Memorandum

DATE: January 5, 2016

TO: Derek Case
Assistant Construction Engineer
Headquarters, Mail Stop 47354

THRU: Julie Meredith/ Dave Becher
Program Director, SR 520 Program, Mail Stop NB82-99

FROM: Brian Dobbins,
Construction Manager, West Approach Bridge North Project,
Mail Stop TB-93, (206) 770-3518

PROJECT: C-8625 SR 520 West Approach Bridge North Project

SUBJECT: CO #68 – Casing Extension Interim Pay

Requested Action:
☐ Review  ☐ Review and Region Execution  ☒ Review and HQ Execution

Change Approval
Project Engineer Change Approval: Brian Dobbins 12/11/15
Region Change Approval: Dave Becher 12/11/15
HQ Construction Change Approval: Derek Case 12/14/15
FHWA Change Concurrence: Anthony Sarhan 12/15/15

Description of the Change
The Contract Plans establish the elevations for the permanent shaft casings that are to be installed for the West Approach Bridge North substructure. During construction, there were repeated instances where the installed casings began to sink further into the shaft excavation once the shaft excavation activity advanced beyond the casing tip elevation. This was not expected by either the Engineer of Record or the WSDOT geotechnical engineering group nor had such behavior been previously experienced on a WSDOT contract. After consultation with the EOR, HQ Geotech, HQ Construction and 520 Program, WSDOT determined that the best solution was to extend the permanent shaft casings. This additional casing depth provided greater penetration into the dense underlying soils and ensured stability of the casings during shaft excavation. WSDOT directed the Contractor to extend the permanent shaft casings for Piers 34-41 and began negotiations for the changed work. This Contractor requested change order provides an interim estimated payment for work performed to extend the casings and ensure prompt payment to subcontractor(s) performing a portion of this work. The full scope for extending the permanent marine shaft casings will be detailed under a separate change order and will allow adjustments of costs for this Work.
Evolution of the Change
On October 29, 2015, WSDOT SL 239 provided direction to extend the permanent shaft casings in order to prevent a reoccurrence of casing movement during excavation and avoid delays to the schedule and cost impacts associated with resources standing by. See Change Order 72 Extended Marine Shaft Casings for additional details on the Work, change approvals and prior approvals.

By mid-November, the Prime Contractor Flatiron was providing information from their casing subcontractor, Pacific Pile & Marine (PPM) of costs incurred performing the casing extension work. They requested payment for this work as soon as possible. Change Order negotiations had already begun but execution of the full change order would take time and could adversely impact the Contractor’s ability to make prompt payment to their subcontractor(s). This interim payment change order was then initiated to establish a means of payment for the work performed to date.

Change approvals were received as noted above.

Payment
In accordance with Standard Specifications 1-04.4, the Contractor is entitled to compensation for the additional cost of the labor, material and equipment as a result of changes to the Work. The amount of this change order, $1,500,000, is an estimated interim payment for costs to extend the permanent marine shaft casings and will be adjusted once actual costs are agreed to under Change Order 72 Extended Marine Shaft Casings. See attachment B for the engineer’s estimate.

Time
Contract time is not affected by this change order.

DBE Statement
This change order adds casing to the drilled shafts already being placed by non-DBE subcontractors. It would be impractical for the Contractor to solicit a DBE firm to perform the work alongside the current subcontractors. There will be no additional DBE participation as a result of this change.

Attachments
CCIS Change Order Document (3 pages)
Change Order Checklist (2 pages)
Change Approval Emails (Attachment A)
Engineer’s Estimate (Attachment B)

File: CO Files: CO 068; ProjectWise: 16.05.68
WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 12/17/15
Page 1 of 3

CONTRACT NO: 008625
CONTRACT TITLE: SR 520, MONTLAKE TO EVERGREEN PT, BRIDGE WEST APPR
CHANGE ORDER NO: 68 Casing Extension Interim Pay

PRIME CONTRACTOR: SW0178155 FLATIRON WEST, INC
18702 NORTH CREEK PARKWAY #202
BOThELL WA 98011-8019

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

ENDORSED BY: [Signature]
DATE 12/17/15

SURETY CONSENT:

