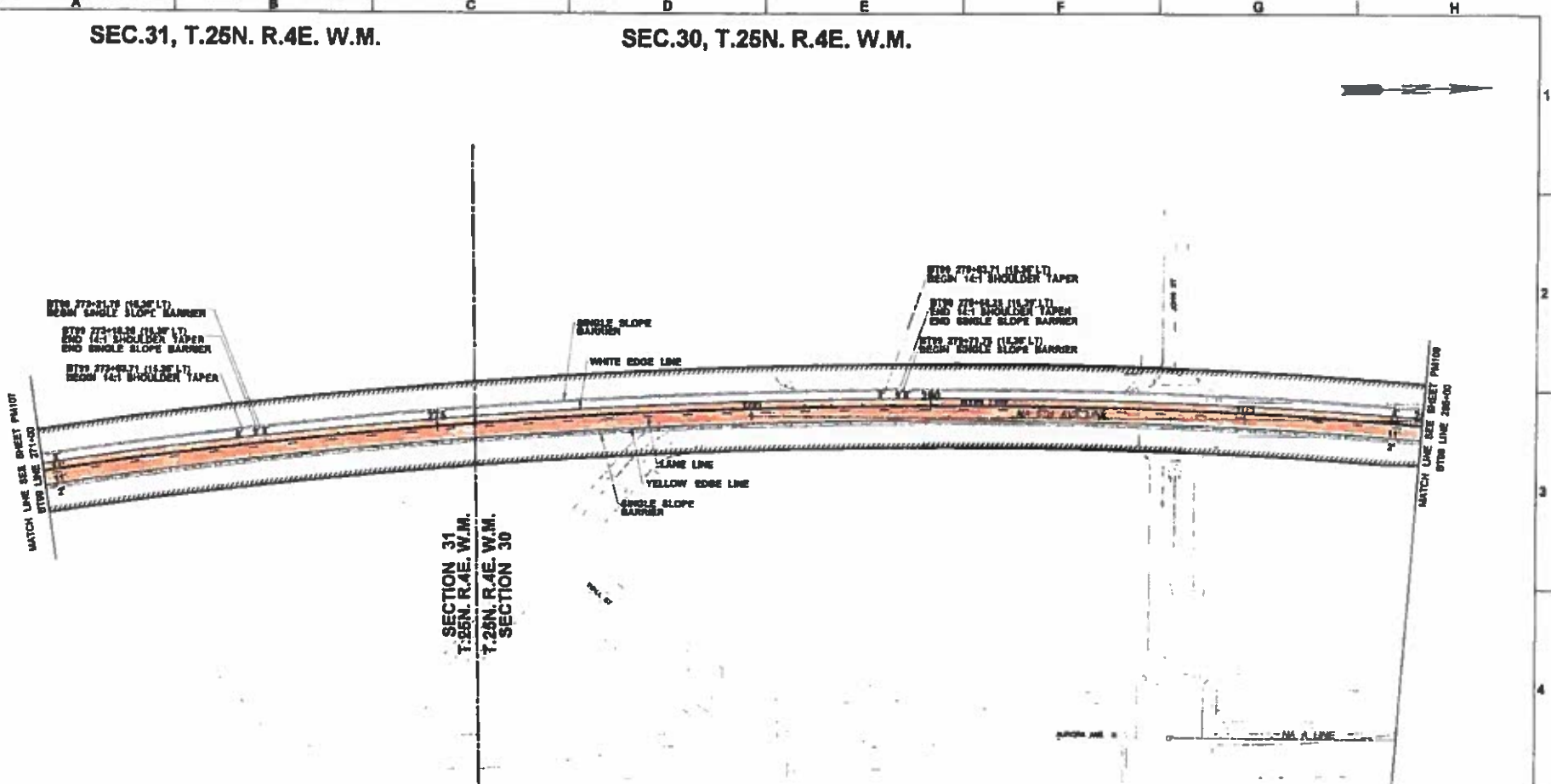
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H-D-PAK-GEN-TR2.11-002220-04-RFC-1201-04

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												RELEASED FOR CONSTRUCTION		PAVEMENT MARKING AND BARRIER PLANS - 3B					

SEC.31, T.25N. R.4E. W.M.

