May 4, 2015

TO: Mike Griber

FROM: B. Hilmes/J. Morris

SUBJECT: Contract No. 8496
NSC – BNSF Railway Structures/Realignment
FA Project No: Tiger4-0395(100)

CHANGE ORDER TRANSMITTAL
CHANGE ORDER NO 14

Requested Action:
☐ For Review Only
☐ For Review and Execution
✓ For Review and HQ Execution

Approval To Proceed Date: N/A
Approval To Proceed By: N/A
CO Work Started: June 15, 2015 (Est.)

Description of the Change:
This change order compensates the Contractor for revisions made to Retaining Wall 6 in order to meet BNSF and AREMA requirements.

Evolution of the Change:
The retaining walls on the project were selected and designed on the basis that they would be located in excess of 25 feet from the centerline of the nearest track and not subject to AREMA specifications. The wall type chosen was geosynthetic retaining walls with pre-cast concrete fascia panels. During the construction of the project, BNSF made personnel changes and WSDOT was informed that mechanically stabilized earth walls are not allowed on BNSF property and instructed to make a change to the wall type. Individual walls were re-evaluated on a case by case basis with BNSF and allowed to remain as designed with the exception of Retaining Wall 6. In order to avoid a prohibitive cost to construct and a significant reduction in COA work for a new CIP cantilever wall, an agreement was reached to maintain the planned wall type and thicken the pre-cast concrete fascia panels to meet AREMA standards for heavy construction.

Entitlement
The changes made to the pre-cast concrete fascia panels on Retaining Wall 6 were done at the direction of BNSF and subsequently the Agency after project construction had already begun. This design change could not have been anticipated by the Contractor at any time previous to this order, therefore entitlement is warranted.

Price
The total change order price is a net increase of $563,108.07 and includes the deletion of Bid Item 30, a reduction in quantity on Bid Item 55 as well as new items to cover all work involved.

DOT Form 700-008 EF
Revised 09/09
**Contract Time**
Thirty-six (36) working days are added by this Change Order.

BLH:rrs
Attachments: Change Order No. 14
   Checklist
   Supporting Documentation
WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

CHANGE ORDER

DATE: 04/22/15
Page 1 of 10

<table>
<thead>
<tr>
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<tr>
<td>CONTRACT TITLE:</td>
<td>US 395, NSC – BNSF RAILWAY STRUCTURES/REALIGNMENT</td>
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<tr>
<td>CHANGE ORDER NO:</td>
<td>14 BNSF RTW6 REVISION</td>
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<td>PRIME CONTRACTOR:</td>
<td>APOLLO, INC.</td>
</tr>
<tr>
<td></td>
<td>1133 W COLUMBIA DR</td>
</tr>
<tr>
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<td>KENNEWICK WA 99336-3472</td>
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(X) Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications

( ) Change proposed by Contractor

ENDORSED BY: [Signature]

DATE: 4/23/15

SURETY CONSENT:

ATTORNEY IN FACT

DATE

ORIGINAL CONTRACT AMOUNT: 15,368,729.52
CURRENT CONTRACT AMOUNT: 15,406,265.18
ESTIMATED NET CHANGE THIS ORDER: 563,108.07
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 15,969,373.25

Approval Required: ( ) Region ( ) Olympia Service Center ( ) Local Agency

( ) APPROVAL RECOMMENDED

PROJECT ENGINEER: [Name]

DATE: 5/14/2015

EXECUTED:

EXECUTED: [Signature]

DATE: 5/14/15

( ) APPROVAL RECOMMENDED

REGIONAL ADMIN: [Name]

DATE: 5/4/2015

OTHER APPROVAL WHEN REQUIRED

SIGNATURE

DATE

REPRESENTING

CG02v04 (revised Feb 2005)
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 deletes Bid Item 30 Shoring or extra excavation Cl. A PED/BNSF, revises the quantity of Bid Item 55 Concrete Fascia Panel, and adds the items "CO14 Wall 6 CIP Fascia Panel", "CO14 Extra Excavation", and "CO14 Wall 6 Revision EA".

Plan Sheet Revisions
Contract Plan sheets 97 thru 99, 112, 113 and 119 of 376 are replaced with pages 5 through 10 of the change order.

Details "RTW6 Plan" and "RTW6 Elevation" are deleted from sheet 100 of 376; "Detail D", "Section E", and "Section F" are deleted from sheet 121 of 376.

On sheet 323 of 376, note under "Stage 4" title revised from "Build Wall 6 to Final Height & Construct Wall 6 Fascia" to "See Wall 6 Plans for Remaining Pier 2 Construction Sequence". On sheet 330 of 376, references under "Wall Anchorage Detail" revised from "WD3 and WD4" to "WD3A and WD4A".

Construction Requirements
The Contractor shall complete the Work as per pages 5 through 10 of the change order.

Measurement
CO14 Wall 6 CIP fascia panel will be measured by the neat line square foot surface area of the completed fascia panel, including footing, as shown in the plans.

Payment
"CO14 Wall 6 CIP Fascia Panel", per square foot. All costs in connection with constructing the cast-in-place concrete fascia panels as specified shall be included in the unit Contract price per square foot for "CO14 Wall 6 CIP Fascia Panel", including all steel reinforcing bars, pre-molded joint filler, polyethylene bond breaker strip, joint sealant, PVC pipe for weep holes, exterior surface finish, and pigmented sealer; and all costs associated with working drawing submittals, anchor rod assembly, and backfill not included with the geo-synthetic retaining wall.

