





JAN 08 2015

Memorandum

December 28, 2014

TO: Derek Case 
MS 47354

THRU: Julie Meredith/Tom Horkan 
NB 82-99

FROM: 
Dave Becher
(425) 576-7045

SUBJECT: Contract 008066
SR 520, Floating Bridge and Landings Project
Federal Aid No. BR-0520(047)
Change Order No. 180 – September 12, 2014 Project Resolution

Attached for Headquarters Construction execution and further processing is Project Office recommended Change Order No. 180 – September 12, 2014 Project Resolution.

Description of the Change:

This change incorporates both Owner Initiated Changes (OICs) as well as Design-Builder Initiated Changes (DBICs). This change makes an equitable adjustment to the contract with the Design-Builder, Kiewit/General/Manson (KGM), to settle and resolve thirteen outstanding issues.

The thirteen outstanding issues are listed below:

1. PCO 142H – Modifications to Temporary and Permanent Tolling Pads for Generator
2. PCO 219A – OIC Bird Ramp Furnish and Install
3. PCO 315 – Flagging Requirements for Temporary Access Ramps (Evergreen Point Road)
4. PCO 335A – OIC Insurance Requirements USDOT Changes with Cost
5. PCO 337 – ECC Conduit at Temporary Toll Facility
6. PCO 337A – Tolling Schedule Recovery
7. PCO 350 – Anchor Gallery Bushing Plate – Incorrect Dimension
8. PCO 359 – DBIC Eliminate Mix Design Test For Mix Design 4846SE CTC Wall Mix
9. PCO 371 – Open East Navigation Channel July 2014
10. PCO 374 – WSDOT Directed Work Suspension 7-22-14

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11. PCO 377 – Mageba Joint Width
12. NEW – Brown-Del Bene Settlement
13. NEW – Disputed Gerwick Invoices Change Order 58

WSDOT does not find full entitlement to all of these issues; however, WSDOT and the Design-Builder agreed that the settlement negotiated for this change order resolves and closes all of these issues regardless of the level of entitlement.

Additional details for these issues are provided as part of the back-up documentation for this change order.

This change order makes a number of revisions to the Contract Documents. These changes are described below and itemized by the individual issue:

CONTRACT REQUIREMENTS:

The following changes are made to the RFP Technical Sections:

1. PCO 142H – Modifications to Temporary and Permanent Tolling Pads for Generator

WSDOT Standard Specifications Section 8-20.3(4) shall be revised as follows:

In the first paragraph, after the sentence: “Concrete for posts, standards, pedestals, and cabinets shall be constructed of concrete Class 3000.”

Insert the sentence:

“The concrete for the generator foundation for the tolling structures shall be constructed of concrete Class 4000.

The dimensions for the generator foundation shall be as shown in sheet 11 of 12 of this change order.”

2. PCO 219A – OIC Bird Ramp Furnish and Install

Change Order No. 114 shall be supplemented as follows:

After the paragraph which reads: “The Design-Builder shall submit a draft of the permanent bird ramp design to WSDOT for review and comment. The Design-Builder shall submit the final design to WSDOT within two weeks of the Design-Builder’s receipt of WSDOT’s review comments.”

Add the following sentence:

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“The Design-Builder shall construct the permanent bird ramps in the drainage wells of the Type 2 and Type 5 SSPs in accordance with the final design.”

3. PCO 315 – Flagging Requirements for Temporary Access Ramps (Evergreen Point Road)

Technical Requirements Section 2.22.4.3.2.2, Controlled Access, shall be modified as follows:

After the paragraph which reads: “For an approved break in limited access, the Design-Builder shall use flaggers to prohibit unauthorized use during working hours, and physical means such as barriers or locked gates during non-working hours.”

Insert the paragraph:

“At Evergreen Point Road, the Design-Builder shall be responsible for prohibiting unauthorized access to the westbound construction off-ramp and eastbound construction on-ramp during working hours. Physical means such as barrier or locked gates shall be required during non-working hours.”

4. PCO 335A – OIC Insurance Requirements USDOT Changes with Cost

The following language is included in this change order:

“Any cost issues associated with Change Order No. 151 Rev. 2 which added the United States Department of Transportation (USDOT) as an Indemnified Party on the Project shall be considered as resolved.”

5. PCO 337 – ECC Conduit at Temporary Toll Facility

The following language is included in this change order:

“The Design-Builder shall develop a plan to mitigate impacts associated with the construction of the following temporary AET infrastructure foundations between Evergreen Point Road and 84th Ave NE;

- * South leg of the eastbound ATM gantry*
- * ATM cabinet foundation,*

resulting from the as-built condition of the ITS duct bank at 84th Ave NE as installed under the SR 520 Eastside Transit and HOV Project.”

6. PCO 337A – Tolling Schedule Recovery

The following language is included in this change order:

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“The Design-Builder shall re-sequence construction schedule activities related to the fabrication and installation of the temporary and permanent AET gantries and support infrastructure between Evergreen Point Road and 84th Avenue NE.”

7. PCO 350 – Anchor Gallery Bushing Keeper Plate – Incorrect Dimension

Technical Requirements Section 2.12.5.16.5 Anchor Gallery Hardware shall be modified as follows:

Insert the following paragraph at the end of this section:

“The bolt hole diameter for the Bushing Keeper Plate on Bridge Sheet No. AG7 of the Outfitting and Assembly Minimum Technical Requirements (Appendix M23) shall be increased from 1-inch to 2-inch as shown on sheet 12 of 12 of 008066 Change Order No. 180. Washers for the keeper plates shall be sized accordingly to account for the 2-inch bolt hole diameter. Anti-seizing compound shall be applied to the threads of the stainless steel keeper plate bolts in accordance with the manufacturer’s written instructions.”

8. PCO 359 – DBIC Eliminate Mix Design Test for Mix Design 4846SE CTC Wall Mix

Technical Requirements Section 2.12.5.10.2 Concrete for pontoons shall be modified as follows:

Delete the sentence in the third paragraph that reads:

“The Design-Builder shall perform the following tests as part of the concrete mix design submittal.”

And replace with the sentence:

“The Design-Builder shall perform the following tests as part of the concrete mix design submittal for all mix designs except for Pontoon concrete mix design 4846 SE.”

Insert the following after the bulleted test for concrete mix design submittal which reads as follows: “* Visual Stability Index (VSI) in accordance with the Appendix to ASTM C1611.”

“The Design-Builder shall perform the following tests as part of the Pontoon concrete mix design 4846 SE submittal:

- * Compressive strength at one, two, seven, 14, 28 and 56 days in accordance with AASHTO T22.*
- * Rapid chloride permeability at 28 and 56 days in accordance with AASHTO T277.*
- * Shrinkage in accordance with AASHTO T 160.*
- * Splitting tensile strength at 28 days in accordance with ASTM C496.*
- * Large batch in accordance with AASHTO R39.*

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- * *Passing ability of SCC by J-ring in accordance with ASTM C1621.*
- * *Permeability test in accordance with AASHTO T 277.*
- * *Maximum slump and maximum slump spread in accordance with ASTM C1611.*
- * *Visual Stability Index (VSI) in accordance with Appendix to ASTM C1611."*

9. PCO 371 – Open East Navigation Channel July 2014

Technical Requirements Section 2.21.3.1.2.1 General Marine Work Restrictions shall be modified as follows:

Add the following bulleted restrictions:

- *"Friday July 18, 2014 through Monday, July 21, 2014:*
- *The Design-Builder shall reopen the east navigation channel, at the Floating Bridge as shown in Appendix M1 between the hours of Friday 6:00 p.m. and 9:00 p.m.*
- *The closure or blockage of the east navigation channel as defined in Section 2.12.3.5 will be allowed to be reinstated prior to Monday 6:00 a.m.*
- *Draw span openings during the daytime will not be allowed, and will be restricted to the hours of 11:00 p.m. through 5:00 a.m. of following day."*

10. PCO 374 – WSDOT Directed Work Suspension 7-22-14

The following language is included in this change order:

"The Design-Builder shall suspend all work operations and vacate the worksite on Lake Washington along the SR 520 corridor and in the City of Medina by 2:00 p.m. Tuesday, July 22, 2014.

All work operations may resume after 7:30 p.m. Tuesday, July 22, 2014.

This suspension of work will not be considered to include worksites located at Kenmore or the Port of Tacoma."

11. PCO 377 – Mageba Joint Width

Technical Requirements Section 2.12.4.2.9.2.1 Modular Expansion Joint Systems shall be modified as follows:

Delete the last two bulleted design requirements listed after the sentence in the first paragraph that reads as:

"Modular expansion joints at both ends of the Transition Spans shall be designed to accommodate the following:"

And replace with the following:

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- “* Installation of the RSUP and HCT expansion joints in the future with minimum disruption to vehicular traffic.*
- * Adequate block out dimensions to accommodate the installation of larger modular expansion joint systems if required for the RSUP area and for the Future Six-Lane Plus Two HCT Configuration.*
- * Installation of a skid-resistant steel plate to cover the joint across the RSUP area.”*

Delete the following paragraph:

“The modular expansion joints for the East Transition Span / North Bridge shall be sized, designed, and fabricated to accommodate movements of the Future Six-Lane Plus Two HCT Configuration without need for replacement.”