SEC.30, T.25N. R.4E. W.M.



GENERAL NOTES:
 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.



H.D.PAK-GEN-TR2.11-0022D-04-RFC-1201-04

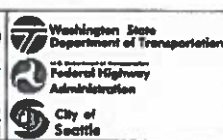
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TIME	1:46:33 PM
DATE	12/28/2011
PLOTTED BY	rgreene
DESIGNED BY	E. EVANS
ENTERED BY	A. PERAZARO
CHECKED BY	S. FROST
PROL. ENGR.	R. JOHNSON
REGIONAL ADM.	L. LAIRD

NO.	DATE	BY	REVISION
10	12/28/11	WASH	

FED.AID PROJ.NO.	
LINE NO.	
CONTRACT NO.	
SECTION NO.	



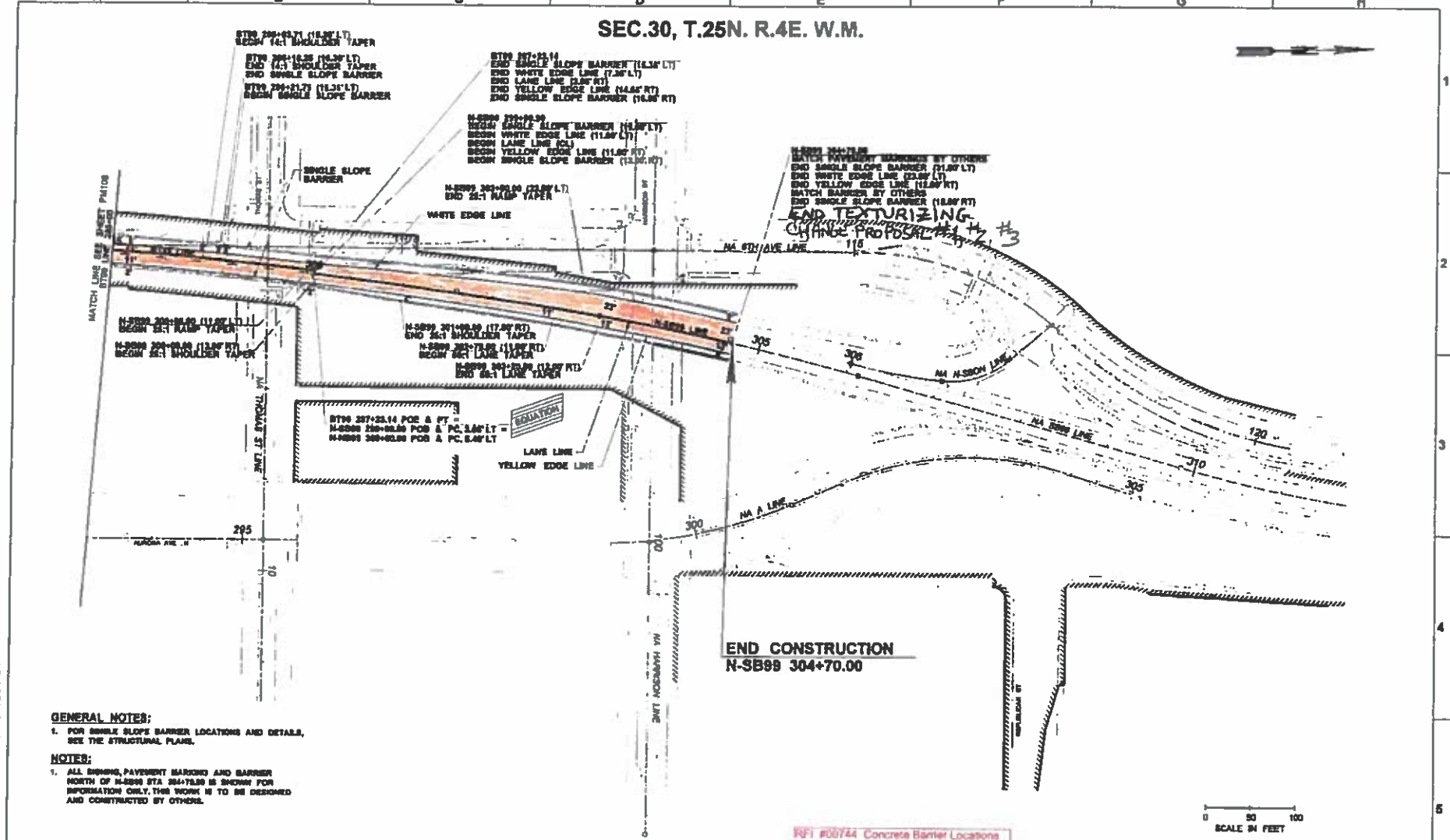
SEATTLE TUNNEL PARTNERS
 11412
 1147
 RELEASED FOR CONSTRUCTION



SR 50 TUNNEL PROJECT
 CONTRACT PACKAGE 14
 PAVEMENT MARKING AND
 BARRIER PLANS - 88

PM106
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 of
 sheets

SEC.30, T.25N. R.4E. W.M.



GENERAL NOTES:

- 1. FOR SINGLE SLOPE BARRIER LOCATIONS AND DETAILS, SEE THE STRUCTURAL PLANS.

NOTES:

- 1. ALL DRIVING, PAVEMENT MARKING AND BARRIER NORTH OF N-SB99 STA 304+70.00 IS SHOWN FOR INFORMATION ONLY, THIS WORK IS TO BE DESIGNED AND CONSTRUCTED BY OTHERS.

END CONSTRUCTION
N-SB99 304+70.00

RFI #08744 Concrete Barrier Locations

H-D-PAK-GEN-TR2.11-0022D-04-RFC-1201-04

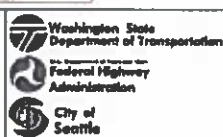
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DESIGNED BY	E. EVANS
