


**DEC 04 2019**

**Change Record**

Contract Number 009127	Contract Title SR99 / AWV Demo., Decom., and Surface Street Project	Federal Aid Number
Change Order Number 029	Change Description Accelerate Demo at Dearborn	Date Nov 25, 2019
Region AWV Program	Project Engineer Patrick Fuller 	Phone Number 206-805-2960

Prime Contractor / Design-Builder  
**Kiewit Infrastructure West Co.**

- Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications or the RFP  
 Change proposed by Contractor / Design-Builder

**Evolution & Description Of Change**

Attached for HQ Execution is Change Order No. 29, "Acceleration Demo at Dearborn".

**Description & Evolution of Change:**

This change order re-sequences demolition activities and adds street closure restrictions and traffic control requirements in the vicinity of Alaskan Way, from S. Dearborn St. and Marion St., to the Contract. This change order also compensates the Design-Build Contractor, for all added Work related to these additional requirements. This change order includes the following additional Work pertaining to the added closure and traffic control requirements for S. Dearborn, S. King, and S. Jackson Streets:

- \_ Acceleration of Alaskan Way Viaduct demolition in the vicinity of S. Dearborn St. due to reduced closure duration, including overtime and weekend Work;
- \_ Multiple mobilizations and de-mobilizations to complete the Work within the reduced closure time frame, including
  1. Re-mobilization back to Marion Street to complete the final section of AWV demolition along the Waterfront.
  2. Additional mobilizations due to interrupted Work sequencing and changes to planned means and methods;
- \_ Keeping Alaskan Way open to four lanes when S. Dearborn Street is closed; and
- \_ Additional traffic control measures, including uniformed police officers (UPO).

The original Traffic Control Plans for demolition in the S. Dearborn St to S. Jackson St vicinity were approved on November 13, 2018. These plans allowed the simultaneous closures of S. Dearborn and S Jackson Street intersections for up to 30 days, reduced Alaskan Way to one lane in each direction, and did not require uniformed police officers (UPO).

Technical Requirements (TR) Section 2.22.4.3.4.1 "Allowable Street Closures" states:

"During demolition of the Alaskan Way Viaduct, the Design-Builder will be permitted to close crossing streets passing under the viaduct structure to pedestrian and vehicle through traffic. Except where specified in this Section, the Design-Builder will be permitted to close up to three adjacent crossing streets (along Alaskan Way) simultaneously for a period of up to 30 continuous or non- continuous Calendar Days with the following restrictions: ..."

- Distribution By:
- Project Office
  - Copy of Change Records & Change Order w/Backup - Project Engineer
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Change Record – Continuation  
Contract 009127  
Change Order No. 29  
November 25, 2019

**Description & Evolution Continued:**

Subsequent to November 13, 2018, concerns arose about the simultaneous closures of S. Dearborn and S. Jackson Streets due to the heavy traffic volumes, significant transit routes, traffic accessing the Colman Ferry Terminal, and freight corridor along Alaskan Way. Thus, SDOT and King County Metro (KCM) requested WSDOT not close both intersections at the same time. On June 20, 2019, SDOT and KCM expressed concern with both the timing and duration of the S. Dearborn Street closure. They requested that WSDOT postpone the Dearborn closure and associated demolition activities until July 6, 2019 or later. WSDOT concurred with this request. On July 1, 2019, a meeting was held to discuss the additional closure restrictions requested by the City and KCM. As a result of the meeting, it was also determined that S. Dearborn Street would not be closed until all four lanes of Alaskan Way were restored to alleviate pressure due to traffic volumes, stadium events, ferry traffic, bus traffic, and freight mobility needs.

The final approved Traffic Control Plans precluded the simultaneous closures of S Dearborn St and S. Jackson Street. The approved Traffic Control Plans also imposed the limitation that S. Dearborn Street could only be closed between 9 PM, September 12, 2019 and 4 AM, September 22, 2019. This closure was approximately ten days, compared to the 30-day closure allowed by the Contract.