And replace with:

“The modular expansion joints for the East Transition Span / North Bridge shall be sized, designed, and fabricated to accommodate movements of the RSUP area and the Future Six-Lane Plus Two HCT Configuration.”

Delete the following sentence in Section 2.12.4.2.9.2.1 as modified by 008066 Change Order No. 163:

“The bottom and all sides of each modular expansion joint shall be contained in a complete concrete enclosure, full length and width of each joint, to mitigate traffic noise from the modular expansion joint.”

And replace with:

“The bottom and all sides of each modular expansion joint shall be contained in a complete concrete enclosure, full length and width of each joint including the section of the joint that extends through the RSUP area, to mitigate traffic noise from the modular expansion joint.”

Technical Requirements Section 2.12.4.2.9.14 West Transition Span and Pier 36 N&S shall be modified as follows:

Delete the last paragraph of this section and replace with the following:

“The Design-Builder shall design all connections of the WCB super-structure to Pier 36S utilizing embedded anchor bolts or anchor bolt sleeves and reinforcing steel. These anchor bolts or anchor bolt sleeves and reinforcing steel, including the construction joint surface preparation, shall be furnished and installed in Pier 36S by the Design-Builder.”

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Technical Requirements Section 2.12.5.17.5 West Transition Span and Pier 36 N&S as revised under Change Order 85 shall be modified as follows:

Delete the first bulleted element listed after the paragraph:

“The Design-Builder shall be responsible for the installation and construction of the elements as shown on the Conceptual Plans (Appendix M1), the West Connection Bridge Drawings (Appendix M3), and as indicated below:”

And replaced with:

“ Modular expansion joint between the WCB and the West Transition Spans at Pier 36S.”*

The Structures Minimum Standards (Appendix B2), Division 6 - Structures, Section – Concrete Structures, supplementing the Construction Requirements of Section 6-02.3 for Modular Expansion Joint System shall be modified as follows:

Delete the sentence on page 37, lines 5-7 which reads:

“The modular expansion joint system shall extend continuously across the full width of the bridge deck and up into the traffic barrier as shown in the Plans.”

And replace with:

“The modular expansion joint system shall extend continuously across the full width of the bridge deck and up into the traffic barriers as shown in the Plans except for the RSUP area.”

12. NEW – Disputed Gerwick Invoices Change Order 58

The following language is included in this change order:

“This change order resolves all payment issues related to the following three Ben C. Gerwick related invoices submitted to WSDOT for reimbursement under the item, “CO #58 FA – PPS Add’l Underwater Insp/Repair Plan”:

- 1. KGM Change Order Proposal Dated 3/4/14 for PCO #177C Description: Cofferdam Barge / Launching / Cofferdam Operation and Contingency Plan (February 2014) Proposal Total = \$25,922.*
- 2. KGM Change Order Proposal Dated 4/11/14 for PCO #177C Description: Cofferdam Barge Launching / Cofferdam Operation and Contingency Plan (February 2014) Proposal Total = \$6,935*

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3. *KGM Change Order Proposal Dated 5/2/14 for PCO #177C Description: Cofferdam Barge Launching / Cofferdam Operation and Contingency Plan (April 2014) Proposal Total = \$1,031”*

13. NEW – Brown-Del Bene Settlement

The following language is included in this change order:

“All issues associated with impacts to the Brown / Del Bene property (State Parcel #1-23165) located at 3201 Evergreen Point Road, Medina, WA by the Design-Builder are considered resolved as of July 22, 2014. Any future Design-Builder impacts to the Brown/Del Bene property which occur after this date and result in additional costs will be the responsibility of the Design-Builder.”

Evolution of the Change:

This change order resolved thirteen issues which have occurred during the project. Some of these issues date back to 2012 and are associated with design changes. Other issues are ones which have recently occurred. All of these issues have been extensively discussed between WSDOT and the Design-Builder. WSDOT and KGM were often in disagreement over the level of entitlement for these issues.

Each of the issues addressed in this change order are briefly described in the pages that follow. More information, including all of the WSDOT and KGM serial letters for these issues is attached as part of the back-up documentation.

PCO 142H – Modifications to Temporary and Permanent Tolling Pads for Generator

During coordination meetings between the Design-Builder, the WSDOT Project Office, the WSDOT Toll Division, and their Toll Vendor, Telvent, it was determined that the size of the generator pads being built by KGM for the temporary and permanent tolling systems needed to be increased in size to support all of the tolling equipment to be installed by Telvent. In addition, WSDOT requested that KGM increase the strength of the concrete from 3000 psi to 4000 psi to support the proposed equipment.

KGM estimated the cost of these changes to be \$55,000. WSDOT agreed that there was entitlement for these changes, but WSDOT disputed the dollar value of this added work. WSDOT estimated that these additional costs were in the \$5000 range.

Entitlement:

WSDOT agreed that there was additional entitlement for these changes. This issue is resolved as part of this settlement.

PCO 219A – OIC Bird Ramp Furnish and Install

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In February 2013, WSDOT advised KGM (WSDOT Serial Letter 0283) that there was a potential problem with entrapping birds in the drainage wells for the Supplemental Stability Pontoons (SSPs). WSDOT indicated that KGM would be responsible for the costs associated with mitigating this issue during construction; however, WSDOT acknowledged that the State would be responsible for the permanent condition once construction was complete and the bridge was opened.

WSDOT Project Staff worked with both KGM and our Headquarters Environmental Staff to develop a concept to design a ramp system in the drainage wells which would allow birds to safely exit the wells. WSDOT requested that KGM build and install these permanent ramps in all of the SSPs with drainage wells.

KGM proposed a price to complete this work of \$376,784.00. While WSDOT acknowledged entitlement for this work, this estimate appeared higher than expected. After numerous discussions, an equitable price could not be negotiated.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0554
WSDOT – 0283

Entitlement:

WSDOT acknowledged entitlement to additional compensation for this work; however, our estimate of \$250,000 for this added work was lower than the KGM proposal of \$376,784. This issue is resolved as part of this change order settlement.

PCO 315 – Flagging Requirements for Temporary Access Ramps (Evergreen Point Road)

In January 2014, KGM submitted a DBIC (KGM Serial Letter 0498) to modify the RFP requirements to allow the Design-Builder to use alternate methods (besides flagging) to control daytime access to the temporary construction ramps in the vicinity of the Evergreen Point Road Lid. During non-working hours, these ramps will be blocked with barriers or locked gates.

After internal discussions with Headquarters Construction and the FHWA, WSDOT found this Category 2 DBIC acceptable as long as the Design-Builder took responsibility for preventing unauthorized access.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0498 and 0598

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WSDOT – 0470 and 0590

Entitlement:

WSDOT concurs that this change proposal meets the Category 2 (equal to or better) requirements and should be processed as a no cost change order.

PCO 335A – OIC Insurance Requirements USDOT Changes with Cost

In 2014, the FHWA requested that WSDOT add USDOT to all insurance coverage included in the contract. This requirement was identified as part of the Federal TIFIA loan. This insurance change included insurance coverages provided by the Design-Builder as well as all of their subcontractors. WSDOT sent Serial Letter 0584 to KGM requesting that KGM make this change to the insurance policies.

The Design-Builder indicated that the added cost of naming USDOT to the policies was negligible; however, there were administrative costs associated with modifying all of the insurance documents. The Design-Builder estimated these costs in the \$50,000 range.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0523
WSDOT - 0584

Entitlement:

WSDOT acknowledged entitlement to additional compensation for this work; however, our estimate was in the range of \$20,000 which was lower than the KGM proposal of \$50,000. This issue is resolved as part of this change order settlement.

PCO 337 – ECC Conduit at Temporary Toll Facility

The Eastside project installed the permanent mainline fiber (ITS) duct bank for SR-520 in a location which conflicted with the temporary tolling foundation and the associated cabinet pads installed by KGM. KGM designed and located the temporary tolling system to match the Released for Construction (RFC) plans developed by the Eastside Project. Unfortunately, the Eastside Design-Builder, ECC, did not build and install the ITS duct bank system in accordance with their RFC plans. It also appeared that ECC did not prepare any Field Design Changes (FDCs) for these changes, so KGM could not have anticipated this conflict.

KGM advised WSDOT that there were additional costs associated with installing the temporary system, primarily associated with protecting the ITS system. WSDOT

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determined that KGM was entitled to additional compensation for the impacts associated with this conflict.

KGM tracked the costs associated with this impact, and it totaled \$102,561.00.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0525, 0528, 0548, and 0589
WSDOT – 0632

Entitlement:

WSDOT acknowledged entitlement to additional compensation for this work, and we concurred with the price proposed by KGM (\$102,561). This issue is resolved as part of this change order settlement.