ATTORNEY IN FACT

DATE

ORIGINAL CONTRACT AMOUNT: 199,537,370.50
CURRENT CONTRACT AMOUNT: 200,343,095.50
ESTIMATED NET CHANGE THIS ORDER: 1,500,000.00
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 201,843,095.50
Approval Required: ( ) Region ( ) Olympia Service Center ( ) Local Agency

APPROVAL RECOMMENDED ( ) EXECUTED

PROJECT ENGINEER

STATE CONSTRUCTION ENGINEER

12.22.15

DATE

EXECUTED: [Signature] MARK A. GIVENS

OTHER APPROVAL WHEN REQUIRED

SIGNATURE FHWA

DATE

REPRESENTING

DATE

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 provides an interim estimated payment for work performed to extend the permanent shaft casings for Pier 34-41 to ensure the casings advance adequately into dense soil.

This change order is not considered final compensation for this issue, and therefore does not resolve or assign responsibility for any cost and/or time impacts associated with extending these casings, but instead provides an estimated payment for the Work that shall be adjusted once actual impacts and entitlement are agreed to.

Construction Criteria:
WSDOT Serial Letter (SL) 0239, dated October 29, 2015, directed the Contractor to add casing to extend the tip elevation of permanent shaft casings for Piers 34-41.

Full details of these modifications shall be detailed in a separate change order once impacts and entitlement are agreed to.

Measurement and Payment:
The new pay item, "CO#68 Casing Extension Interim Pay", in the amount of $1,500,000, shall be interim payment for additional costs, for the work detailed above, realized by the Contractor and its subcontractors, consultants, and suppliers and shall be adjusted once actual costs and apportionment are agreed to.

Time:
Contract time will not be affected by this change order.
<table>
<thead>
<tr>
<th>ITEM NO</th>
<th>GROUP NO</th>
<th>STD ITEM</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT MEASURE</th>
<th>UNIT PRICE</th>
<th>EST QTY CHANGE</th>
<th>EST AMT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1022</td>
<td>01</td>
<td></td>
<td>COM68 CASING EXTENSION INTERIM PAY</td>
<td>L.S.</td>
<td>1,500,000.00</td>
<td>1.00</td>
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1,500,000.00

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# CHANGE ORDER-CHECKLIST

<table>
<thead>
<tr>
<th>Cont. #: 8625</th>
<th>Cont. Title:</th>
<th>SR 520 West Approach Bridge North (WAHN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.O. #: 08</td>
<td>C.O. Title:</td>
<td>Cutting Extension Interim Pay</td>
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</tbody>
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**If yes, State Construction Office Approval Required:**

<table>
<thead>
<tr>
<th>I. Executed by the State Construction Office</th>
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<tbody>
<tr>
<td>1. Cost or credit equal to or exceeding $200,000.*1</td>
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<tr>
<td></td>
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<tr>
<td>2. Change in the contract documents beyond the scope, intent or termini of the original contract.*2</td>
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<tr>
<td>3. Any proposed revision or deletion of work that affects the condition of award requirements. (Must be coded &quot;CO&quot; in CCIS)</td>
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<tr>
<td>4. Change in contract time greater than 30 working days, or a change in contract time not related to any change order.</td>
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</tr>
</tbody>
</table>

**II. Executed by the Region**

| 5. Cost or credit greater than $100,000 but less than $200,000.*1 |
|   | ☑ Yes ☑ No X |
| 6. Change in contract time greater than 10 and less than or equal to 30 working days (must be related to changes implemented by change order). |
|   | ☑ Yes ☑ No |

