### Change Record

<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Contract Title</th>
<th>Federal Aid Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>009151</td>
<td>I-90, Floating Bridges Replace Anchor Cables</td>
<td>NHPP-0901(497)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Change Order Number</th>
<th>Change Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>L1-S L2-N Added Excavation</td>
<td>Mar 27, 2019</td>
</tr>
</tbody>
</table>

### Region
- **Northwest Region**

### Prime Contractor / Design-Builder
- **American Bridge Company**

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

- Change proposed by Contractor / Design-

#### Evolution & Description Of Change

**Attached** for review and further processing is PE recommended Change Order No. 21. This change order provides for added Work required to excavate the eyebars on Anchor Cables 90/25S-L1-S and 90/25N-L2-N. The Contract provides for the replacement of 32 anchor cables on the I-90 Floating Bridges and specifies that the cable-to-eyebars on Anchor Cables 90/25S-L1-S and 90/25N-L2-N were buried in up to eight feet of lakebed sediment, possibly with occasional ballast rock. Plan Sheet B5A shows the cables being buried by mud or riprap. These cables had deteriorated to Condition 4, so replacement could not be delayed to a future contract.

After an underwater inspection, the Contractor notified WSDOT that the cable anchors of L1-S and L2-N were located 61 and 91 feet, respectively, from the locations defined on Plan Sheet B5A and that they may be buried in 10 and 20 feet of sediment or more, respectively. WSDOT directed the Contractor to proceed with and track the necessary Work to excavate the cables.

After jetting approximately two feet of sediment at the L2-N anchor, the Contractor claimed a Differing Site Condition (DSC) due to a debris field of 3 to 6-inch diameter stone material covering Cable L2-N where it entered the lakebed; this material did not fit the Standard Specifications' definition of ballast or riprap. As a result, the Contractor had to propose an alternate working method for excavating at L2-N. After spending 4 additional days removing more than 11 feet of sediment at L1-S, the excavation was too deep for dive crews to safely replace the cable, so the Contractor had to propose an alternate working method for excavating at L1-S.

On September 11, 2018, WSDOT agreed with the Contractor's claim of a DSC and directed the Contractor to proceed with and track the required Work to excavate L1-S and L2-N pending approval of Submittal No. 98, "Supplemental Excavation Plan". Excavation at L1-S and L2-N began on September 19, 2018 and took 16 days, finishing on October 4, 2018.

---

**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 Region**
- Revised 10/2017
- Original of Change Records & Change Order w/Backup - State Construction Office

---

**Revised 10/2017**

**SnoKing Area**

---

**APR 01 2019**
Basis of Cost & Justification:

New item "CO#21 L1-S L2-N Added Excavation" will be paid at the agreed lump sum amount of $1,628,240.00. This shall be full pay for all labor, equipment, materials and associated costs necessary to perform the Work. Please see the attached estimate for the basis and justification of costs.

The net amount for this change order is $1,628,240.00.

Contract Time:

This Work took 12 additional working days. Since the Contractor's baseline schedule initially indicated early completion, previous change orders have already granted enough working days for the Contractor to finish the project on schedule. As a result, it is mutually agreed that no working days will be added as a result of this change order.

Prior Approvals:

Kevin Waligorski, Assistant State Construction Engineer, gave his approval on February 28, 2019.

Cathy Arnold, NWR Engineering Manager, gave her approval on March 20, 2019.

Dave Lindberg, Project Engineer, gave his approval on September 11, 2018.

List Attachments:

- Checklist
- Estimate
- Approvals

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

DOT Form 422-002
Revised 10/2017
Original of Change Records & Change Order w/Backup - State Construction Office
WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 03/20/19
Page 1 of 9

CONTRACT NO: 009151
CONTRACT TITLE: I-90, FLOATING BRIDGES REPLACE ANCHOR CABLES
CHANGE ORDER NO: 21 L1-S L2-N ADDED EXCAVATION

FEDERAL AID NO: NHPP-0901 (497)

PRIME CONTRACTOR: SW0230778
AMERICAN BRIDGE COMPANY
1390 WILLOW PASS RD
SUITE 330
CONCORD
CA 94520-5250

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

( ) Change proposed by Contractor

ENDORSED BY:

Brian A. Petersen

SURETY CONSENT:

ATTORNEY IN FACT

DATE

ORGINAL CONTRACT AMOUNT: 5,755,000.00
CURRENT CONTRACT AMOUNT: 9,283,360.51
ESTIMATED NET CHANGE THIS ORDER: 1,628,240.00
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 10,911,600.51

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

(X) APPOVAL RECOMMENDED

Mark W. Kane

PROJECT ENGINEER

DATE

3/27/2019

EXECUTED:

April 16, 2019

STATE CONSTRUCTION ENGINEER

( ) EXECUTED

OTHER APPROVAL WHEN REQUIRED

ON

SIGNATURE

DATE

( ) EXECUTED

REPRESENTING

BY:

Kathy Arnold

DATE

4-8-19
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 added Work required to excavate the eyeball connections of Anchor Cables 90/25S-L1-S and 90/25N-L2-N.

CONSTRUCTION REQUIREMENTS
Work to excavate the eyeball connections of Anchor Cables 90/25S-L1-S and 90/25N-L2-N shall be performed in accordance with the Supplemental Excavation Plan on Pages 4 through 9 of this change order.

MEASUREMENT AND PAYMENT
New item "CO#21 L1-S L2-N Added Excavation" will be paid at the agreed lump sum amount of $1,628,240.00. This shall be full pay for all labor, equipment, material and associated costs necessary to perform the Work.

CONTRACT TIME
No additional working days were required for this Work. As a result, it is mutually agreed that an extension of time will not be granted as a result of this change order, and a written time impact analysis is not required.
<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>1023</td>
<td>01</td>
<td></td>
<td>L1-S L2-N ADDED EXCAVATION</td>
<td>L.S.</td>
<td>0.00</td>
<td>0.00</td>
<td>814,120.00</td>
</tr>
<tr>
<td>1023</td>
<td>03</td>
<td></td>
<td>L1-S L2-N ADDED EXCAVATION</td>
<td>L.S.</td>
<td>0.00</td>
<td>0.00</td>
<td>814,120.00</td>
</tr>
</tbody>
</table>

1,628,240.00

----------