Finally, the Contract did not require UPOs except for signalized intersections where there is a lapse in signal operations. Thus, this change order also compensates the Contractor for additional UPO requirements when UPOs were not specifically required by Contract. This change order covers all additional costs related to UPOs, from Contract execution through September 22, 2019.

**Entitlement:**

This change was initiated by WSDOT. This change could not be anticipated during the early design phase or during development of the Design-Build Contract. The D-B is entitled to an equitable adjustment in accordance with 1-04.4(1) of the Contract.

**Contract Time:**

The D-B and WSDOT agree that this Change Order has no impact to Contract Time, and as such, no extension of Contract Time will be granted as a result of this Change Order.

**Contractor Concurrence:**

The Design-Builder has concurred with this change.

**FHWA Participation:**

Not applicable

**Condition of Award:**

This contract does not have a COA. This change does not affect the Voluntary MSVWBE Participation requirements.

Contract Number 009127	Contract Title SR99 / AWV Demo., Decom., and Surface Street Project	Change Order Number 029
<p><b>Basis of Cost &amp; Justification:</b></p> <p>The attached engineers estimate provides a cost for the additional street closure and traffic control requirements, which supports the final agreed upon price.</p> <p>WSDOT has agreed to compensate the D-B for all Work pursuant to the new lump sum item: "CO 29 – Acceleration Demo at Dearborn", in the agreed upon amount of \$849,978.00.</p> <p>This bid item fully resolves the following two issues:</p> <ol style="list-style-type: none"> <li>1. WSDOT Issue #162/Kiewit Issue #156 – "Additional South End UPOs" and</li> <li>2. WSDOT Issue #163/Kiewit Issue #161 – "Acceleration Demo for Dearborn"</li> </ol> <p><i>(See Attachment B _ WSDOT ICE)</i></p>		
<p><b>Contract Time:</b></p> <p>The Design-Builder and WSDOT agree that this Change Order has no impact to Contract Time, and as such no extension of Contract Time will be granted as a result of this Change Order.</p>		
<p><b>Prior Approvals:</b></p> <p>Project Engineer Level _ Patrick Fuller, October 2, 2019  Region / Program Level _ Denise Cieri, October 15, 2019  State / HQ Construction Office Level, _ Craig McDaniel, November 5, 2019  Funding Concurrence _ Mario Mathisen, October 11, 2019.</p>		
<p><b>List Attachments:</b></p> <p>Change Order No. 29 (4 pages)  Change Order No. 29, "Information Only" (2 pages)  Change Order No. 29 Check List (2 pages)  Attachment A_ Approvals / Attachment B _ WSDOT Independent Cost Estimate (ICE)</p>		

## Distribution By:

Project Office

Copy of Change Records & Change Order w/Backup - Project Engineer  
Copy of ONLY Change Order - Prime Contractor / Design-Builder  
Electronic Copy of Change Records & Change Order w/Backup - State Construction Office  
Original of Change Records & Change Order w/Backup - Region Construction Office

DOT Form 422-002

Revised 10/2017

Region

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WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 10/30/19  
Page 1 of 4

CONTRACT NO: 009127 FEDERAL AID NO:  
CONTRACT TITLE: SR 99, AWW DEMOLITION DECOMMISSIONING & SURFACE ST  
CHANGE ORDER NO: 29 ACCELERATE DEMO AT DEARBORN

PRIME CONTRACTOR: [REDACTED] KIEWIT INFRASTRUCTURE WEST CO.  
33455 6TH AVE S  
FEDERAL WAY WA 98003-6335

ORIGINAL

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

Change proposed by Contractor

ENDORSED BY:

CONTRACTOR

10/31/2019  
DATE

SURETY CONSENT:

ATTORNEY IN FACT

DATE

ORIGINAL CONTRACT AMOUNT: 93,749,999.00  
CURRENT CONTRACT AMOUNT: 108,421,411.00  
ESTIMATED NET CHANGE THIS ORDER: 849,978.00  
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 109,271,389.00