PCO 337A – Tolling Schedule Recovery

In May 2014, WSDOT directed KGM (WSDOT Serial Letter 0624) to adjust their schedule for installation of the temporary and permanent tolling gantries and support infrastructure to limit the on-going impact costs to the tolling vendor (Telvent), associated with delayed installation of this equipment.

KGM agreed to a plan to recover schedule on this work, but indicated that there would be additional costs. KGM estimated these costs in the \$100,000 range. As the FB&L contract did not have interim milestones to complete the tolling infrastructure, WSDOT acknowledged that additional costs would be compensable.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0558, 0559, and 0572,
WSDOT – 0624, 0661, and 0673

Entitlement:

WSDOT acknowledged entitlement to additional compensation for this work; however, the actual impact costs were closer to \$20,000 as compared to the original KGM estimate of \$100,000. This issue is resolved as part of this change order settlement.

PCO 350 – Anchor Gallery Bushing Keeper Plate – Incorrect Dimension

In July 2014, KGM submitted a request for additional compensation (KGM Serial Letter 0575) for work associated with a dimension error on the Appendix M23 plan sheets. These plan sheets showed an incorrect size for the bolts used in the anchor keeper plate.

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KGM did not immediately discover that there was a problem with the anchor keeper plates which compounded the problem as divers are required for some of this work increasing the costs to resolve this issue.

KGM provided a price proposal of \$197,051 for costs associated with this impact. While WSDOT agreed that there was a plan error on the Appendix M23 sheets, we advised KGM that per contract they were required to field verify these plan dimensions. WSDOT found only partial entitlement to additional compensation for this issue.

Numerous discussions were held between WSDOT and KGM regarding this issue, but an equitable resolution could not be reached.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0575
WSDOT – 0669

Entitlement:

WSDOT acknowledged partial entitlement to additional compensation for this work; however, our estimate was in the range of \$65,000 which was lower than the KGM proposal of \$197,051. This issue is resolved as part of this change order settlement.

PCO 359 – DBIC Eliminate Mix Design Test for Mix 4846 SE CTC Wall Mix

In May 2014, KGM submitted a DBIC (KGM Serial Letter 0549) to eliminate certain testing requirements for Mix 4846 SE. KGM submitted this DBIC initially as a Category 2 change order request.

After review and discussions with our Subject Matter Experts, WSDOT agreed to this proposal; however, WSDOT believed that this was a Category 3 change order with a credit required from KGM.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0549
WSDOT – 0582 and 0622

Entitlement:

WSDOT believes that a credit is due to the Department for this change. WSDOT estimated this credit to be approximately \$20,000. This change order settles and closes this issue.

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PCO 371 – Open East Navigation Channel July 2014

In July 2014, WSDOT directed KGM (WSDOT Serial Letter 0652) to reopen the East Navigation Channel between July 18th and July 21st to reduce potential impacts associated with the I-90 Expansion Joint Replacement Project. KGM advised WSDOT that they would be impacted by this direction as construction access to the floating bridge pontoon construction (for critical path work) was dependent on blocking the East Navigation Channel to bring equipment and materials to the work area. WSDOT acknowledged that these impacts would be compensable.

KGM estimated the cost of these impacts to be approximately \$158,231. WSDOT believed that this cost estimate was high and negotiations were unable to reach a settlement.

Associated Serial Letters (Copies attached to this change order package):

KGM – 0582
WSDOT - 0652

Entitlement:

WSDOT concurs that KGM is due additional compensation for this impact. WSDOT's estimate for this impact was in the \$75,000 range. This issue is resolved by this change order.

PCO 374 – WSDOT Directed Work Suspension 7-22-14 (Medina Presidential Visit)

In July 2014, WSDOT directed KGM (WSDOT Serial Letter 0654) to suspend work operations and send employees home on July 22nd between 2 PM and 7:30 PM. During a Presidential visit to Medina, WSDOT was instructed by the Secret Service to halt construction operations along the Lake and East Approach for security reasons. This WSDOT direction impacted KGM critical path operations which had to be mitigated by overtime and weekend work operations.

KGM estimated the cost of these impacts to be approximately \$500,000. WSDOT believed that this cost estimate was high and negotiations were unable to reach a settlement.

Associated Serial Letters (Copies attached to this change order package):

WSDOT – 0654

Entitlement:

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WSDOT concurs that KGM is due additional compensation for this impact. WSDOT's estimate for this impact was in the \$150,000 range. This issue is resolved by this change order.

PCO 377 – Mageba Joint Width

The RFP requires the large expansion joints for the new floating bridge to extend into the Regional Shared Use Path (RSUP). During Design Task Force meetings in 2012, WSDOT and KGM determined that extending the expansion joint into the RSUP was not practical and could create drainage and ADA issues. It was decided that extending the expansion joint into the RSUP would not be required. The Design-Builder will include a block-out in the RSUP so that it could be installed if/when the bridge is widened in the future.

WSDOT Subject Matter Experts from the Bridge Office reviewed the final concept submitted by KGM for the RSUP and agreed that it was acceptable. This DBIC is considered a Category 3 change with a credit due to WSDOT.

Entitlement:

WSDOT believes that a credit is due to the Department for this change. WSDOT estimated this credit to be approximately \$35,000. This change order settles and closes this issue.

NEW – Disputed Gerwick Invoices Change Order 58

Change Order 58 set up a payment method to reimburse KGM for costs associated with Gerwick and Associates (Consulting Engineer). Gerwick provided engineering services to KGM for work associated with the Cycle 1 Pontoons Furnished by the State (PFS) repairs. WSDOT and KGM were in disagreement on the entitlement to several invoices forwarded to WSDOT for this work. The Design-Builder requested payment of an additional \$33,888.

WSDOT and KGM met to negotiate these costs but were unable to reach resolution of this issue.

Entitlement:

WSDOT agreed that there was partial entitlement to this request and felt that approximately \$20,000 was a fair and equitable price for the work. This change order settles and closes this issue.

NEW – Brown-Del Bene Settlement

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WSDOT required a temporary easement to allow for construction operations from the Brown-Del Bene property which is located just to the north of the new bridge alignment. WSDOT reached a \$400,000 settlement with Brown-Del Bene for the temporary easement associated as well as impacts to their property from KGM encroaching on their property (outside of the temporary easements limits). This change order settles the KGM contribution to this settlement for their construction impacts.

Note, this settlement only resolves any KGM encroachments through the date of the settlement – July 2014. Any further impacts to the Brown-Del Bene property by KGM will have to be addressed separately.

Associated Serial Letters (Copies attached to this change order package):

KGM - 0543
WSDOT – 0597, 0712

Entitlement:

WSDOT assigned a value to this settlement as a credit of \$100,000. This change order settles and closes this issue.

Negotiations with KGM for these various cost impacts began as early as 2012 for some of these issues. All of these issues have been extensively discussed and negotiations over cost and price proposals have occurred with KGM. As noted earlier in this memorandum, WSDOT did not find full entitlement for all of these issues, and the value of the equitable adjustment was often in dispute. However, regardless of the level or value of the entitlement, this change order closes and resolves all thirteen of these issues.

WSDOT and KGM both agreed that the issues addressed in this change order did not impact contract time, so no adjustment to the contract completion date is made by this change order.

During the development of this change order, coordination and discussions were also held with the Eastside WSDOT Project Team, Headquarters Construction, the Bridge and Structures Office, Project Subject Matter Experts, the SR 520 Program Office and the FHWA. These discussions included technical discussions concerning the contract schedule, the changes proposed as well as the cost of the impacts.

As the dollar value of this change order exceeds the approval authority of the Project Office, the following approvals were secured:

Approvals Provided:

- Project Level – Dave Becher on September 12, 2014

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- Region/Program Level – Tom Horkan on September 23, 2014
- Region/Program Funding Concurrence – Sherry Felke on December 4, 2014
- Headquarters Construction Level – Derek Case on September 25, 2014
- FHWA Level – Anthony Sarhan on October 3, 2014

Note – the FHWA has indicated that they will not participate in the funding for the costs associated with PCO 371. WSDOT estimated these costs at \$75,000.

Entitlement:

This change order resolves both OICs and DBICs and provides an equitable adjustment settlement to the Design-Builder to settle these thirteen outstanding issues.

Price:

WSDOT and KGM negotiated an equitable adjustment which increases the contract amount by \$550,000.00 to settle these issues.

Attached to this change order package is a copy of the Engineer's Estimate prepared by WSDOT.

Contract Time:

This change order does not impact contract time and no time is added to the contract.

