



Contract Number 009242	Contract Title I405. Renton to Bellevue Widening and Express Toll Lanes Project	Federal Aid Number
Change Order Number 34	Change Description Noise Wall 5 Alternative Horizontal Alignment	Date Aug 17, 2021
Region Northwest Region	Project Engineer Jim Slavicek <i>JS 8/17/2021</i>	Phone Number (425) 242-4929
Prime Contractor / Design-Builder Flatiron West, Inc.-The Lane Construction Corporation, A Joint Venture		

- 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**

This is a Category 1 Design-Build initiated Change Order (DBIC), in accordance with RFP Section 1-04.4(2). Category 1 DBICs consist of changes based upon ideas proposed by an unsuccessful Proposer, wherein the realized cost savings are shared equally between WSDOT and the Design-Builder. The underlying concept for this Category -1 DBIC was proposed by an unsuccessful Proposer as an Alternative Technical Concept (ATC), and was approved by WSDOT during Project procurement.

The purpose of this change is to allow a portion of Noise Wall West 5, located on the west side of I-405 and immediately north of the NE 44th Street Interchange (within the limits of southbound I-405 Station limits 5724+50 thru 5759+00), to be built in a location that is not Forward Compatible. Forward Compatibility consists of constructing Project elements such that they can be integrated into the I-405 corridor ultimate configuration without significant demolition or reconstruction of Project elements. Shifting this portion of Noise Wall West 5 into a non-Forward Compatible position will reduce the amount of fill otherwise required to build this noise wall in its fully Forward Compatible position. The reduction of imported fill has been estimated as 4,000 cubic yards, and this equates to a corresponding reduction in related haul trips. The loss of Forward Compatibility for Noise Wall West 5 shall be mitigated by providing noise wall panels that will be designed and constructed to allow for future relocation, with a foundation attachment that can be disconnected and lifted to the Forward Compatible location. This type of construction has been used on previous WSDOT projects, including the SR 167 Direct Connector.

Within the limits of this change the alignment of Noise Wall West 5 will be shifted eastward, by more than ten feet horizontally, from the location shown in the RFP Conceptual Plans (Appendix M-01). Shifting the horizontal alignment of Noise Wall West 5 to this degree requires the Design-Builder to prepare and submit a Supplemental Noise Analysis Report, in accordance with RFP Section 2.8.5.5.2. This Supplemental Noise Analysis Report shall be subject to WSDOT review and comment.

WSDOT is also requiring a number of mitigating measures, in return for the loss of Forward Compatibility at Noise Wall West 5, as conditional to implementation of this change. These mitigating measures consist of additional Forward Compatible elements, refined through discussions between WSDOT and the Design-Builder, that shall be incorporated into the Project as a condition of this change. Per this proposed change, the roadway median shall be forward compatible. The following elements located within the roadway median shall be Forward Compatible: toll gantries, storm drains, and sign foundations. These elements include five sign bridges and two variable message signs that will have Forward Compatible median foundations. Toll gantries will be Forward Compatible, allowing for easier implementation of toll collection during construction. Roadway median drainage conveyance will be Forward Compatible, avoiding reconstruction upon corridor build out. The Forward Compatible roadway median will shift future work zones, necessary for master plan build out of the I-405 corridor, to the northbound and southbound outside shoulders. This will reduce disruption to the travelling public during future build out of the I-405 corridor. In addition a variable message sign and its associated cabinets, located on the shoulder of northbound I-405 within the limits of this change, shall be built in a Forward Compatible location.

**Documentation Reference:**

RFP section 2.11.3.1, Design Criteria (Roadway), Page 2.11-4, after line 11, insert the following bulleted item:

- “The median concrete barrier of mainline I-405 shall be Forward Compatible within the limits of Southbound I-405 STA 5724+50 to Southbound I-405 STA 5759+00.”

RFP section 2.11.3.11, Noise Walls, Page 2.11-8, line 32, after the word “Plans” add the following words:

“, with the exception to Noise Wall 5 for which the horizontal location may be adjusted with the approval of the WSDOT Engineer.”

RFP section 2.11.3.11, Noise Walls, Page 2.11-8, line 35, after the word “in” delete words “Section 2.13.” and replace it with the following words:

“Section(s) 2.6, 2.8, and 2.13. Horizontal locations for Noise Wall West 5, between Southbound I-405 STA 5724+50 and Southbound I-405 STA 5759+00, shall be designed and constructed to allow noise wall panels to be reusable and relocatable to the forward compatible location shown in the RFP.”

RFP Section 2.13.1.1, Forward Compatibility (Bridges and Structures), Page 2.13-2, line 24, bulleted item WALL WEST 5, after the word “SB405 5721+41” insert the following words:

“and SB405 5724+50 to SB405 5759+00”

RFP Section 2.18.1.1, Forward Compatibility (Intelligent Transportation Systems), Page 2.18-2, line 6, after the words "Southbound VMS" delete the words "and cabinet".