"CO14 Extra Excavation", lump sum shall be full compensation for any extra excavation necessary for constructing safe slopes necessary to facilitate the construction of Wall 6 and the Ped/BNSF structure, and for backfilling, compacting and otherwise restoring the extra excavation area in accordance with Section 2-09.

"CO14 Wall 6 Revision EA", lump sum, shall be full compensation for all
outstanding unrecoverable costs associated with revising the Wall 6 fascia to CIP, including, special hardware obtained and engineering costs incurred in anticipation of the original precast fascia design, and from reducing the quantity of Bid Item 55.

Working Days
Thirty-six (36) working days are added by this change order.
<table>
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<tr>
<th>ITEM NO</th>
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<th>STD ITEM</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT MEASURE</th>
<th>UNIT PRICE</th>
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563,108.07
GENERAL NOTES:

1. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION DATED 2012, AND AMENDMENTS.

2. THE CAST-IN-PLACE FASCIA HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 7TH EDITION 2014. THE SEISMIC DESIGN HAS BEEN COMPLETED USING AN EFFECTIVE PEAK GROUND ACCELERATION OF 0.17.

3. SLOPE ALONG TOP OF WALL AND TOP OF FOOTING IS UNIFORM BETWEEN REFERENCE POINTS.

4. THE CONCRETE FOR THE CAST-IN-PLACE FASCIA SHALL BE CLASS 4000, UNLESS NOTED OTHERWISE.

5. CONCRETE FOR EACH FASCIA SECTION BETWEEN EXPANSION JOINTS SHALL BE PLACED SEPARATELY, WITH A MINIMUM OF 24 HOUR PERIOD BETWEEN PLACEMENTS IN ADJACENT SECTIONS.

6. FOOTING CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 6-02.3 AND SPACED AT 120'-0" MAXIMUM ALONG THE LENGTH OF THE WALL. FOOTING REINFORCEMENT SHALL EXTEND THRU THE CONSTRUCTION JOINT.

7. CONCRETE FOR THE CAST-IN-PLACE FASCIA BETWEEN RTW6 STA. 13+86.00 AND STA. 14+58.00 SHALL BE PLACED AFTER ALL W650 GIRDERS OF THE PEDESTRIAN PATH OVER BNSF BRIDGE HAVE BEEN SET AND BACKFILL HAS BEEN PLACED UPTO THE BOTTOM OF THE BRIDGE APPROACH SLAB.

8. CAST-IN-PLACE FASCIA BETWEEN RTW6 STA. 13+86.00 AND STA. 14+58.00 SHALL BE PLACED AFTER ALL W650 GIRDERS OF THE PEDESTRIAN PATH OVER BNSF BRIDGE HAVE BEEN SET AND BACKFILL HAS BEEN PLACED UPTO THE BOTTOM OF THE BRIDGE APPROACH SLAB.

9. CONCRETE FOR THE CAST-IN-PLACE FASCIA BETWEEN RTW6 STA. 13+86.00 AND STA. 14+58.00 SHALL BE PLACED AFTER ALL W650 GIRDERS OF THE PEDESTRIAN PATH OVER BNSF BRIDGE HAVE BEEN SET AND BACKFILL HAS BEEN PLACED UPTO THE BOTTOM OF THE BRIDGE APPROACH SLAB.

10. CONCRETE FOR THE CAST-IN-PLACE FASCIA BETWEEN RTW6 STA. 13+86.00 AND STA. 14+58.00 SHALL BE PLACED AFTER ALL W650 GIRDERS OF THE PEDESTRIAN PATH OVER BNSF BRIDGE HAVE BEEN SET AND BACKFILL HAS BEEN PLACED UPTO THE BOTTOM OF THE BRIDGE APPROACH SLAB.
ANCHOR ROD ASSEMBLY NOTES

1. THREADED ANCHOR RODS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 3.06.5(A) AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM F239. ANCHOR RODS SHALL GRADE 36 AND SHALL BE THREADED A MINIMUM OF 1'-0" AT BOTH ENDS.

2. PLATE WASHERS SHALL MEET THE REQUIREMENTS OF ASTM A36 OR ASTM A272 AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A527.

3. ANCHOR RODS SHALL BE PLACED HORIZONTALLY PERPENDICULAR TO THE FRONT FACE OF THE FASCIA.

4. ANCHOR ROD ASSEMBLY MAY BE MODIFIED AS FOLLOWS TO FACILITATE FORMING OF THE FASCIA:

A) LENGTH AND THICKNESS OF E WASHER EMBEDDED IN THE GEOSYNTHETIC WALL MAY BE INCREASED AS NECESSARY TO RESIST THE FORM LOAD.

B) SPACING OF ANCHOR ROD ASSEMBLIES MAY BE REDUCED AND NUMBER OF ANCHOR ROD ASSEMBLIES MAY BE INCREASED TO FACILITATE FORM TIE LOCATIONS.

C) HEX NUT NEAREST THE FRONT FACE OF THE FASCIA MAY BE CHANGED TO A COUPLER TO FACILITATE REMOVAL OF FORM TIES AFTER CONCRETE IS CAST. THE COUPLER SHALL CONFORM TO THE SAME STANDARDS AS THAT SPECIFIED FOR THE NUT AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F239.

D) THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS AND CALCULATIONS IN ACCORDANCE WITH STANDARD SPECIFICATION 6-01.9 FOR ANY MODIFICATIONS TO THE ANCHOR ROD ASSEMBLY DETAIL.

5. THE GEOSYNTHETIC REINFORCEMENT SHALL NOT BE PUNCTURED OR DAMAGED DURING PLACEMENT OF THE ANCHOR ROD ASSEMBLIES.