Memorandum Attachments:

- Change Order 180
- Change Order Checklist
- Engineer's Estimate
- Change Orders 58 R1, 85, 114, 151 R2, and 163 (not including the plan sheets referenced in these Change Orders)
- Approval Documentation
- KGM Serial Letters 0498, 0523, 0525, 0528, 0543, 0548, 0549, 0554, 0558, 0559, 0572, 0575, 0582, 0589, and 0598
- WSDOT Serial Letters 0283, 0470, 0582, 0584, 0590, 0597, 0622, 0624, 0632, 0652, 0654, 0661, 0669, 0673, and 0712
- Disputed Invoices dated March 4, 2014; April 11, 2014; and May 2, 2014

DPB: DB
Attachments
PW File: 17.02.CO-180

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**


DATE: 12/17/14
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CONTRACT NO: 008066 FEDERAL AID NO: BR-0520(047)
CONTRACT TITLE: SR 520 / I-5 TO MEDINA - EVERGREEN POINT FLOATING
CHANGE ORDER NO: 180 09/12/2014 PROJECT RESOLUTION

PRIME CONTRACTOR: SW0106139 KIEWIT/GENERAL/MANSON, A JOINT
33455 6TH AVE S
FEDERAL WAY WA 98003-6335

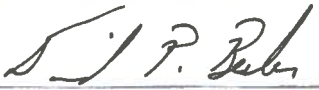

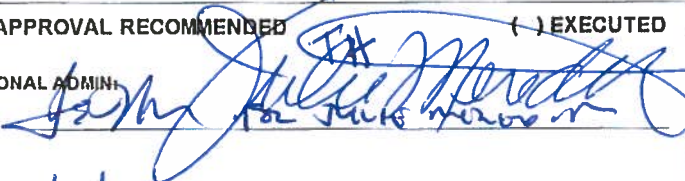
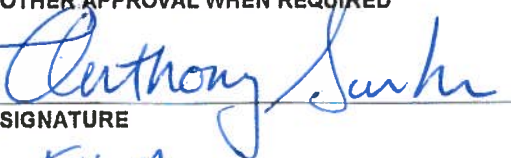
(X) Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications

(X) Change proposed by Contractor

<p>ENDORSED BY:  _____ CONTRACTOR 12/18/14 _____ DATE</p>	<p>SURETY CONSENT: _____ ATTORNEY IN FACT _____ DATE</p>
---	--

ORIGINAL CONTRACT AMOUNT: 586,561,000.00
CURRENT CONTRACT AMOUNT: 752,826,574.00
ESTIMATED NET CHANGE THIS ORDER: 550,000.00
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 753,376,574.00

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

<p>(X) APPROVAL RECOMMENDED () EXECUTED  PROJECT ENGINEER - Engineering Manager December 28, 2014 _____ DATE</p>	<p>EXECUTED:  STATE CONSTRUCTION ENGINEER 12/31/14 _____ DATE</p>
<p>(X) APPROVAL RECOMMENDED () EXECUTED  REGIONAL ADMIN: BY: 12/31/14 _____ DATE</p>	<p>OTHER APPROVAL WHEN REQUIRED  SIGNATURE 1/16/15 _____ DATE FHWA REPRESENTING</p>

WASHINGTON STATE
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CHANGE ORDER


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CONTRACT NO: 008066 FEDERAL AID NO: BR-0520(047)
CONTRACT TITLE: SR 520 / 1-5 TO MEDINA - EVERGREEN POINT FLOATING
CHANGE ORDER NO: 180 09/12/2014 PROJECT RESOLUTION

PRIME CONTRACTOR: SW0106139 KIEWIT/GENERAL/MANSON, A JOINT
33455 6TH AVE S
FEDERAL WAY WA 98003-6335

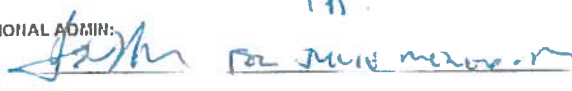
COPY

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

<p>ENDORSED BY:  CONTRACTOR DATE: 12/18/14</p>	<p>SURETY CONSENT: ATTORNEY IN FACT DATE</p>
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ORIGINAL CONTRACT AMOUNT: 586,561,000.00
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Approval Required: () Region Olympia Service Center () Local Agency

<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED () EXECUTED  PROJECT ENGINEER: <u>Engineering Manager</u> DATE: December 28, 2014</p>	<p>EXECUTED:  STATE CONSTRUCTION ENGINEER DATE: 12/31/14</p>
<p>() APPROVAL RECOMMENDED TH () EXECUTED REGIONAL ADMIN: BY:  DATE: 12/31/14</p>	<p>OTHER APPROVAL WHEN REQUIRED  SIGNATURE: <u>FHWA</u> DATE: 12/31/14 REPRESENTING</p>

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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:

The first paragraph above is revised to read:

All work, materials, and measurements to be in accordance with the request for proposal (RFP) and the contract documents for this project.

DESCRIPTION:

This change order incorporates both WSDOT-Initiated Changes and Design-Builder Initiated Changes in accordance with General Provisions Section 1-04.4 to provide for the resolution of potential change order (PCO) issues associated with Contract No. 008066 as agreed to on September 12, 2014 between WSDOT and the Design-Builder, and as described in this change order.

CONTRACT REQUIREMENTS

PCO 142H Modifications for Temp and Perm Tolling Pads for Generator

WSDOT Standard Specification Section 8-20.3(4) Foundations shall be revised as follows:

In the first paragraph, after the sentence:

"Concrete for posts, standards, pedestals, and cabinets shall be constructed of concrete Class 3000."

Insert:

"The concrete for the generator foundation for the tolling structures shall be constructed of concrete Class 4000."

The dimensions for the generator foundation shall be as shown in sheet 11 of 12 of this change order.

PCO 219A OIC Bird Ramp Furnish and Install

008066 Change Order No. 114 shall be supplemented as follows:

After the paragraph which reads:

"The Design-Builder shall submit a draft of the permanent bird ramp design to WSDOT for review and comment. The Design-Builder shall submit the final design to WSDOT within two weeks of the Design-Builder's receipt of WSDOT's review comments."

Add:

"The Design-Builder shall construct the permanent bird ramps in the drainage wells of the Type 2 and Type 5 SSPs in accordance with the final design."

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PCO 315 Flagging Spec for Temp Freeway Off Ramp

Technical Requirements Section 2.22.4.3.2.2, Controlled Access, shall be modified as follows:

After the paragraph:

"For an approved break in limited access, the Design-Builder shall use flaggers to prohibit unauthorized use during working hours, and physical means such as barriers or locked gates during non-working hours."

Insert the paragraph:

"At Evergreen Point Road, the Design-Builder shall be responsible for prohibiting unauthorized access to the westbound construction off-ramp and eastbound construction on-ramp during working hours. Physical means such as barrier or locked gates shall be required during non-working hours."

PCO 335A OIC Insurance Requirements USDOT Changes with Cost

Any cost issues associated with 008066 Change Order No. 151 Rev. 2 which added the United States Department of Transportation (USDOT) as an Indemnified Party on the Project shall be considered as resolved.

PCO 337 ECC Conduit at Temporary Toll Facility

The Design-Builder shall develop a plan to mitigate impacts associated with the construction of the following temporary AET infrastructure foundations between Evergreen Point Road and 84th Ave NE;

- * South leg of the eastbound ATM gantry
- * ATM cabinet foundation,

resulting from the as-built condition of the ITS duct bank at 84th Ave NE as installed under the SR 520 Eastside Transit and HOV Project.

PCO 337A ECC Conduit at Temporary Toll Facility Acceleration for Aug 1 Tolling Date

The Design-Builder shall re-sequence construction schedule activities related to the fabrication and installation of the temporary and permanent AET gantries and support infrastructure between Evergreen Point Road and 84th Avenue NE.

PCO 350 Anchor Gallery Bushing Keeper Plate Incorrect Dimension

The following paragraph shall be inserted at the end of Technical Requirements Section 2.12.5.16.5 Anchor Gallery Hardware:

"The bolt hole diameter for the Bushing Keeper Plate on Bridge Sheet No. AG7 of the Outfitting and Assembly Minimum Technical Requirements (Appendix M23) shall be increased from 1-inch to 2-inch as shown on sheet 12 of 12 of 008066 Change Order No. 180. Washers for the keeper

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plates shall be sized accordingly to account for the 2-inch bolt hole diameter. Anti-seizing compound shall be applied to the threads of the stainless steel keeper plate bolts in accordance with the manufacturer's written instructions."

PCO 359 DBIC Eliminate Mix Design Test for Mix Design 4846SE CTC Wall Mix

Technical Requirements Section 2.12.5.10.2 Concrete for Pontoons shall be modified as follows:

Delete the sentence in the third paragraph that reads:

"The Design-Builder shall perform the following tests as part of the concrete mix design submittal."

And replace with the sentence:

"The Design-Builder shall perform the following tests as part of the concrete mix design submittal for all mix designs except for Pontoon concrete mix design 4846 SE."

After the bulleted test for concrete mix design submittal which reads as follows:

"* Visual Stability Index (VSI) in accordance with the Appendix to ASTM C1611."