Approval Required:  Region  Olympia Service Center  Local Agency

APPROVAL RECOMMENDED

EXECUTED EXECUTED:

PROJECT ENGINEER

DATE

11/1/19

STATE CONSTRUCTION ENGINEER

DATE

12/11/19

APPROVAL RECOMMENDED

EXECUTED OTHER APPROVAL WHEN REQUIRED

REGIONAL ADMIN:

BY:

DATE

12/3/19

SIGNATURE

DATE

REPRESENTING



**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 10/30/19  
Page 2 of 4

CONTRACT NO: 009127

CHANGE ORDER NO: 29

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 for all costs associated with modifications of street closures and traffic control requirements during demolition of the Alaskan Way Viaduct (AWV). This Work includes, but is not limited to, all additional mobilizations, re-mobilizations, traffic control measures, addition of uniformed police officers, loss of production, and inefficiencies.

**GENERAL:**

This Change Order incorporates the following additional Work into the Contract:

- The utilization of Uniformed Police Officers that were required by the City of Seattle for traffic control measures associated with the initial closure surrounding Dearborn Streets beginning on or about June 24, 2019, until the final completion of demolition of the Alaskan Way Viaduct over Dearborn Street (September 22, 2019).
- Additional mobilization to re-sequence the Work at S. Dearborn Street to complete the Work within the mandated September 12, 2019 to September 22, 2019, Work window.

**CONSTRUCTION CRITERIA:**

Technical Requirements Section 2.22.4.3.4.1 "Allowable Street Closures" is modified as follows:

On page 2.22-14, after line 37, add the following bulleted text:

- "- The closure duration for S. Dearborn Street shall not exceed ten continuous Calendar days and shall occur between September 12, 2019 and September 22, 2019. S. Dearborn Street shall not be closed until all four lanes of Alaskan Way have been re-opened to traffic. Alaskan Way shall remain open when S. Dearborn Street is closed."

**MEASUREMENT:**

No specific unit of measure shall apply to the new Lump Sum Bid Item:

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 10/30/19  
Page 3 of 4

CONTRACT NO: 009127

CHANGE ORDER NO: 29

"CO#029, Acceleration Demo at Dearborn"

**PAYMENT:**

The new Lump Sum Bid Item:

"CO#029, Acceleration Demo at Dearborn" in the amount of \$849,978.00

shall be full and final payment for all costs associated with the Work described in this Change Order, and fully resolves Kiewit issues 156 and 161 (WSDOT issues 162 and 163).

**CONTRACT TIME:**

The D-B and WSDOT agree that this Change Order has no impact to Contract Substantial Completion or Final Completion, and as such, no extension of Contract Time will be granted as a result of this Change Order. The Contractor reserves their rights for time impacts to Contract interim milestones, other completion dates, or new milestones required as a result of this Change Order.

**MISCELLANEOUS:**

The D-B 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 D-B 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: 10/30/19  
Page 4 of 4

<b>CONTRACT NO: 009127</b>				<b>CHANGE ORDER NO: 29</b>			
ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE

<del>1020</del> 030	02		CON029, ACCELERATION DEMO AT DEARBORN	L.S.	0.00	0.00	849,978.00
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849,978.00  
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1 The Design-Builder shall confirm the scheduled closure with WSDOT at least 14 Calendar Days  
2 prior to the date on which the closure is scheduled; the closure will be approved by 4:00 p.m. the  
3 following business day. All street closures not confirmed as scheduled shall be canceled.

4 Detour routes shall be provided by the Design-Builder for all street closures. Detours shall be  
5 approved by impacted Local Agencies a minimum of 30 Calendar Days prior to implementing the  
6 closure. The Design-Builder shall coordinate the closure with nearby projects to ensure no  
7 conflicting Work activities are planned, including ramp or roadway closures that have conflicting  
8 or overlapping detours.