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CHECKED BY	A. HUBBERT
PRD. ENGR.	R. JOHNSON
REGIONAL ADM.	L. LAIRD

REV	DATE	BY	REVISION

FEDERAL PROJ. NO.	



RELEASED FOR CONSTRUCTION



SR 99 TUNNEL PROJECT CONTRACT PACKAGE 14	PM100
PAVEMENT MARKING AND BARRIER PLANS - SB	

1 **4. TIME WITHIN WHICH PROJECT SHALL BE COMPLETED; SCHEDULING**

2 **4.1 Time of Essence**

3 Time is of the essence of the Contract.

4 **4.2 Time for Completion**

5 Design-Builder shall achieve Substantial Completion within ~~1,589~~^{8 43} ~~1,593~~^{43 106} ~~1,608~~^{106 128} ~~1,644~~^{128 140}
6 ~~1,652~~^{140 146} ~~1,726~~^{146 157} ~~1,733~~¹⁵⁷ days after the effective date of NTP 2, shall achieve Physical
7 ~~Completion within 120 days after Substantial Completion~~²⁰³ shall achieve Physical Completion
8 ~~within 139 days after Substantial Completion~~^{203R1}, and shall achieve Final Completion within 120
9 days after Physical Completion. Except as otherwise specifically provided in this Article 4 and
10 Article 11, WSDOT shall have no obligation to extend any of the foregoing Completion Deadlines,
11 and Design-Builder shall not be relieved of its obligation to comply with the Contract Schedule and
12 achieve Substantial Completion, Physical Completion and Final Completion by the applicable
13 Completion Deadlines for any reason.