Insert the following:

"The Design-Builder shall perform the following tests as part of the Pontoon concrete mix design 4846 SE submittal:

- * Compressive strength at one, two, seven, 14, 28 and 56 days in accordance with AASHTO T22.
- * Rapid chloride permeability at 28 and 56 days in accordance with AASHTO T277.
- * Shrinkage in accordance with AASHTO T 160.
- * Splitting tensile strength at 28 days in accordance with ASTM C496.
- * Large batch in accordance with AASHTO R39.
- * Passing ability of SCC by J-ring in accordance with ASTM C1621.
- * Permeability test in accordance with AASHTO T 277.
- * Maximum slump and maximum slump spread in accordance with ASTM C1611.
- * Visual Stability Index (VSI) in accordance with Appendix to ASTM C1611."

PCO 371 Open East Navigation Channel July 2014

Technical Requirements Section 2.21.3.1.2.1 General Marine Work Restrictions shall be supplemented at the end of the section with the following bulleted restriction:

"* Friday July 18, 2014 through Monday, July 21, 2014:"

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- * The Design-Builder shall reopen the east navigation channel, at the Floating Bridge as shown in Appendix M1 between the hours of Friday 6:00 p.m. and 9:00 p.m.
- * The closure or blockage of the east navigation channel as defined in Section 2.12.3.5 will be allowed to be reinstalled prior to Monday 6:00 a.m.
- * Draw span openings during the daytime will not be allowed, and will be restricted to the hours of 11:00 p.m. through 5:00 a.m. of following day.

PCO 374 WSDOT Directed Work Suspension 7-22-14

The Design-Builder shall suspend all work operations and vacate the worksite on Lake Washington along the SR 520 corridor and in the City of Medina by 2:00 p.m. Tuesday, July 22, 2014.

All work operations may resume after 7:30 p.m. Tuesday, July 22, 2014.

This suspension of work will not be considered to include worksites located at Kenmore or the Port of Tacoma.

PCO 377 Mageba Joint Width

Technical Requirements Section 2.12.4.2.9.2.1 Modular Expansion Joint Systems shall be modified as follows:

Delete the last two bulleted design requirements listed after the sentence in the first paragraph that reads as:

"Modular expansion joints at both ends of the Transition Spans shall be designed to accommodate the following:"

and replace with:

- * Installation of the RSUP and HCT expansion joints in the future with minimum disruption to vehicular traffic.
- * Adequate block out dimensions to accommodate the installation of larger modular expansion joint systems if required for the RSUP area and for the Future Six-Lane Plus Two HCT Configuration.
- * Installation of a skid-resistant steel plate to cover the joint across the RSUP area."

Delete the paragraph:

"The modular expansion joints for the East Transition Span / North Bridge shall be sized, designed, and fabricated to accommodate movements of the Future Six-Lane Plus Two HCT Configuration without need for replacement."

and replace with:

"The modular expansion joints for the East Transition Span / North Bridge shall be sized, designed, and fabricated to accommodate movements of the the RSUP area and the Future Six-Lane Plus Two HCT Configuration."

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Technical Requirements Section 2.12.4.2.9.2.1 as revised by 008066 Change Order No. 163 shall be modified as follows:

Delete the paragraph:

"The bottom and all sides of each modular expansion joint shall be contained in a complete concrete enclosure, full length and width of each joint, to mitigate traffic noise from the modular expansion joint. Gaps in the enclosure shall be minimized, and are only allowed so as to provide clearance for required movements between the Floating Bridge and Transition Spans. Enclosure access doors that are provided for maintenance and inspection access may use alternative sound mitigation materials with a minimum STC rating of 30."

and replace with:

"The bottom and all sides of each modular expansion joint shall be contained in a complete concrete enclosure, full length and width of each joint including the section of the joint that extends through the RSUP area, to mitigate traffic noise from the modular expansion joint. Gaps in the enclosure shall be minimized, and are only allowed so as to provide clearance for required movements between the Floating Bridge and Transition Spans. Enclosure access doors that are provided for maintenance and inspection access may use alternative sound mitigation materials with a minimum STC rating of 30."

Modify Technical Requirements Section 2.12.4.2.9.14 West Transition Span and Pier 36N&S as follows:

Delete the last paragraph of this section and replace with the following:

"The Design-Builder shall design all connections of the WCB superstructure to Pier 36S utilizing embedded anchor bolts or anchor bolt sleeves and reinforcing steel. These anchor bolts or anchor bolt sleeves and reinforcing steel, including the construction joint surface preparation, shall be furnished and installed in Pier 36S by the Design-Builder."

Technical Requirements Section 2.12.5.17.5 West Transition Span and Pier 36N&S as revised under 008066 Change Order No. 085 shall be modified as follows:

The first bulleted element listed after the paragraph:

"The Design-Builder shall be responsible for the installation and construction of the elements as shown on the Conceptual Plans (Appendix M1), the West Connection Bridge Drawings (Appendix M3), and as indicated below:"

shall be deleted and replaced with:

"* Modular expansion joint between the WCB and the West Transition Spans at Pier 36S."

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The Structures Minimum Standards (Appendix B2), Division 6 - Structures, Section Concrete Structures, supplementing the Construction Requirements of Section 6-02.3 for Modular Expansion Joint System shall be modified as follows:

Delete the sentence on page 37, lines 5-7 which reads:

"The modular expansion joint system shall extend continuously across the full width of the bridge deck and up into the traffic barrier as shown in the Plans."

and replace with:

"The modular expansion joint system shall extend continuously across the full width of the bridge deck and up into the traffic barriers as shown in the Plans except for the RSUP area."

PCO xxx Disputed Gerwick Invoices

This change order resolves all payment issues related to the following three Ben C. Gerwick related invoices submitted to WSDOT for reimbursement under the item, "CO #58 FA PPS Add'l Underwater Insp/Repair Plan":

- * KGM Change Order Proposal Dated 3/4/14 for PCO #177C
Description: Cofferdam Barge / Launching / Cofferdam Operation and Contingency Plan (February 2014)
Proposal Total = \$25,922.
- * KGM Change Order Proposal Dated 4/11/14 for PCO #177C
Description: Cofferdam Barge Launching / Cofferdam Operation and Contingency Plan (February 2014)
Proposal Total = \$6,935
- * KGM Change Order Proposal Dated 5/2/14 for PCO #177C
Description: Cofferdam Barge Launching / Cofferdam Operation and Contingency Plan (April 2014)
Proposal Total = \$1,031

PCO xxx Brown-Del Bene Settlement

All issues associated with impacts to the Brown / Del Bene property (State Parcel #1-23165) located at 3201 Evergreen Point Road, Medina, WA by the Design-Builder are considered resolved as of July 22, 2014. Any future Design-Builder impacts to the Brown/Del Bene property which occur after this date and result in additional costs will be the responsibility of the Design-Builder.

PAYMENT:

As mutually agreed for the Work as described in this change order, WSDOT will reimburse the Design-Builder under the new lump sum item "09/12/2014 Project Resolution" in the amount of \$550,000. The lump sum amount shall be full compensation for all direct and indirect costs related to Work addressed under this change order.

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TIME:

There shall be no extension of Contract Time as a result of this change order.

RELEASE:

The Design-Builder, Kiewit/General/Manson, A Joint Venture (KGM), by the signing of this change order agrees and certifies that:

Upon payment of this change order in the amount of \$550,000 any and all requests for compensation for direct and indirect costs or additional time set forth in the following Potential Change Order (PCO) issues and associated documents including but not limited to, those documents listed herein arising out of or pertaining to Contract No. 008066, have been satisfied in full and the State of Washington is discharged and released from any additional requests for extra compensation or time related to the listed PCO issues.