9 All detours shall be in place, including all advance-signing, prior to any street closure.

10 The Design-Builder shall complete all Work within the specified closure times prior to opening  
11 streets to traffic.

12 Advance notification, public notification, and signing requirements shall be in accordance with  
13 this Section and Section 2.9, *Communications*.

14 The Design-Builder shall provide the WSDOT Engineer with a contingency plan for re-opening  
15 closed streets to public traffic in the event of equipment breakdown, shortage of materials, lack of  
16 production of materials, or other production failure; or when it becomes necessary to reopen the  
17 closure for use by public traffic. For street closures extending 72 hours or less in duration the  
18 Design-Builder shall furnish an hour-by-hour schedule of all Work activities to be performed  
19 during the full street closure. Unless otherwise requested by the WSDOT Engineer, the Design-  
20 Builder will not be required to provide an hour-by-hour schedule of Work activities for pre-  
21 approved long duration street closures (street closures greater than 72 hours duration). The  
22 Design-Builder shall also furnish a contingency plan for this closure including re-opening lanes  
23 for general public traffic. The contingency plan and its acceptance by the WSDOT Engineer shall  
24 not relieve the Design-Builder from the impact charges as specified in this Section and Section 1-  
25 08.9 of the General Provisions.

#### 26 2.22.4.3.4.1 \*\*\*Allowable Street Closures\*\*\*

27 \*\*\*During demolition of the Alaskan Way Viaduct, the Design-Builder will be permitted to close  
28 crossing streets passing under the viaduct structure to pedestrian and vehicle through traffic.  
29 Except where specified in this Section, the Design-Builder will be permitted to close up to three  
30 adjacent crossing streets (along Alaskan Way) simultaneously for a period of up to 30 continuous  
31 or non-continuous Calendar Days with the following restrictions:

- 32 • Egress from the Seattle Ferry Terminal across Alaskan Way to Yesler Way and/or  
33 Marion Street shall be maintained when the terminal is operating.
- 34 • Ingress to the Seattle Ferry Terminal's toll plaza at Yesler Way shall be maintained when  
35 the terminal is operating.
- 36 • Marion Street and Spring Street will not be closed at the same time. Madison Street and  
37 Columbia Street will not be closed at the same time.
- 38 • The closure duration for S. Dearborn Street shall not exceed ten continuous Calendar  
39 days and shall occur between September 12, 2019 and September 22, 2019. S. Dearborn  
40 Street shall not be closed until all four lanes of Alaskan Way have been re-opened to  
41 traffic. Alaskan Way shall remain open when S. Dearborn Street is closed.<sup>029</sup>

42 During demolition of the AWV, the adjacent crossing street closures specified above will not be  
43 subject to the special events restriction specified in Section 2.22.4.3, Allowable Closures.

44 During demolition of the AWV, the Design-Builder will be permitted to close Railroad Way  
45 South in three stages. Street closures on Railroad Way South shall be staged such that vehicle  
46 access to the 505 First Avenue South Building public parking garage and loading docks, located  
47 on the east side of Railroad Way South (mid-block), will be lost for no more than 4 continuous



1 A copy of the MOT diary shall be submitted to the WSDOT Engineer on a monthly basis. Upon  
2 Completion of the Project, the MOT diaries shall be delivered to and become the property of the  
3 WSDOT Engineer.

4 A closure plan shall be submitted for each full highway closure. The Design-Builder shall submit  
5 the closure plan to the WSDOT Engineer for Review and Comment at least 30 Calendar Days  
6 prior to the scheduled closure.

7 **2.22.5.7 Miscellaneous Submittals**

8 The Design-Builder shall deliver to the WSDOT Engineer Work-related submittals that do not fit  
9 in the previous categories but which are prepared in accordance with this Section.