RFP Section 2.18.1.1, Forward Compatibility (Intelligent Transportation Systems), Page 2.18-2, line 7, after the words "STA 5740+00" add the following words:

"(only the median sign bridge foundation is required to be Forward Compatible)."

RFP Section 2.18.1.1, Forward Compatibility (Intelligent Transportation Systems), Page 2.18-2, after line 9, add the following bulleted item:

- "Northbound VMS and cabinet at approximate station I-405 northbound STA 7753+00."

RFP Section 2.19.1.1, Forward Compatibility (Signing), Page 2-19.1, after line 34, add the following bulleted items:

- "Northbound I-405 STA 7726+60 (only the median sign bridge foundation is required to be Forward Compatible)
- Northbound I-405 STA 7734+85 (only the median sign bridge foundation is required to be Forward Compatible)
- Northbound I-405 STA 7743+40" (only the median sign bridge foundation is required to be Forward Compatible)

RFP Section 2.19.1.1, Forward Compatibility (Signing), Page 2-19.2, line 2, after the words "Southbound I-405 STA 5731+00" add the following words:

"(only the median sign bridge foundation is required to be Forward Compatible)"

RFP Section 2.19.1.1, Forward Compatibility (Signing), Page 2-19.2, after line 2, add the following bulleted item:

- "Southbound I-405 STA 5760-00 (only the median sign bridge foundation is required to be Forward Compatible)"

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<p><b>Basis of Cost &amp; Justification:</b></p> <p>No specific unit of measure shall apply to these items. As mutually agreed for this Category 1 DBIC as described in this change order, WSDOT will reduce the total contract amount by the lump sum savings adjustment of \$500,000 under item "CO #34 Noise Wall 5 Alternative Horizontal Alignment". The Design-Builder's share of mutually agreed Category 1 savings will remain as a portion of the contract amount, and equates to \$500,000.</p> <p>Existing Contract Bid Item No. 1 "Total for Design Build Work (Under Revenue Rule 170)" shall be reduced by the amount of \$500,000.</p> <p>The Contractor shall assume all responsibility for all known and unknown impacts to the work related to implementing this Category 1 change.</p>		
<p><b>Contract Time:</b></p> <p>This Change Order does not impact Contract Time as the Critical Path was not affected.</p>		
<p><b>Prior Approvals:</b></p> <p>This change order was approved by Jim Slavicek, WSDOT I405/167 Megaprogram Construction Project Engineer on 10/22/2020.</p> <p>This change order was approved by Phil Fordyce, WSDOT I405/167 Megaprogram Construction Manager on 10/22/2020.</p> <p>This change order was approved by Paul Johnson, WSDOT Assistant State Construction Engineer on 10/27/20.</p>		
<p><b>List Attachments:</b></p> <p>Change Order No. 34</p> <p>Attachment "A" - Design-Build Change Order Checklist, dated March 2019</p> <p>Attachment "B" - I405/167 Megaprogram Construction Manager Approval</p> <p>Attachment "C" - WSDOT Assistant State Construction Engineer Approval</p> <p>Attachment "D" - WSDOT Estimate</p>		

*OK  
3/1/20*

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  
 Region  
 Original of Change Records & Change Order w/Backup - State Construction Office

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

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CONTRACT NO: 009242 FEDERAL AID NO:  
CONTRACT TITLE: I-405, RENTON TO BELLEVUE WIDENING AND EXPRESS TOL  
CHANGE ORDER NO: 34 NW5 ALT HORIZONTAL ALIGNMENT

PRIME CONTRACTOR: SW0256804 FLATIRON WEST, INC.-THE LANE  
A JOINT VENTURE  
1400 TALBOT ROAD SOUTH SUITE #500  
RENTON WA 98055-4227

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

<p><i>Signature on file</i></p> <hr/> <p>CONTRACTOR SIGNATURE</p> <p><u>Aug 12, 2021</u></p> <hr/> <p>DATE</p>	<p>SURETY CONSENT:</p> <hr/> <p>ATTORNEY IN FACT</p> <hr/> <p>DATE</p>
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ORIGINAL CONTRACT AMOUNT: 704,975,000.00  
CURRENT CONTRACT AMOUNT: 702,318,298.00  
ESTIMATED NET CHANGE THIS ORDER: -500,000.00  
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 701,818,298.00

Signature Required: ( x ) Project ( x ) State Construction Engineer  
Engineer ( x ) Regional Administrator ( ) Other Agency