- * PCO 142H Modifications to Temp and Perm Tolling Pads for Generator
- * PCO 219A OIC Bird Ramp Furnish and Install
 - KGM Serial Letter 0554 dated May 20, 2014
 - WSDOT Letter 0283 dated February 28, 2013
- * PCO 315 Flagging Spec for Temp Freeway Off Ramp
 - KGM Serial Letter 0498 dated January 21, 2014
 - KGM Serial Letter 0598 dated September 4, 2014
 - WSDOT Letter 0470 dated August 22, 2013
 - WSDOT Letter 0590 dated April 3, 2014
- * PCO 335A - OIC Insurance Requirements USDOT Changes with Cost
- * PCO 337 ECC Conduit at Temporary Toll Facility
- * PCO 337A ECC Conduit at Temporary Toll Facility Acceleration for Aug 1 Tolling Date
 - KGM Serial Letter #0525 dated April 2, 2013
 - KGM Serial Letter #0528 dated April 15, 2013
 - KGM Serial Letter 548 dated May 8, 2014
 - KGM Serial Letter #558 dated May 27, 2014
 - KGM Serial Letter 559 dated May 29, 2014
 - KGM Serial Letter 572 dated July 1, 2014
 - KGM Serial Letter 0589 dated August 19, 2014
 - WSDOT Letter 0624 dated May 19, 2014
 - WSDOT Letter 0632 dated May 29, 2014
 - WSDOT Letter 0661 dated July 28, 2014
 - WSDOT Letter 0673 dated August 8, 2014
- * PCO 350 Anchor Gallery Bushing Keeper Plan Incorrect Dimension
 - KGM Serial Letter dated July 7, 2014
 - WSDOT Letter 0669 dated August 8, 2014
- * PCO 359 DBIC Eliminate Mix Design Test for Mix 4846SE CTC Wall Mix
 - KGM Serial Letter #0549 dated May 13, 2014

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WSDOT Letter 0582 dated March 28, 2014
WSDOT Letter 0622 dated May 15, 2014

- * PCO 371 Open East Navigation Channel July 2014
KGM Serial Letter #0582 dated July 17, 2014
WSDOT Letter 0652 dated July 15, 2014
- * PCO 374 WSDOT Directed Work Suspension 7-22-14
WSDOT Letter 0654 dated July 22, 2014
- * PCO 377 Mageba Joint Width
- * PCO xxx Brown-Del Bene Settlement
WSDOT Letter 0712 dated October 9, 2014
- * PCO xxx Disputed Gerwick Invoices CO 58

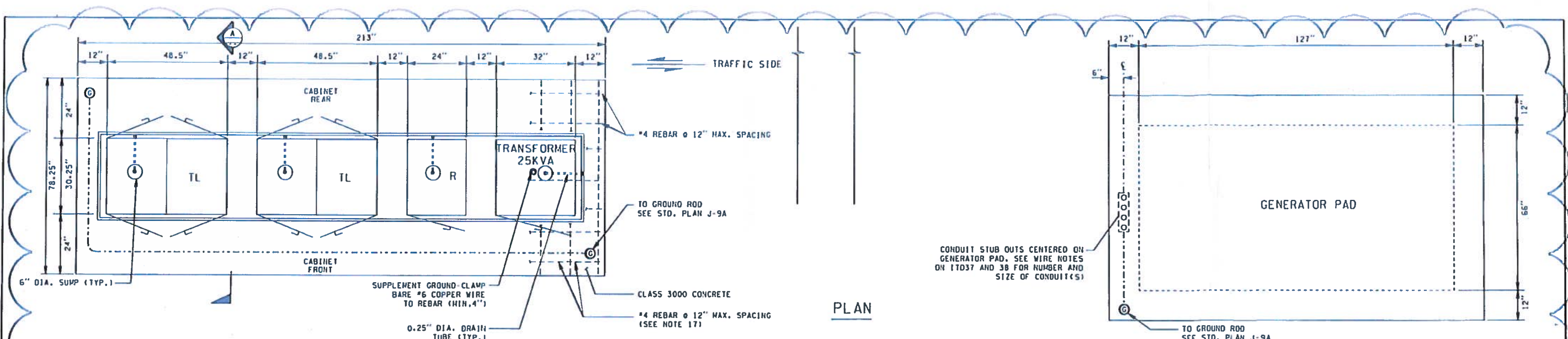
**WASHINGTON STATE
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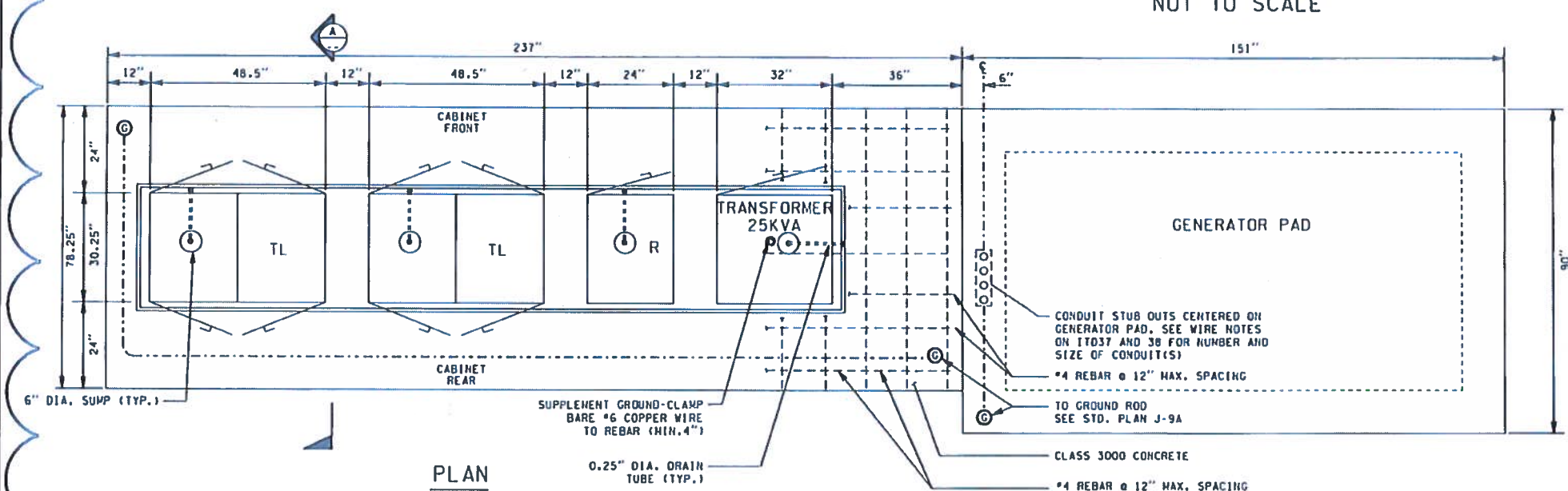
CONTRACT NO: 008066	CHANGE ORDER NO: 180
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ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
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1093	02		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	3,400.00
1093	03		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	178,200.00
1093	04		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	18,700.00
1093	05		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	6,800.00
1093	06		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	28,400.00
1093	07		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	1,700.00
1093	18		09/12/2014 PROJECT RESOLUTION	L.S.	0.00	0.00	75,000.00

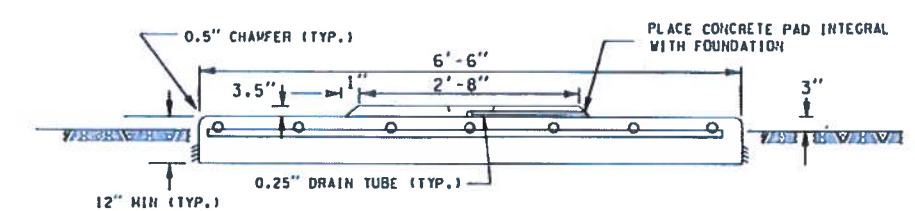
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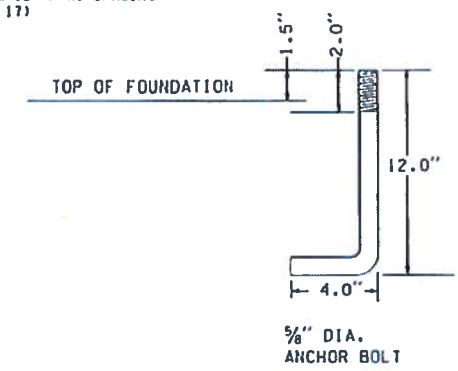
TEMPORARY TOLL CABINETS WITH TRANSFORMER FOUNDATION
NOT TO SCALE



PERMANENT TOLL CABINETS WITH TRANSFORMER FOUNDATION
NOT TO SCALE



SECTION A
FOUNDATION DETAILS
NOT TO SCALE



NOTES:

1. INSTALL CONDUITS PER ITD37 AND 38.
2. CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE FEET OF LEVEL WORK ZONE AROUND THE GENERATOR WITHIN THE FENCE.
3. CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE FEET FOR TEMPORARY CABINETS, FIVE FEET FOR PERMANENT CABINETS OF LEVEL WORK ZONE AROUND ALL SIDES WITHIN THE FENCE.
4. ALL REINFORCING STEEL SHALL HAVE A MIN. OF 2" CLEAR COVER.
5. CONDUITS TO BE CLUSTERED IN THE CABINETS AS SHOWN ON CABINET FOOTPRINT & CONDUIT PLACEMENT LOCATIONS DETAILS.
6. SLOPE FOUNDATION 0.25"/FT. TO THE EDGE.
7. SLOPE PADS 0.25"/FT. TO THE SUMP IN CENTER.
8. ALL CONDUITS SHALL HAVE A COUPLING FLUSH WITH THE SURFACE OF THE FOUNDATION AND A NIPPLE THAT EXTENDS 2" UP.
9. ALL CONDUITS SHALL BE HOT DIPPED GALVANIZED OR PVC.
10. USE SILICONE BEADED SEALANT AROUND CABINETS AND PAD.
11. BOLT PATTERN IS PROVIDED BY CABINET MANUFACTURER. BOLTS SHALL BE 5/8" DIA. AND EXTEND A MIN. OF 1.5" ABOVE CONCRETE PAD.
12. FOR EACH ADDITIONAL CABINET, ADD CABINET WIDTH PLUS 12" TO FOUNDATION WIDTH.
13. CONCRETE SHALL BE CLASS 3000.
14. ANY OTHER DIMENSION MUST BE APPROVED BY THE ENGINEER.
15. ALL ANCHOR BOLTS SHALL BE HOT DIPPED GALVANIZED. BOLT SHALL EXTEND A MIN. 1.5" ABOVE THE CONCRETE PAD.
16. JUNCTION BOXES SHALL BE SIZED AS SHOWN IN THE ITS PLAN SHEETS.
17. WHEN FOUNDATION THICKNESS EXCEEDS 18" A SECOND MAT OF #4 REBAR @ 12" O.C. WITH 3" CLEAR FROM BOTTOM OF FOUNDATION SHALL BE INSTALLED.

