







JUL 08 2016

Memorandum

June 23, 2016

TO: Derek Case   
MS 47354

THRU: Dave Becker   
NB 82-99

FROM: Robyn Boyd  / Julia Mizuhata   
(425) 576-7066 / (425) 576-7059

SUBJECT: Contract 008066  
SR 520 Floating Bridge and Landings Project  
Federal Aid No. BR-0520(047)  
Change Order No. 200 – Project Resolution and South Side Construction

Attached for Headquarters Construction execution and further processing is Project Office recommended Change Order No. 200 – Project Resolution and South Side Construction.

**Description and Evolution of the Change:**

This change order incorporates WSDOT-initiated changes, Design-Builder initiated changes (DBIC's), and issue resolutions to address thirty-nine (39) issues as agreed to by WSDOT and the Design-Builder, Kiewit/General/Manson (KGM), on October 2, 2015, and makes an equitable adjustment to the Contract to settle and resolve these issues.

The thirty-nine (39) issues are as follows:

1. PCO's 12, 419, 419A – Environmental Commitment List and NMFS Permit Date Issue Resolution
2. PCO 95 – Change to South Overlook
3. PCO 142E – Emergency Signal Heads at Evergreen Point Road Lid Portals
4. PCO 142I – Toll Rate Sign Requirement
5. PCO 145 – Belvedere Security Lighting
6. PCO's 172, 172.2, 136, 148 – South Side Walls Construction and Issue Resolution
7. PCO 172A – MOT for South Side Walls Construction
8. PCO 194 – Aids to Navigation Mile and Meter Markers
9. PCO's 230, 259 – Cathodic Protection System Reference Cells and Rectifiers
10. PCO 230A – Cathodic Protection System Future Compatibility and Issue Resolution
11. PCO 234B – Eastside Contractor Delay Issue Resolution
12. PCO 383 – Pontoons K/L Raft; Delete Testing of Anchors LN and LS

Derek Case

June 23, 2016

Contract 008066 – Change Order No. 200 – Page 2

13. PCO 386 – Post-Tensioning Duct Pressure Test at Low Rise Bridge Deck Panels
14. PCO 387 – Anchor Cable Deviation Frame Retrofit and Existing Anchor Cable Y-North Replacement Issue Resolution
15. PCO 388 – Bridge Maintenance Dock Water Depth Issue Resolution
16. PCO 389 – Anchor Cable BS Conflict with Existing Bridge Pontoon Issue Resolution
17. PCO 390 – Marine Fenders and Pontoon Metal Signs Anchor Bolt Material
18. PCO 392 – Demolition Limits of Existing In-Water Piers 40 and 41
19. PCO 393 – Payroll Certification Requirements Issue Resolution
20. PCO 394 – Asphalt in Lieu of PCCP West of Evergreen Point Road Lid
21. PCO 395 – Generator Building Enclosure Rating Issue Resolution
22. PCO 396A – MOT for Toll Cabinets Work
23. PCO 396B – MOT for Toll Signs Work
24. PCO 397 – Bridge Opening Ceremony Pedestrian Load Analysis
25. PCO 398 – Pontoon Cell ID Signs in Lieu of Paint
26. PCO 399.2 – HCT Clear Zones at South Structure of East Transition Span As-Built
27. PCO's 401, 396 – MOT for Construction Stage 1B
28. PCO 404 – Evergreen Point Road Lid Informational Kiosk
29. PCO 409 – Medina Tree Preservation or Removal
30. PCO 410 – Draft Hydraulic Report Issue Resolution
31. PCO 423 – Delete NGCS Texture at PCCP Under Evergreen Point Road Lid
32. PCO x.1 – Centric to SharePoint Conversion
33. PCO x.2 – WSDOT Maintenance Crew Support for Deviation Frame Work
34. PCO x.3 – Use 800-Ft of Reserve Anchor Cable at Deviation Frames
35. PCO x.4 – Use Bridge Maintenance Facility Access Road During Bridge Demolition
36. PCO x.5 – Damaged Post-Tensioning in Pontoon F
37. PCO x.6 – RSUP Surface Condition
38. PCO x.7 – Outstanding Inspection Costs Associated with CO 188
39. PCO x.8 – Delete Roadway Sweeping of Existing Bridge

All of these issues have been extensively discussed between WSDOT and KGM. WSDOT and KGM were often in disagreement over the level of entitlement for these issues; however, WSDOT and KGM have agreed that the total price negotiated for this change order on October 2, 2015 resolves and closes all of these issues regardless of the level of entitlement.