10 **End of Section**

11 <sup>029</sup> Change Order #029 – Acceleration Demo at Dearborn

FOR INFORMATION ONLY



Cont. #: 009127	Cont. Title: SR 99/Alaskan Way Viaduct Demolition, Decommissio	If Yes, Approval from State Construction Office Required
C.O. # 029	C.O. Title: Acceleration Demo at Dearborn	
<b>I. Executed by the State Construction Office</b>		
1. Cost or credit equal to or exceeding \$500,000.		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Change in the contract documents beyond the scope, intent or termination of the original contract. *1		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3. Termination of or Changes in Work Committed to DBEs.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. Change in contract time greater than 30 working days.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>II. Executed by the Region</b>		
5. Determination of impacts and/or overhead.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6. Design or construction work that does not comply with the Mandatory Standards		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
7. A change to a Chapter 1 General Provisions.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
8. A change to a technical requirement in any of the following sections: Geotechnical, Environmental, Pavement, Project Documentation, Bridges and Structures, Control of Materials, Minority, Small, Veteran and Women's Business Enterprises (MSVWBE) Goals, Quality Management Plan, or WSDOT Standard Specifications.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
9. Determination of changed condition (Section 1-04.7 of the Request For Proposal).		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
10. Settlement of a claim (Section 1-09.11(2) of the Request For Proposal).		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11. Repair of damage regarding "Acts of God" or "acts of the public enemy or of government authorities (Section 1-07.13 of the Request For Proposal).		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
12. A "no-cost" change based upon a determination of "equal or better".		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**Approvals obtained:**

Project Engineer: (REQUIRED) Patrick Fuller Date: 10/2/19

Region: (REQUIRED) Denise Cieri Date: 10/15/19

State Construction Office: Craig McDaniel Date: 11/05/19

**To be completed by the Project Engineer :**

CO Reason(s) (See CCIS Source/Outcome): AB-01 [UC-AW]

Change Order Prepared By: Kyle Goldsmith/Marcy Gustafson/Jon Danks Date: 10/3/19

Has change been entered as lesson learned?  Yes  No  N/A

Has design documentation been updated?  Yes  No  N/A

Is change approved by program management?  Yes  No  N/A

Is this project under full FHWA stewardship oversight (Project Of Division Interest)? \*2  Yes  No  N/A

**To be completed by the Region :**

Is the change eligible for Federal participation?  Yes  No  N/A

Change Order Reviewed By: MO Davari Date: 12-3-19

This form represents the minimum information required by the State Construction Office. \*3

\*1 Per RCW 47.28.050, any change beyond \$7,500 that is beyond the original scope shall go through the competitive bidding process.

\*2 Projects of Division (PODI) require FHWA approval as outlined in the project specific PODI agreement.

\*3 Changes that do not meet any of the Itemized criteria above may be executed by the PE with Region approval.



Cont. # 009127

C.O. # 029

**Coordination with others:**

Does this project require coordination with other projects?	Yes <input checked="" type="checkbox"/>	No	N/A
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Project Name	Name of Person Contacted	Date
Ref. Technical Requirement 2.1.1.6	Coordination with Other Projects	07/10/18
	14 Separate Projects Listed.	

**Risk Identification:**

Identified risk has been entered into the SR AWV Risk Management Database	Yes	No	<input checked="" type="checkbox"/>	N/A
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Risk ID Number (if pending, identify as pending)

Project Risk ID Number	
Project Risk ID Number	
Project Risk ID Number	

**Coordination with Program Finance, Business and Controls Group:**

	Yes	No	Date
Program funding concurrence obtained?	<input checked="" type="checkbox"/>		10/11/2019
Is sales tax included in the change order cost?	<input checked="" type="checkbox"/>		
Maximum rate of payment considered (ref. 1-09.9(1).1)	<input checked="" type="checkbox"/>		
Funding concurrence obtained from:	Mario Mathisen		
Third party agreements discussed with:			

**Coordination with others:**

	Name	Date
Design/Technical Lead		
Maintenance		
Environmental		