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FILE NAME: c:\project\skbm_er 520\dms01268\8066_DE TS 35.dgn		RELEASE FOR CONSTRUCTION RECORD		REGION NO. 10	STATE WASH	FED.AID PROJ.NO.					SR 520	PLAN REF NO. ITD35
TIME: 2:25:28 PM	DATE: 7/24/2013	PLOTTED BY: smitchell	DESIGNED BY: B. CIMA	ENTERED BY: S. MITCHELL	CHECKED BY: L. MANGIN	DESIGN MGR:					1-5 TO MEDINA-STG.1 EVERGREEN PT.	FLOATING BRIDGE AND LANDINGS
NDC 74		07/08/13		CONTRACT NO. 8066		LOCATION NO.		TOLL CABINET FOUNDATION DETAIL				

VOLUME 2 - FB&L ROADWAY/CIVIL - ITS NBC-SUBMITTAL - FEBRUARY 7, 2013

PONTOON TYPE	α	β	ψ
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3 & 3A	11°	12'-0"	8'-0"
4 & 4A	15°	10'-0"	10'-0"

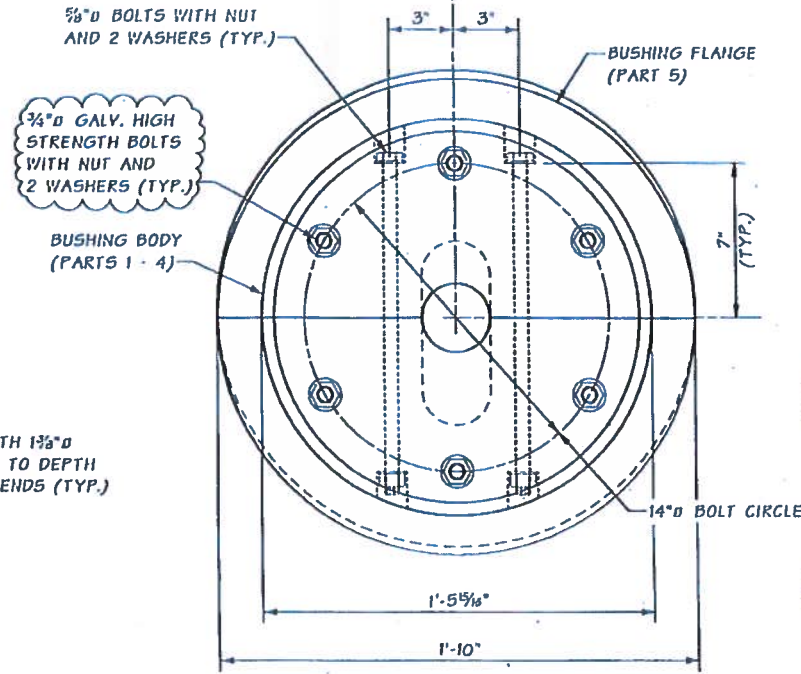
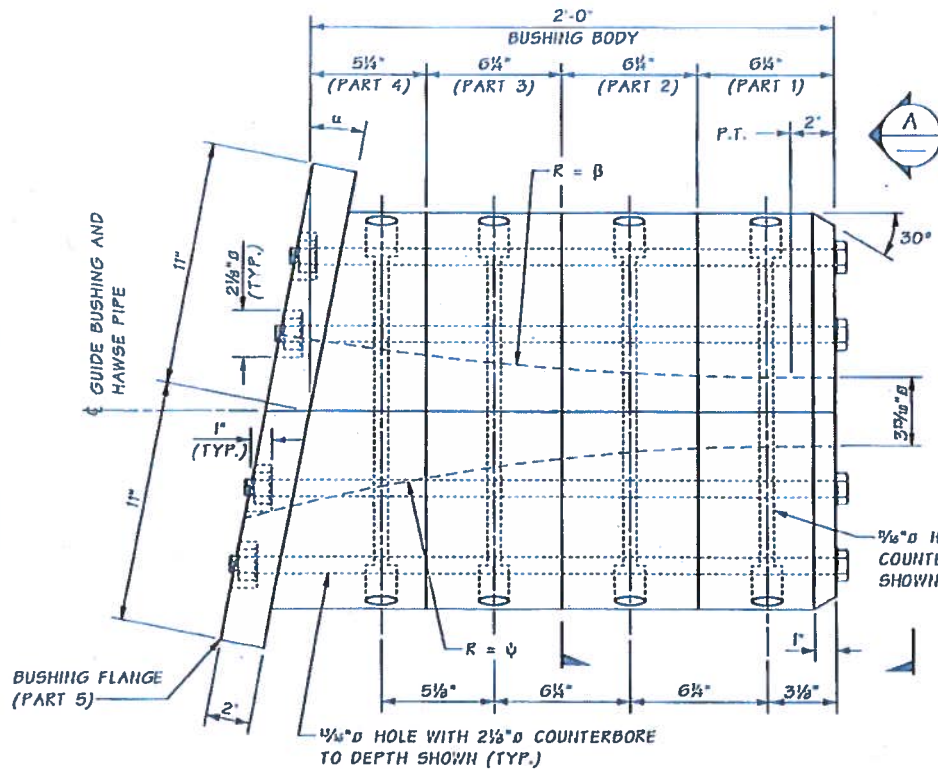
3/2/12 - RFI #120

GUIDE BUSHING NOTES

1. GUIDE BUSHING SHALL BE ULTRA HIGH MOLECULAR WEIGHT POLYETHYLENE (UHMW POLYETHYLENE) AND SHALL CONFORM TO ASTM D4020. THE UHMW POLYETHYLENE SHALL BE COMPRISED OF 100 PERCENT VIRGIN UHMW POLYETHYLENE MATERIAL, SHALL BE 100 PERCENT CROSS-LINKED FOR ABRASION RESISTANCE, SHALL BE FULLY ULTRAVIOLET (UV) STABILIZED AND SHALL CONFORM TO THE FOLLOWING MATERIAL REQUIREMENTS:

PROPERTY	TEST METHOD	VALUE
DENSITY	ASTM D 792	58.0 TO 59.0 PCF
HARDNESS	ASTM D 785	63 TO 69 SHORE D
ELONGATION AT BREAK	ASTM D 638	350 TO 450 PERCENT
IMPACT	ASTM D 256	NO BREAK
ABRASION WEAR	SAND SLURRY	7 TO 16
COEFFICIENT OF FRICTION	ASTM D 1894	0.11 TO 0.20
ULTIMATE TENSILE STRENGTH	ASTM D 638	5,600 TO 6,900 PSI