<p><i>Signature on file</i></p> <p><u>Jim Slavicek (Aug 12, 2021 10:50 PDT)</u></p> <hr/> <p>PROJECT ENGINEER SIGNATURE</p> <p><u>Aug 12, 2021</u></p> <hr/> <p>DATE</p>	<p><i>Signature on file</i></p> <p><u>Paul E Johnson (Aug 12, 2021 11:27 PDT)</u></p> <hr/> <p>STATE CONSTRUCTION ENGINEER SIGNATURE</p> <p><u>Aug 12, 2021</u></p> <hr/> <p>DATE</p>
<p><i>Signature on file</i></p> <p><u>Philip A. Fordyce, P.E. (Aug 12, 2021 10:53 PDT)</u></p> <hr/> <p>REGIONAL ADMINISTRATOR SIGNATURE</p> <p><u>Aug 12, 2021</u></p> <hr/> <p>DATE</p>	<p>OTHER APPROVAL WHEN REQUIRED</p> <hr/> <p>SIGNATURE _____ DATE _____</p> <hr/> <p>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:

Any references to provisions of Division 1 of the Standard Specifications contained herein shall be deemed to refer to the appropriate provisions of the Request for Proposal (RFP) and other Contract Documents. Any references to Prime Contractor or Contractor contained herein shall be deemed to refer to the Design-Builder.

DESCRIPTION:

This is a Design-Build initiated Change Order modifying RFP sections 2.11.3.1, Design Criteria (Roadway), 2.11.3.11, Noise Walls, 2.13.1.1, Forward Compatibility (Bridges and Structures), 2.18.1.1., Forward Compatibility (Intelligent Transportation Systems) and 2.19.1.1, Forward Compatibility (Signing). The purpose of this change is to allow Noise Wall West 5 to be built in a location that is not Forward Compatible within the limits of southbound I-405 STA 5724+50 through southbound I-405 STA 5759+00.

Within these limits the alignment of Noise Wall West 5 shifts east horizontally, from the location shown in the RFP Conceptual Plans and FLJV Proposal. This change adjusts the proposed noise wall or roadway by more than 10 feet horizontally, per RFP section 2.8.5.5.2, Noise Walls (Environmental), the Design-Builder shall prepare and submit to the WSDOT Engineer for Review and Comment, a Supplemental Noise Analysis Report.

Noise Wall West 5, within the station limits of this proposed change, will not be in the forward compatible position. This is mitigated by providing noise wall panels that will be designed and constructed to allow for future relocation. The proposed change includes additional Forward Compatible elements, refined through discussions with WSDOT. Per this proposed change, the roadway median shall be forward compatible. The following elements shall be Forward Compatible: toll gantries, storm drains, and sign foundations within the median. This Design-Builder initiated change also reduces the amount of construction activities for the Forward Compatibility Plan located within the median of I-405.

DESIGN REQUIREMENTS:

The preparation and approvals of the necessary Released for Construction Plans and Specifications for all of the work described herein shall be in accordance with the RFP and the approved Quality Management Plan.

CONSTRUCTION REQUIREMENTS:

The construction requirements for all items related to this Change Order shall be in accordance with the appropriate Standard Plan, RFP, the approved Quality Management Plan, and Released for Construction Plans and Specifications as revised by this Change Order.

RFP section 2.11.3.1, Design Criteria (Roadway), Page 2.11-4, after line 11, insert the following bulleted item:

"The median concrete barrier of mainline I-405 shall be Forward Compatible within the limits of Southbound I-405 STA 5724+50 to Southbound I-405 STA 5759+00."

RFP section 2.11.3.11, Noise Walls, Page 2.11-8, line 32, after the word "Plans" add the following words:

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RFP Section 2.19.1.1, Forward Compatibility (Signing), Page 2-19-1, after line 2, add the following bulleted item:

"Southbound I-405 STA 5760+00 (only the median sign bridge foundation is required to be Forward Compatible)"

#### MEASUREMENT & PAYMENT

No specific unit of measure shall apply to these items. As mutually agreed for this Category 1 DBIC as described in this change order, WSDOT will reduce the total contract amount by the lump sum savings adjustment of \$500,000 under item "CO #34 Noise Wall 5 Alternative Horizontal Alignment". The Design-Builder's share of mutually agreed Category 1 savings will remain as a portion of the contract amount, and equates to \$500,000.

Existing Contract Bid Item No. 1 "Total for Design Build Work (Under Revenue Rule 170)" shall be reduced by the amount of \$500,000.

The Contractor shall assume all responsibility for all known and unknown impacts to the work related to implementing this Category 1 change.

#### CONTRACT TIME:

This Change Order does not impact Contract Time as the Critical Path was not affected.

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CONTRACT NO: 009242				CHANGE ORDER NO: 34		
ITEM NO	GROUP NO	STD ITEM	UNIT OF MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE

ITEM DESCRIPTION:	DESIGN BUILD WORK (RULE 170)					
0001 02	L.S.			678,627,500.00	0.00	-500,000.00

AMOUNT TOTAL  
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-500,000.00  
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