<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Contract Title</th>
<th>Federal Aid Number</th>
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<tbody>
<tr>
<td>008977</td>
<td>I-90/Adams Co Line to Spokane Co Line - Paving</td>
<td>NHPP-0905(104)</td>
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<table>
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<tr>
<th>Change Order Number</th>
<th>Change Description</th>
<th>Date</th>
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<tr>
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<td>Delete SMA</td>
<td>Oct 12, 2017</td>
<td>324-6252</td>
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<table>
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<tr>
<th>Region</th>
<th>Project Engineer</th>
<th>Prime Contractor / Design-Builder</th>
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</thead>
<tbody>
<tr>
<td>Eastern Region</td>
<td>Chad Simonson, P.E.</td>
<td>Kerr Contractors Oregon, Inc.</td>
</tr>
</tbody>
</table>

- 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**

Following execution of the Contract (1/10/17), Kerr Contractors began expressing concerns over the SMA mix design. These concerns grew after several tests, performed by their testing subcontractor, resulted in unacceptable mixes. One of the main concerns for Kerr was the absorption rate of the rock out of the WSDOT source from which Kerr got the material for the SMA. The SMA mix design was received by HQ Lab on 5/25/17 and rejected on 7/6/17. A second SMA mix design was received by HQ Lab on 7/31/17 and rejected on 8/30/17. Kerr was allowed to grind the existing pavement prior to having the SMA Mix Design approved. Due to time constraints for getting pavement placed this season and with in the paving window of October 1st, Region and HQ Construction relented to Kerr’s request to pave back with HMA instead of SMA. A meeting took place in Robert Blegen’s office on 9/8/17 that included a conference call between Region, Kerr, and HQ Construction. Kerr was given permission to proceed with paving the SMA areas with HMA with an understanding that a change order was forthcoming.
Basis of Cost & Justification:
Credit is based on the loss of life of HMA vs. SMA. By using a conservative estimate of 14 years for HMA and 18 years for SMA, the costs is $130,807. Utilizing associated cost of 50% of the HMA to produce, advertise, and provide associated work results in $185,883 for a total of $316,690. The 50% was determined from discussion with HQ construction and comparing the overall project costs. This equates to #316,690.
Kerr noted cost savings of $45,000 to not purchase materials and specialized equipment.

The total credit to substitute HMA for SMA is $361,690.

Contract Time:
Contract time is not affected as the time to produce each product is the same.

Prior Approvals:
HQ Const.: Denys Tak  9/5/17
ER Const: Robert Blegen  9/5/17
PE: Chad Simonson  9/5/17
Provided during phone meeting on 9/5/17

List Attachments:
Change Order #3
Change Order Check List
Estimate
Letter from Kerr noting Unilateral Acceptance

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

DOT Form 422-002
Revised 06/2016
WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 10/19/17
Page 1 of 2

CONTRACT NO: 008977
CONTRACT TITLE: I-90 ADAMS COUNTY LINE TO SPOKANE COUNTY LINE PAVI
CHANGE ORDER NO: 3 R1 C03 - DELETE SMA

FEDERAL AID NO: NHPP-0905 (104)

PRIME CONTRACTOR: SW0159719
KERR CONTRACTORS OREGON, INC.
P O BOX 1060
WOODBURN OR 97071-1060

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

( ) Change proposed by Contractor

ENDORSED BY:

SURETY CONSENT:

LATERAL

CONTRACTOR

ATTORNEY IN FACT

DATE

DATE

ORIGINAL CONTRACT AMOUNT: 9,721,681.27
CURRENT CONTRACT AMOUNT: 9,721,681.27
ESTIMATED NET CHANGE THIS ORDER: -630,890.00
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 9,090,791.27

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

APPROVAL RECOMMENDED

EXECUTED

PROJECT ENGINEER

STATE CONSTRUCTION ENGINEER

10/19/17

11-1-2017

APPROVAL RECOMMENDED

EXECUTED

REGIONAL ADMIN:

OTHER APPROVAL WHEN REQUIRED

BY: Robert Blaen P.E.
Aeat. Regional Administrator

SIGNATURE

DATE

REPRESENTING

CGC2v04 (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 Contractor proposed change order replaces all Stone Matrix Asphalt (SMA) with Hot Mix Asphalt (HMA). An equitable adjustment credit payment to WSDOT is included for the added costs WSDOT incurs resulting from the change order.

Materials
All materials requirements of Section 5-04.2 shall apply.

Construction Requirements
All work for Bid Item 29 "SMA CL. IN. PG 76-28" is deleted from the Contract and is replaced with Bid Item 74 "HMA CL. 3/8 IN. PG 76-28".

All references to SMA CL. IN. PG 76-28, Shown on the Plan Sheets, shall be revised to HMA CL. 3/8 IN. PG 76-28.

Payment
The additional quantity of HMA CL. 3/8 IN. PG 76-28 will be paid by Bid Item 74. This shall be full payment for all costs for the substitution of HMA for SMA.

Bid Item 29 "SMA CL. 1/2 IN. PG 76-28" is deleted by this change order.

Bid Item "CO3 - SMA EA Credit", lump sum.
The new Bid Item "CO3 - SMA EA Credit" shall be an equitable adjustment credit for the deletion of Bid item 29 "SMA CL. 1/2 IN. PG 76-28" applied to WSDOT in the amount of $361,690.00.

Contract Time
Working days are not impacted by this change.
<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>
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-630,890.00

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