**III. Executed by the Project Engineer**

| 7. Determination of impacts and/or overhead. |
|   | ☑ Yes ☑ No X |
| 8. Specification change involving Headquarters generated specification. (Includes Region generated specification requiring State Construction Office Approval) |
|   | ☑ Yes ☑ No X |
|   | ☑ Yes ☑ No X |
| 10. Material or product substitution. |
|   | ☑ Yes ☑ No X |
| 11. Structural design change in the roadway section. (Requires State Materials Lab approval) |
|   | ☑ Yes ☑ No X |
| 12. Determination of changed condition. (Section 1-04.7 of the Standard Specifications) |
|   | ☑ Yes ☑ No X |
| 13. Settlement of a claim. (Section 1-06.11(2) of the Standard Specifications) |
|   | ☑ Yes ☑ No X |
| 14. Repair of damage regarding "acts of God" or "acts of the public enemy or of government authorities". (Section 1-07.13 of the Standard Specification) |
|   | ☑ Yes ☑ No X |
| 15. Structural change to structures. (See BTA authority as shown in the Construction Manual) |
|   | ☑ Yes ☑ No X |

**Approvals obtained:**

- **Project Engineer (Required):** Brian Dobbins
  - Date: 12/11/2015
- **Region (Required if yes marked):** Dave Bachr/Julio Meredith
  - Date: 12/11/2015
- **State Construction Office:** Derek Case
  - Date: 12/14/2015
- **State Materials Lab:** N/A
  - Date: 
- **Other (Local Agency, FHWA, Surety, etc.):** Anthony Sachan
  - Date: 12/15/2015

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

- **CO Reason(s) (See "2006 Codes and Definitions" on HQ Construction SharePoint):** ALO4, UC, AW, DS

<table>
<thead>
<tr>
<th>Change Order Prepared By:</th>
<th>Michelle Kimpins</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>12/15/2015</td>
</tr>
</tbody>
</table>

- **Has change been entered as lesson learned?** ☑ Yes ☑ No
- **Has design documentation been updated?** ☑ Yes ☑ No
- **Is this project under full FHWA stewardship oversight?** *1 ☑ Yes ☑ No

**To be completed by the Region:**

- **Is the change eligible for Federal participation where applicable?** ☑ Yes ☑ No

<table>
<thead>
<tr>
<th>Change Order Reviewed By:</th>
<th>Jon Dunka</th>
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</thead>
<tbody>
<tr>
<td>Date:</td>
<td>12/28/2015</td>
</tr>
</tbody>
</table>

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*1 Change (Cost or Credit) greater than $200,000 or greater than 30 days on Full Federal Stewardship Oversight projects requires FHWA approval (see Construction Manual - Chapter 1-2.4C(3), Chapter 1-3.4, and http://www.wsdot.wa.gov/blz/construction/Stewardship/Stewardship.xsl).

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

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.
**SR 520 Corridor Program: Change Order Page 2 - Checklist Supplement**

**Cont. #:** 9625  
**C.O. #:** 68

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

Does this change order require coordination with other SR 520 Projects / Program Areas? □ Yes ☒ No

Coordination has taken place with:

<table>
<thead>
<tr>
<th>Contract Project (identify your project):</th>
<th>SR 520 West Approach Bridge North</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pontoon</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>Pontoon Mitigation</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>Pontoon Moorage</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>Eastside HOV</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>Evans Creek</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>FB&amp;L</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>WCB</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
<tr>
<td>WABN</td>
<td>[ ] Yes ☒ No ☑ N/A</td>
</tr>
</tbody>
</table>

Date: [ ]

Identified risk has been entered into the SR 520 Risk Management Database: ☒ Yes ☐ No ☑ N/A

Risk ID Number (if pending, identify as Pending):

- Project Risk ID No.: WN.CNS.900.01
- Project Risk ID No.: N/A
- Project Risk ID No.: N/A

**To be coordinated with Program Finance, Budget and Controls Group:**

Program Funding Concurrency? ☒ Yes ☐ No

Funding Concurrency Obtained on: [ ]

Is Sales Tax Included in CO Cost? ☒ Yes ☐ No

Is sales tax deferred? ☒ Yes ☐ No

Max Payment Curve Changes discussed with: Janet Buoy [ ]

Date: 12/16/2015

Third Party Agreements discussed with: N/A [ ]

Date: 

**Coordination with Others:**

- Design / Technical Lead: Jeremy Butkovich [ ]
  - Name: Jeremy Butkovich
  - Date: 10/29/2015

- Maintenance: N/A [ ]
  - Name: N/A
  - Date: 

- Environmental Commitments: N/A [ ]
  - Name: N/A
  - Date: 

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