14 **4.3 Notice to Proceed**

15 The NEPA documentation and environmental permits for the Project will not be completed prior to
16 Contract execution. Consequently, WSDOT will issue two notices to proceed for the Project (NTP
17 1 and NTP 2). WSDOT anticipates that NTP 1 will be issued shortly after Contract execution, but
18 WSDOT may defer issuance of NTP 1 for up to 30 days after Contract execution. NTP1 will
19 authorize Design-Builder to proceed with the NTP 1 Work consistent with FHWA's design-build rule
20 and NEPA. Work that is authorized in NTP 1 will focus on preliminary design, including
21 investigations, and analysis necessary to support the Final EIS, the Section 106 process,
22 Endangered Species Act consultation, and environmental permitting. Details regarding the types
23 of work to be authorized under NTP 1 can be found in TR Section 2.8.

24 The NTP 1 Work does not include preparation of the NEPA document or any decision-making
25 responsibility with respect to the NEPA process, though NTP 1 Work will support the NEPA
26 documents prepared by WSDOT. WSDOT will be responsible for completing the NEPA
27 documentation and obtaining FHWA's approval thereof. Under no circumstances shall Design-
28 Builder commence Final Design or construction until such time FHWA has issued the Record of
29 Decision and WSDOT issues NTP 2, nor shall Design-Builder take any other action during the
30 NTP 1 period that would materially affect WSDOT's or FHWA's objective consideration of
31 alternatives under NEPA.

32 NTP 2 will be issued only if the final NEPA documents, including the Record of Decision, choose
33 the Bored Tunnel Alternative as the Selected Alternative. Upon the issuance of NTP 2, Design-
34 Builder shall commence NTP 2 Work, which will generally consist of Final Design and construction.

35 In the event that the final NEPA documents select the "no-build" alternative or select an alternative
36 other than the Bored Tunnel Alternative, WSDOT will terminate the Contract for convenience and
37 Design-Builder will be paid for the NTP 1 Work as provided herein.

38 **4.3.1 Conditions to Issuance of NTP 2 and Start of NTP 2 Work**

39 NTP 2 will be issued only after final NEPA documents have been approved, and only if the Bored
40 Tunnel Alternative is chosen as the Selected Alternative in the final approved documents. In
41 addition, if the final approved documents, including the Record of Decision, include any

- 1 (d) Design-Builder shall have met all requirements of the Quality Management Plan that
2 are a condition to construction;
- 3 (e) All Governmental Approvals necessary for such Work to proceed obtained (whether
4 by Design-Builder or WSDOT), and all pre-requisites to the commencement of
5 construction set forth therein satisfied;
- 6 (f) All necessary rights of access for such Work in place; and
- 7 (g) WSDOT's acceptance of the Released for Construction Documents and Traffic
8 Control Plans for such portion of the Project in accordance with TR Sections 2.22
9 and 2.28.

10 The Contract Schedule shall reflect the anticipated dates set forth in TR Section 2.8 for WSDOT to
11 obtain Governmental Approvals. An equitable adjustment shall be made to the Contract Sum Amount
12 and Completion Deadlines in the event that the approvals are delayed beyond such anticipated
13 dates, upon Design-Builder's compliance with all applicable requirements of Article 11, and subject
14 to the limitations contained therein.

15 4.6 Limitation of Operations

16 Design-Builder may perform Work at all times except as limited by Project permits, City of Seattle
17 Street Use Permits and TR Sections 2.8 and 2.22.

18 ⁸ CO #008, Const Milestones – Conformed Days, Section 4.2

19 ⁴³ CO #043, Excusable Delay Time Extension, Section 4.2

20 ¹⁰⁶ CO #106, Archlog/Susp for Conv.-Interim, Section 4.2

21 ¹²⁸ CO #128, Labor Harmony PCO230, 230B, 230D, Section 4.2

22 ¹⁴⁰ CO #140, Suspension for Convenience.-AWV Closed-Interim Payment, Section 4.2

23 ¹⁴⁵ CO #145, PCO and Issues Settlement, Section 4.2

24 ¹⁵⁷ CO #157, Risk Transfer-PCO Settlement, Section 4.2

25 ^{203R1} CO #203 R1, PCO 640, SURFACE TEXTURING, Section 4.2