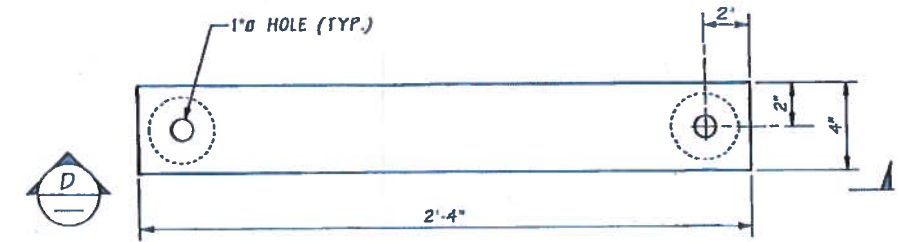
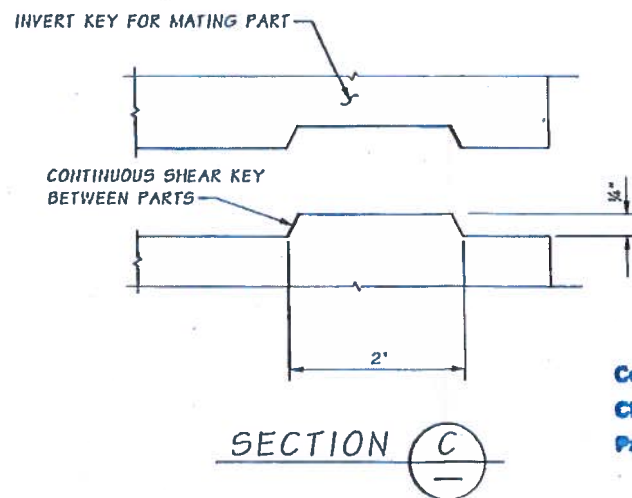
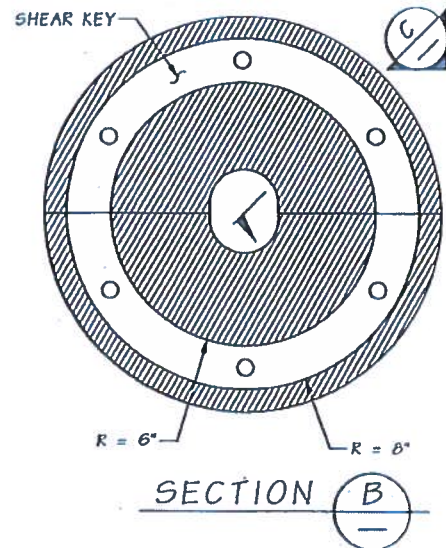
- UHMW POLYETHYLENE WILL BE ACCEPTED BY WSDOT BASED ON THE MANUFACTURER'S CERTIFICATE OF COMPLIANCE THAT THE MATERIAL FURNISHED CONFORMS TO THESE SPECIFICATIONS.
- BOLTS DESIGNATED AS HIGH STRENGTH SHALL CONFORM TO AASHTO M 164 TYPE 3 AND THE REQUIREMENTS OF SECTION 9-06-5(3), OF THE STANDARD SPECIFICATIONS.
- 'TOP' AND 'BOTTOM' SHALL BE STAMPED ON THE INSIDE FLAT SURFACE OF EACH GUIDE BUSHING PART ALONG WITH THE PART NUMBER.
- BUSHING KEEPER PLATE SHALL CONFORM TO ASTM A 588.
- BOLTS FOR KEEPER PLATE SHALL BE STAINLESS STEEL AND CONFORM TO ASTM A 193 CLASS 2 GRADE B8M. WASHERS SHALL CONFORM TO ANSI B18.22.1 TYPE 316.
- FIELD VERIFY EXISTING INSERT LOCATIONS BEFORE FABRICATING BUSHING KEEPER PLATE.



SPLIT GUIDE BUSHING ASSEMBLY ~ ELEVATION

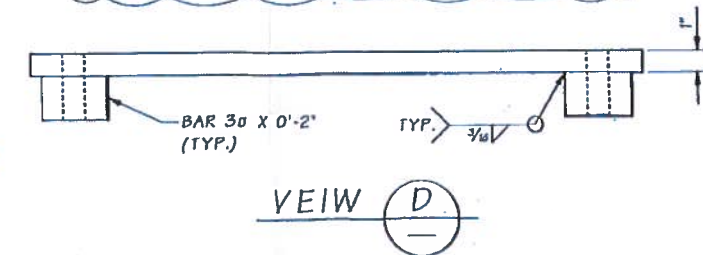
ASSEMBLY CONSISTS OF 5 PARTS, EACH PART HAS TWO HALVES. VERTICAL BOLTS NOT SHOWN FOR CLARITY. PONTOON TYPES 1, 1A, 3 & 3A SHOWN, TYPES 4 & 4A SIMILAR.

VIEW A



BUSHING KEEPER PLATE

2 REQUIRED PER SPLIT GUIDE BUSHING ASSEMBLY
ATTACH TO EXTERIOR OF PONTOON USING EXISTING S.S. INSERTS AT HAWSE PIPE LOCATIONS WITH 1" S.S. BOLTS



Contract No.: 008006
Change Order No.: 180
Page 12 of 12

SR FILE NO. SHEET AG7

Bridge Design Engr.	Khaloghi, B	H:\W-Team\SR 520 FLOATING BRIDGE\23 OUTFITTING\window files\AG HARDWARE 7.wnd			
Supervisor	Clarke, PT	REVISION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Ferluga, E	11/10	10	WASH	TOTAL SHEETS
Checked By	Kessner, A	03/11			
Detail By	Ferluga, E	10/10			
Bridge Projects Engr.		03/2011	AD16 - KEY TABLE & ADDED NOTES	EJF	JOB NUMBER 10A057
Pre'm. Plan By		01/2011	AD3 - REVISED SHEET	EJF	
Architect/Spec'ist		DATE	REVISION	BY	APP'D

Professional Engineer seals for Eric John Ferluga and Anthony D. Messner, State of Washington, dated 3/31/11.

Washington State Department of Transportation
BRIDGE AND STRUCTURES OFFICE

APPENDIX M23
OUTFITTING & ASSEMBLY
TECHNICAL REQUIREMENTS
ANCHOR GALLERY HARDWARE
SPLIT GUIDE BUSHING

DESIGN-BUILD CHANGE ORDER CHECKLIST

Cont. #: <u>008066</u>	Cont. Title: <u>SR 520 Evergreen Point Floating Bridge & Landings</u>	Approval from State Construction Office Required
C.O. #: <u>180</u>	C.O. Title: <u>09/12/2014 Project Resolution</u>	
<input checked="" type="checkbox"/> Design-Builder Initiated. <input checked="" type="checkbox"/> Agency Initiated.		
I. Executed by the State Construction Office 1. Cost or credit equal to or exceeding \$200,000.*1 2. Change in the contract documents beyond the scope, intent or termini of the original contract.*2 3. Change in the condition of award. 4. Change in contract time greater than 30 working days.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	X X X X
II. Executed by the Region 5. Cost or credit greater than \$100,000 but less than \$200,000.*1 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.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
III. Executed by the Project Engineer 7. Determination of impacts and/or overhead. 8. Design or construction work that does not comply with the Mandatory Standards. 9. A change to a Chapter 1 General Provision. 10. A change to a technical requirement in any of the following sections: Design Deviations, Geotechnical Design, Pavement, Project Documentation, Bridges and Structures, Control of Materials, MWBE Goals, QMP Requirements, or WSDOT Standard Specifications. 11. Determination of changed condition (Section 1-04.7 of the Request For Proposal). 12. Settlement of a claim (Section 1-09.11(2) of the Request For Proposal). 13. Repair of damage regarding "acts of God" or "acts of the public enemy or of government authorities (Section 1-07.13 of the Request For Proposal). 14. A "no-cost" change based upon a determination of "equal or better".	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	X X X X X X X X

Approvals obtained:

Project Engineer: **(REQUIRED)** Dave Becher Date: 09/12/2014

Region: **(REQUIRED)** Tom Horkan Date: 09/23/2014

State Construction Office: Derek Case Date: 09/25/2014

To be completed by the Project Engineer :

CO Reason(s) (See CCIS Source/Outcome) : AB, 01, UC, AW, OR

Change Order Prepared By: Julia Mizuhata Date: 10/08/2014

Has change been entered as lesson learned? Yes No N/A

Has design documentation been updated? Yes No N/A

Is change approved by program management? Yes No N/A

To be completed by the Region :

Is the change eligible for Federal participation? Yes No N/A *except PCO 371*

Change Order Reviewed by: Julie Schurman Date: 12.31.14

This form represents the minimum information required by the State Construction Office. *3

*1 Cost or Credit greater than \$200,000 on Federal Stewardship requires FHWA approval (see Construction Manual - Ch.1-2.4C(3) and Ch. 1-3.4)
 *2 Per RCW 47.28.050, any change beyond \$7,500 that is beyond the original scope shall go through the competitive bidding process.
 *3 Changes that do not meet any of the itemized criteria above may be executed by the PE with Region approval.

DESIGN-BUILD CHANGE ORDER CHECKLIST

SR 520 Corridor Program: Design-Build Change Order Page 2 - Checklist Supplement

Cont. #:
 C.O. #:

To be completed by the Business Manager:

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

Coordination has taken place with:

Contract Project (identify your project):	<input type="text" value="FB&L"/>		
Pontoon	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
Pontoon Mitigation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
Pontoon Moorage	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
Eastside HOV	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
Evans Creek	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
FB&L	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
WCB	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>
WABN	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Name: <input type="text"/>	Date: <input type="text"/>

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.:	<input type="text" value="CNS.80.22 Changes to Tolling Infrastructure"/>
Project Risk ID No.:	<input type="text" value="CNS.80.036 ECC & KGM Coordination at EGP Rd. Vic."/>
Project Risk ID No.:	<input type="text" value="MGT.30.04 Cost for Adding USDOT"/>
Project Risk ID No.:	<input type="text" value="ROW.900.03b Construction Impacts on Brown Property"/>

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

Program Funding Concurrence? Yes No Funding Concurrence Obtained on:
 Is Sales Tax Included in CO Cost? Yes No Is sales tax deferred? Yes No
 Max Payment Curve Changes discussed with: Date:
 Third Party Agreements discussed with: Date:

Coordination with Others:

Design / Technical Lead: Name: Date:
 Maintenance: Name: Date:
 Environmental Commitments: Name: Date: