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AUG 24 2017



Washington State Department of Transportation

Change Record

Contract Number 8127	Contract Title I-90 Snowshed to Keechelus Dam - Phase 1C	Federal Aid Number N/A
Change Order Number 164	Change Description 2017 Revised Staging	Date Jun 13, 2017
Region South Central Region	Project Engineer Jerry Wood	Phone Number 577-1859
Prime Contractor / Design-BUILDER Atkinson Const.		

- 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

This change order provides for locating the 2017 rock crushing operation to the Crystal Springs Sno-Park (Crystal Springs), the excavation and transport of materials between the Slide Curve Balance Site (Balance Site) and the Crystal Springs, the legal haul of excavated material from under the eastbound KLAB to the Crystal Springs or the Balance Site, and added workforce and equipment in the construction of the westbound wall 708 roadway.

During the winter of 2016/2017 eastbound and westbound I-90 traffic were detoured onto the existing eastbound side of the roadway and crossing the eastbound KLAB. A combination of RRPM inset grinds, PCCP panel joints, and faded pavement markings due to chains and snow plows, resulted in driver confusion and many accidents and near misses between MP 57.35 and MP 59.50.

The immediate decision was made to increase WSP presences along this section of roadway to slow traffic. Along the worst section of roadway, due to a tight curve with limited sight distance (MP 57.35 and MP 57.80), the decision was made by the Region to install temporary concrete barrier (approximately 1,800 LF on each side of the roadway including tapers) 2' off the existing fog line, snow Poles will be installed every 25', and Linear Delineation System (LDS) panels every 6.25'. This installation began on 1/12/17.

On 2/8/17, the Project Office received direction to expand the delineation portion of this work to eastbound and westbound I-90 between MP 57.35 and MP 59.50. The added work through this area included LDS panels, Snow Poles, Light Plants, and raised recessed pavement markers (RRPMs), both LED and reflective. WSDOT Hyak Maintenance provided traffic control, snow removal, refueling light plants, and temporary pavement markings.

This change order is intended to reduce "throwaway" costs and winter traffic impacts by streamlining completion of the final westbound I-90 roadway, walls, and drainage features and establish a minimum two-lane westbound, concrete barrier protected and delineated roadway, by the Contract established winter shutdown date. This will be accomplished by removing impacts of a crushing operation from the Balance Site to the Crystal Springs. Existing material in the Balance Site will be conveyed to the Crystal Springs for crushing by legal haul. Material excavated from under the eastbound and westbound KLAB will also be conveyed to the Crystal Springs for crushing by legal haul, opposed to off-road trucking, through the wall 708 work area to the Slide Curve Balance Site. Finally, labor and equipment resources will be added to insure completion of this change order work in the allotted time.



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Basis of Cost & Justification:

This change order revises the order of work in the approved project schedule and reduces the timeline associated with completion of specified items of work in 2017. This schedule compression adds cost to the Contract budget and the Contractor is entitled to compensation. WSDOT estimates the total costs of this change order to be \$1,500,000.

Over the previous winter months 2016/17 the cost of maintaining this section of I-90 including the use of WSP was in excess of \$800,000 for the 1C project. This cost does not include delays to commerce, claims against the State with regard to accidents, or third party damage through this section of roadway.

Splitting the eastbound and westbound roadways will allow the traveled way to be wider, better delineated, and less expensive to maintain during the winter months.

The biggest improvement will be the increased safety of the traveling public.

Contract Time

There is no change to contract time associated with this change order. The change order work occurs within the 2017 Contract season and will be end prior to winter shutdown.

As part of this change order the Contractor provided an accelerated schedule reflecting the westbound roadway winter shutdown completion on September 29th, rather than on October 15th (effectively 15 calendar days). This early roadway completion will allow delineation installation during more favorable weather reducing the risk of striping wearing off or RRPMs failing during the first few weeks after winter shutdown.

This 15 day savings does not reflect Contract days, only the acceleration to meet the 2017 winter shutdown goal for splitting eastbound and westbound traffic.

Prior Approvals:

List Attachments:

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


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CONTRACT NO: 008127 FEDERAL AID NO:
CONTRACT TITLE: I-90, SNOWSHED TO KEECHELUS DAM PHASE 1C - REPLACE
CHANGE ORDER NO: 164 2017 REVISED STAGING

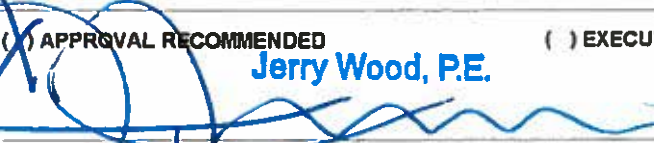


PRIME CONTRACTOR: [REDACTED] GUY F. ATKINSON CONSTRUCTION, LLC.
707 SOUTH GRADY WAY STE 500
RENTON WA 98057-3224

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

ENDORSED BY:  CONTRACTOR DATE 8/16/17	SURETY CONSENT: ATTORNEY IN FACT DATE
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ORIGINAL CONTRACT AMOUNT: 177,144,342.66
 CURRENT CONTRACT AMOUNT: 196,961,292.43
 ESTIMATED NET CHANGE THIS ORDER: 1,425,280.00
 ESTIMATED CONTRACT TOTAL AFTER CHANGE: 198,386,572.43
 Approval Required: () Region (X) Olympia Service Center () Local Agency

ENTERED CAPS
DATE 8/21/17 INITIALS GSB

<input checked="" type="checkbox"/> APPROVAL RECOMMENDED  PROJECT ENGINEER DATE 8/17/17	<input type="checkbox"/> EXECUTED EXECUTED  STATE CONSTRUCTION ENGINEER DATE August 21, 2017
<input checked="" type="checkbox"/> APPROVAL RECOMMENDED  REGIONAL ADMIN BY: DATE 8/18/17	<input type="checkbox"/> EXECUTED OTHER APPROVAL WHEN REQUIRED SIGNATURE _____ DATE _____ REPRESENTING _____

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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:

DESCRIPTION:

This change order provides for the following: Locating the 2017 rock crushing operation to the Crystal Springs Sno-Park, Excavation and transport of materials between the Slide Curve balance site and the Crystal Springs Sno-Park, Legal haul of excavated material from under the eastbound and westbound KLAB to the Crystal Springs or the Slide Curve balance site, and added workforce and equipment in the construction of the wall 708 roadway.

Three new Items are added.

Upon endorsement of this change order, The Contractor waives all entitlement to equitable adjustments for changes to existing contract bid item quantities resulting from this change order.

CONSTRUCTION REQUIREMENTS:

"CO 164-Balance Site Excavation", shall include all work required to locate the crushing operation to the Crystal Springs Sno-Park for the duration of the 2017 season and acquire material for crushing.

The Contractor shall excavate, load, haul, and stockpile by legal conveyance all material deemed suitable to meet Contract specifications for engineered material from the Slide Curve Balance Site or the Phase 2A Contract to the Crystal Springs Sno-Park. The Contractor shall manage haul between these sites insuring enough crushable material is hauled to the Crystal Springs Sno-Park to produce engineered material to complete the 1C project.

All costs for added handling of material in the Slide Curve Balance Site, Phase 2A Contract, Crystal Springs Sno-Park, or any point along the haul path is included in the change order cost. This cost shall include any added equipment or labor required to perform this work if a direct haul is not possible due to staging, conflicts with other Contract operations, or conflicts with other Contracts.

Existing tailings, or tailings produced in 2017 shall be excavated, loaded, hauled, stockpiled, and graded as staked by the Engineer within the Crystal Springs Sno-Park or the adjacent USFS site.

All costs associated with environmental stabilization of the Slide Curve Balance Site and Crystal Springs Sno-Park shall be including in existing Contract items.

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"CO 164-KLAB Late Excavation", shall include all work required to excavate, load, haul, and stockpile by legal conveyance or off-road haul all material from under the eastbound and westbound KLAB to the Slide Curve Balance Site or the Crystal Springs Sno-Park. The Contractor shall manage haul between these sites insuring enough crushable material is hauled to the Crystal Springs Sno-Park to produce engineered material to complete the 1C project and to dispose of excess material not used to generate engineered material.

All costs for any added handling of material in the Slide Curve Balance Site, Crystal Springs Sno-Park, or the adjacent USFS site, or at any point along the haul path is included in the change order cost. This cost will also include any added equipment or labor required to perform this work if a direct haul is not possible due to staging, conflicts with other Contract operations, or conflicts with other Contracts.

"CO 164-Added Resources", shall include all work required to complete construction of the westbound I-90 roadway over wall 708 as specified in this change order.

The Contractor shall provide all materials, labor and equipment to complete the final westbound I-90 roadway, shoulders, walls and drainage features.

Prior to the Contract winter shutdown date, the Contractor shall establish a minimum two-lane westbound roadway and shoulders. The roadway shall be concrete barrier protected and delineated.

This cost will also include any added equipment or labor required to perform this work if a direct haul is not possible due to staging, conflicts with other Contract operations, or conflicts with other Contracts. All costs associated with any added roadway or structure survey will be included in this change order.

The Contractor assumes all risks associated with this work including bedrock excavation, PCCP panel repair, and repair of damaged underground facilities. Prior to establishing haul routes, the Contract shall submit a haul route plan for approval. The plan shall include:

1. A map providing sufficient information regarding the specific locations of crossings (stationing, how the haul route will be marked, who maintains the route, etc.), the length of the crossing, including underground structures, drainage and utilities, and how they will be protected if in the haul route.
 2. Provide the "weight per axel". Hauling vehicles shall be empty when crossing the concrete pavement. Loaded trucks are not approved to use this crossing.
 3. PCCP panel replacement plan. Panels with spalled edges shall be considered a damaged panel. Replacing damaged panels may require traffic impacts that shall be included in the plan.
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4. Any changes to the approved plan shall require a resubmittal if the haul route changes.

MEASUREMENT AND PAYMENT:

"CO 164-Balance Site Excavation", shall be lump sum in accordance with Section 1-09.

"CO 164-KLAB Late Excavation", shall be lump sum in accordance with Section 1-09.

"CO 164-Added Resources", shall be lump sum in accordance with Section 1-09.

CONTRACT TIME:

There is no change to contract time associated with this change order.

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ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE

<div style="font-size: 2em; color: blue; font-family: cursive;"> 613 614 615 </div>	1253	01	CO 164-BALANCE SITE-EXCAVATION	L.S.	824,880.00	1.00	824,880.00
	1254	01	CO 164-KLAB-LATE EXCAVATION	L.S.	264,400.00	1.00	264,400.00
	1255	01	CO 164-WALL 708-ADDED RESOURCES	L.S.	336,000.00	1.00	336,000.00

1,425,280.00