This memorandum itemizes each issue addressed in this change order to describe the change (refer to the change order document for the specific revisions being made to the Contract requirements), the evolution of the change issue, the correspondence associated with the issue (copies attached), and the determination of entitlement for the issue.

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 3

1. PCO's 12, 419, 419A – ENVIRONMENTAL COMMITMENT LIST AND NMFS PERMIT DATE ISSUE RESOLUTION:

Technical Requirements (TR) Section 2.8.1.1 Environmental Scope specifies that the Design-Builder shall ensure “that the commitments WSDOT has made are reflected in the Project’s final design and are fulfilled during construction. The Design-Builder shall accomplish this by meeting or exceeding all environmental requirements and commitments listed in the Contract; permits; environmental documents and regulatory agency Concurrence Letters.”

TR Section 2.8.4 Design and Construction Requirements (Environmental Commitments) states that “WSDOT is in the process of making commitments in the Project environmental documentation. The Project environmental documents include, but are not limited to, the documents prepared under NEPA/SEPA, Section 106, ESA and permits. These environmental documents contain a number of specific design and construction assumptions and requirements. WSDOT has documented these assumptions and requirements in the Environmental Project Description Narrative (Appendix E6) and the Environmental Commitments List (Appendix C1).” “If the Design-Builder proposes any design that would modify the information in the Environmental Project Description Narrative (Appendix E6), it may require modifications to permits and environmental documents.”

TR Section 2.8.4.1 Environmental Commitment List specifies that “Based on coordination with regulatory agencies and past similar projects, WSDOT has compiled an Environmental Commitments List (Appendix C1) of likely conditions, performance standards and commitments expected to be contained in Project environmental documentation and permits. All known or currently anticipated preliminary environmental requirements and mitigation measures are described in the Environmental Commitments List (Appendix C1). As final permits and environmental documents are not complete, WSDOT reserves the right to allow for potential changes to preliminary commitments that are currently included in the Environmental Commitments List (Appendix C1). Changes to the preliminary commitments in the Environmental Commitment List will be addressed in accordance with Section 1-04.4 of the General Provisions. The Design-Builder shall update the Environmental Commitments List as the Project progresses to reflect any future commitments resulting from permits or approvals obtained by WSDOT or the Design-Builder for the Project.” “The Design-Builder shall implement any additional environmental conditions or mitigation measures as required in accordance with the final NEPA/SEPA document and permits and approvals for the Project.”

008066 Change Order No. 142 REA Settlement, executed on March 26, 2014, included a “Release” stating that “Impacts resulting from Tribal or environmental permit requirements not currently required by Contract” were excluded from Change Order No. 142 pending further negotiations.

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 4

This DBIC issue initiated in KGM Letter 0149 dated June 22, 2012, which included a revised Environmental Commitment List that was developed “based on the final permits that have been issued by the various agencies. This was a joint effort between WSDOT and KGM that was accomplished in the Environmental Task Force Meetings.” KGM Letter 0149 stated that “There are several of these commitments that have potential cost and/or schedule impacts.”

KGM Letter 0150 dated June 22, 2012 stated that KGM had “completed our review of the Final Environmental Commitments List that was compiled in the Environmental Task Force Meeting and compared that list to the Environmental Commitments List in Appendix C1 and the RFP. In the course of this comparison we have found 9 new and/or changed commitments that will have potential cost impacts and/or schedule impacts. Item NMFS-22 has direct cost implications that have already been submitted to you. The balance of these items will cause schedule delays and other impacts if the events described actually occur within the changed criteria. At this time we would like to reserve our rights to price the cost and schedule impacts should they occur.”

Additional/revised environmental commitments were forwarded to KGM in WSDOT Letter 0284 dated February 28, 2013, which included “applicable commitments from the Moorage Facility contract that need to be added into the current project Environmental Commitments List”, and in WSDOT Letter 0564 dated January 30, 2014, which included environmental consultation letters from the US Fish and Wildlife Service and the National Marine Fisheries Service regarding marine activity in the Kenmore Navigation Channel.

KGM Letter 0675 dated January 29, 2016 included a Request for Equitable Adjustment stating that KGM’s demolition of the existing bridge columns was delayed from the scheduled start date of August 1 (based on USFWS) to August 15 (based NMFS).

This change order item resolves any and all issues, impacts, costs, and/or schedule delays related to compliance with all known environmental commitments. This change order issue also resolves KGM’s ‘exception to release’ included in 008066 Change Order No. 142 related to possible compensation for impacts resulting from environmental permit requirements not previously required by Contract. Environmental requirements and commitments will be incorporated into the Contract under a separate change order that will update the Environmental Commitment List (Appendix C1).

- Associated Letters (attached):
  - KGM Letters 0149 (copy of commitment list attachment not included herein), 0150, 0675
  - WSDOT Letters 0284, 0564 (copy of NFMS and USFWS letter attachments not included herein)

- Entitlement: KGM submitted a cost proposal estimating the cost of this issue at \$124,000; however, WSDOT does not acknowledge entitlement to additional compensation. This issue is implemented into the Contract as a no cost change.

## 2. PCO 95 – CHANGE TO SOUTH OVERLOOK:

TR Section 2.15.5.3.3 Bridge Maintenance Facility Landscape and Aesthetics specifies that the Design-Builder shall “Provide a 5’ clear width pedestrian path with connections to the Evergreen Point Road lid and one pedestrian path overlook at the locations indicated in the Conceptual Plans (Appendix M1).”

Appendix M1 depicts the pedestrian path as a long, curved path with a series of switchbacks leading to the overlook at approximately elevation 80-feet.

This DBIC change order item provides for the retrofit, rather than removal, of the existing East Approach abutment, and revises the location of the pedestrian path overlook specified TR Section 2.15.5.3.3 Bridge Maintenance Facility Landscape and Aesthetics, as modified in 008066 Change Order No. 190 (executed on February 11, 2015).

This issue was initiated in KGM Letter 0115 dated May 14, 2012, in which KGM submitted a proposal to locate the overlook at approximately elevation 118-feet in order to improve views, to retain the existing East Approach abutment in order to build the overlook at this elevation, and to revise the pedestrian path layout as switchbacks would not be necessary for the revised overlook elevation.

- Associated Letters (attached):
  - KGM Letter 0115
- Entitlement: KGM proposed this issue as a Category 2 DBIC (equal or better than the Contract requirement being changed). This issue is implemented into the Contract as a no cost change.

## 3. PCO 142E – EMERGENCY SIGNAL HEADS AT EVERGREEN POINT ROAD LID PORTALS:

The Eastside Project provides for “Emergency traffic signal systems for monitoring and controlling entry into the Lids during a hazardous event” (ref. C-7963 TR Section 2.32.1 Fire Safety Systems). In accordance with this requirement, the Eastside Contractor installed emergency signal heads at the east and west portals of the Evergreen Point Road Lid.

TR Section 2.18.4.1.1 Connection to the SR 520 Eastside Corridor specifies that “The Design-Builder shall coordinate with WSDOT and the SR 520 Eastside Transit and HOV Project (Eastside Project; WSDOT Contract C7963) to determine the design requirements

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 6

between the new floating bridge abutment and 84th Avenue NE,” including at the Evergreen Point Road Lid.

This WSDOT-initiated change order item revises TR Section 2.18.4.1.1 to specify that the Design-Builder shall relocate the emergency signal heads constructed by the Eastside Project, shall furnish and install additional new emergency signal heads at their permanent locations on the Evergreen Point Road Lid portals, and shall provide all associated mounting, conduits, cabling, and testing.

This change issue initiated during the review of KGM’s Final Roadway Design submittal, in which WSDOT commented that the existing emergency signal heads at the Evergreen Point Road Lid portals required relocation.

KGM submitted RFI 419 which requested direction and additional information regarding the signal head relocation noted in the Final Roadway Design submittal; WSDOT responded that a change proposal would be developed related to this issue.

WSDOT Letter 0294 dated March 11, 2013 proposed a WSDOT-initiated change to relocate the emergency signal heads constructed under the Eastside Project and to add new emergency signal heads.

KGM Letter 0643 dated March 6, 2015 included KGM’s proposal for the work described in WSDOT Letter 0294.

- Associated Letters (attached):
  - KGM Letter 0643
  - WSDOT Letter 0294
- Entitlement: This is a WSDOT-initiated change that increases the Design-Builder’s cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$200,400 (see attached Engineer’s Estimate).

#### 4. PCO 1421 – TOLL RATE SIGN REQUIREMENTS:

008066 Change Order No. 140 Toll Rate Signs, executed on June 5, 2014, added TR Section 2.23.4.12 providing requirements related to Toll Rate Signs (TRS) for the temporary and permanent toll zones.

In a meeting on June 10, 2014 between KGM and WSDOT, KGM’s sign supplier at that time (Skyline) stated that some of the TRS requirements specified in TR Section 2.23.4.12 did not conform to current industry standards.

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 7

KGM submitted RFI 836 requesting changes to TR Section 2.23.4.12 based on current standards; WSDOT agreed that the requirements should be revised and requested that KGM submit a DBIC identifying the proposed revisions. KGM then submitted RFI 1046 which noted that it had switched its sign supplier from Skyline to Telegra; the RFI included a list of proposed Contract revisions based on KPFF's (KGM Engineer of Record, EOR) approval of Telegra's Toll Rate Sign submittal (SbmtlDR-KPFF #304).

This DBIC change order item revises TR Section 2.18.4.7.11 Intelligent Transportation Systems (ITS) Active Traffic Management System (ATM) System Spare Parts, TR Section 2.23.4.12 Toll Rate Signs, 008066 Change Order No. 140, and Appendix B11 WSDOT Northwest Region Special Provision for Dynamic Message Signs (DMS), in order to correspond with the Toll Rate Sign submittal approved by KGM's EOR.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

#### 5. PCO 145 – BELVEDERE SECURITY LIGHTING:

TR Section 2.15.5.1.1.3 Belvederes specifies that five belvederes shall be provided at the north side of the Regional Shared Use Path (RSUP), with belvederes “at each sentinel element, and at three locations on the flat portion of the floating bridge.”

TR Section 2.15.5.1.1.3, as modified in 008066 Change Order No. 123 Urban Design Elements Belvederes (executed on November 14, 2013), describes the functional requirements for the belvederes stating the “Belvederes shall create a safe and secure place, outside of the footprint of the bicycle and pedestrian path to rest and appreciate views of the water and surroundings for bicycle and pedestrian path users. Each belvedere at the sentinel elements shall be a minimum of 500 square feet. Each belvedere on the flat portion of the floating bridge shall be a minimum of 210 square feet. All belvederes shall be located clear of the RSUP. All belvederes shall include appropriate seating for six individuals. The bench designs shall discourage use for sleeping and be constructed with vandal resistant and sustainable materials.”

This WSDOT-initiated change order item revises the lighting design requirements in TR Section 2.16.4.3.1 to add a pedestrian safety lighting system at the belvederes, and revises TR Section 2.15.3.3 Design Principles and TR Section 2.15.5.1.1.3 Belvederes to specify that Crime Prevention Through Environmental Design (CPTED) principles shall be used in the design of the pedestrian safety lighting system. This change order item also revises TR Section 2.15.5.1.1.3 to specify that “Pedestrians on the RSUP should be able to see into the belvederes through unobstructed sightlines, adequate lighting, and avoidance of hidden spaces.”

This change issue initiated in WSDOT Letter 0162 dated October 10, 2012 which proposed a WSDOT-initiated change adding safety lighting at the belvederes, to be developed based on CPTED design principles.

KGM Letter 0393 dated May 10, 2013 included KGM's proposal for the work described in WSDOT Letter 0162. WSDOT issued WSDOT Letter 0475 dated September 4, 2013 stating that the scope proposed in WSDOT Letter 0162 was being reevaluated. KGM then submitted KGM Letter 0646 dated March 31, 2015 which included a revised proposal for the addition of belvedere safety lighting.

Further scope revisions were made by the WSDOT Project staff in December 2015.

- Associated Letters (attached):
  - KGM Letters 0393, 0646
  - WSDOT Letters 0162, 0475
- Entitlement: This is a WSDOT-initiated change that increases the Design-Builder's cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$298,630 (see attached Engineer's Estimate).

6. PCO's 172, 172.2, 136, 148 – SOUTH SIDE WALLS CONSTRUCTION AND ISSUE RESOLUTION:

008066 Change Order No. 190 South Side Design Settlement (executed on February 11, 2015) added requirements to:

- Design various walls (retaining walls, noise barrier walls, screen wall, ecology block embankment wall) west of the Evergreen Point Road Lid.
- Modify the design of new and existing work (civil, structural, landscaping, railing, lighting) as required to accommodate the identified walls.
- Perform all commissioning activities associated with the work specified in the change order.

This WSDOT-initiated change order item provides for the construction of the work designed in accordance with 008066 Change Order No. 190, and resolves any and all issues, impacts, access considerations, costs, and/or schedule delays related to the construction.

- Associated Letters: none
- Entitlement: This is a WSDOT-initiated change that increases the Design-Builder's cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$2,777,295 (see attached Engineer's Estimate).



Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 9

#### 7. PCO 172A – MOT FOR SOUTH SIDE WALLS CONSTRUCTION:

008066 Change Order No. 200, item PCO's 172, 172.2, 136, 148 (above) provides for the construction of new walls, and the modification of new and existing work.

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder associated with Maintenance of Traffic (MOT) related to the work specified in 008066 Change Order No. 200, item PCO's 172, 172.2, 136, 148.

- Associated Letters: none
- Entitlement: Costs related to this issue are included in PCO's 172, 172.2, 136, 148 – SOUTH SIDE WALLS CONSTRUCTION AND ISSUE RESOLUTION (above). This issue is implemented into the Contract as a no cost change.

#### 8. PCO 194 – AIDS TO NAVIGATION MILE AND METER MARKERS:

The existing floating bridge includes nautical distance signage attached to various bridge elements. The signage on the north side of the bridge marks distance in meters, the signage on the south side of the pontoons marks distance in nautical miles.

The Project's Contract documents do not include any requirements to provide nautical distance signage on the new floating bridge.

This WSDOT-initiated change order item revises TR Section 2.12.4.2.7.17 Signage to specify that "The Design-Builder shall provide Aids to Navigation signage. Signage on the north side of the floating bridge shall indicate distances in meters, and signage on the south side of the floating bridge shall indicate distances in nautical miles. The Aids to Navigation signage shall be consistent with the similar signage attached to the Pontoons of the existing floating bridge. Signage designs and installation methods shall be submitted to WSDOT for approval."

This change issue initiated in an email from the International Powerboat Association to Coast Guard Bridge Administrator Randall Overton dated September 5, 2012. The email states that the International Powerboat Association represents "many yacht clubs in the Pacific Northwest as the sanctioning and sponsoring organization for cruiser navigation contests. We have an interest in maintaining the availability of 'measured mile' courses for accurate speed determinations for our competitors. The measured mile on each side of the (existing) 520 bridge is frequently used. Is there a plan to include them in the new structure? We are asking that the [Coast Guard] Aids to Navigation Office ensure that a measured mile will be marked and charted on the new bridge."

Overton forwarded the International Powerboat Association email to WSDOT on September 7, 2012, adding that "There is an existing measured mile on the NOAA

Nautical Chart which is delineated by markers on or adjacent to the existing SR 520 Floating Bridge. [The International Powerboat Association] is requesting that the new bridge also mark a measured mile for waterway users. Measuring and marking the measured mile falls outside the jurisdiction of the Coast Guard Bridge Permit. I can, however, assist in getting the measured mile charted on the NOAA Nautical Charters after the measured mile is delineated by markers.”

WSDOT Program staff reviewed this issue and determined that it was worthy of consideration.

WSDOT Letter 0191 dated November 14, 2012 proposed a WSDOT-initiated change to provide nautical measured mile marker signage attached to the new floating bridge. WSDOT Letter 0191 included design, construction, installation, and coordination criteria, and requested a cost proposal for this change in work.

KGM Letter 0404 dated May 21, 2013 included KGM’s proposal for the work described in WSDOT Letter 0191, which included a drawing showing the signage design, layout, and details for attaching the signage to the Pontoon railing.

During the development of the design for the nautical distance signage system, WSDOT and KGM agreed to revise parts of the design and construction criteria presented in WSDOT Letter 0191.

- Associated Letters (attached):
  - KGM Letter 0404
  - WSDOT Letter 0191
  
- Entitlement: This is a WSDOT-initiated change that increases the Design-Builder’s cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$29,400 (see attached Engineer’s Estimate).

**9. PCO 230, 259 – CATHODIC PROTECTION SYSTEM REFERENCE CELLS AND RECTIFIERS:**

TR Section 2.17.3.2 Electrical requires the Design-Builder to “Provide complete cathodic protection systems consisting of an AC power source, cathodic protection rectifiers, anodes, reference cells, monitoring system and conduits and cables” and to “Provide a complete stray current monitoring system.”

TR Section 2.17.12 Cathodic Protection and Stray Current Mitigation specifies the requirements for a cathodic protection system “to protect the entire sections of anchor cables submerged in water and reinforcing steel in the sections of the Pontoons exterior walls and bottom slabs located below the waterline.” The design parameters for the

cathodic protection system and stray current mitigation are specified in TR Section 2.17.12.1.

- **REFERENCE CELLS:**

This DBIC change order item adds requirements to TR Section 2.17.12.1 Design Parameters to specify that the cathodic protection system reference cells for the anchor cables submerged in water and for reinforcing steel in the sections of the pontoons exterior walls and bottom slabs located below the waterline shall be capable of being connected and disconnected either within a junction box immediately inside a pontoon penetration, or by utilizing a field splice to replace reference cells at existing leads.

This DBIC issue initiated in WSDOT's review of KGM's Field Design Change (FDC) #155, which included design changes to the cathodic protection systems for the anchor cables submerged in water and reinforcing steel in the sections of the pontoons exterior walls and bottom slabs located below the waterline. WSDOT's review of FDC #155 requested information on how the reference cells could be disconnected for servicing. KGM responded that in accordance with TR Section 2.17.12.9 Reference Cell Installation, "The reference cells shall be attached to the anchor cable such that the measuring tip is within 1 inch of the cable surface. The reference cell wire shall be routed back to the rectifier along the cable up to the pontoon wall and then through the wall penetration for the anode connection to the rectifier. It will be fastened to the cable at regular intervals such that relative movement between the anchor cable and the reference cell wire is possible." KGM also noted that TR Section 2.17.12.1 specifies that "An anode assembly shall be installed adjacent to each anchor cable submerged in water." KGM also stated that "There is no mention of a disconnection requirement for reference cells in either clause, however, two methods are provided for maintainability. The reference cells can be disconnected, in the same manner as the anode cables, in the junction box immediately inside the pontoon penetration. The second method is the standard industry practice to splice new reference cells into existing leads in fresh water applications." WSDOT accepted KGM's response and determined that the reference cell connection and disconnection methods identified in the review of FDC #155 would be incorporated into the Contract requirements.

- **RECTIFIERS:**

TR Section 2.17.12.3.2 Rectifiers provides the material specifications for the cathodic protection system rectifiers, including the requirement that the rectifiers shall be "Constant Voltage and/or constant current constrained by a maximum instant-off potential."

This DBIC change order item revises TR Section 2.17.12.3.2 Rectifier to specify that the cathodic protection system rectifiers shall be standard rectifiers with voltage control and output voltage controlled by manual taps.”

This issue initiated in November 2012 when KGM expressed concerns regarding the suitability of the Contract’s rectifier requirements, and the availability of rectifiers that meet those requirements.

A DBIC proposal was submitted in KGM Letter 0353 dated March 22, 2013, in which KGM proposed to revise the rectifier requirements in TR Section 2.17.12.3.2 (letter erroneously refers to TR Section 2.17.4) to specify the use of “standard rectifiers with manual taps” in lieu of rectifiers with “Constant Voltage and/or constant current constrained by a maximum instant-off potential.” The DBIC states that “three rectifier manufacturers have strongly recommended against using the potentially controlled or constant current type rectifiers for this application. The three manufacturers state that the control boards in potentially controlled or constant current type rectifiers can pick up false signals on the electrode and the structure input terminals because of the high output required by the rectifiers specified on this project. These signals can drive the potential the wrong way and increase the output of the rectifier. This, in turn, creates more unwanted signals that drives the potential further away and increases the output even more. This could lead to the rectifier maximum output which would over protect the system and cause damage to it. KGM is proposing utilizing standard rectifiers that allow manually controlled current output. This will eliminate the possibility of the rectifiers picking up false signals and the resulting possibility of high output current. According to the manufacturers that we have spoken to, the standard controlled rectifiers being proposed require less routine maintenance than the constant current rectifiers specified in the Technical Requirements.”

KGM subsequently submitted KGM Letter 0377 dated April 24, 2013 which reiterated its concerns regarding the Constant Voltage control type specified in TR Section 2.17.12.3.2.

WSDOT Letter 0413 dated June 10, 2013 responded to KGM Letters 0353 and 0377 stating that “WSDOT has determined that the use of standard rectifiers that allow manually controlled output is acceptable.” Subject Matter Expert concurrence for the change to the rectifier requirements was provided by Electrical Stray Current specialist Ali Akbar Sohangpurwala on April 29, 2013.

- Associated Letters (attached):
  - KGM Letters 0353, 0377
  - WSDOT Letter 0413
- Entitlement: KGM proposed this issue as a Category 2 DBIC (equal or better than the Contract requirement being changed). This issue is implemented into

the Contract as a no cost change.

**10. PCO 230A – CATHODIC PROTECTION SYSTEM FUTURE COMPATIBILITY AND ISSUE RESOLUTION:**

TR Section 2.17.3.1 Future Six-Lane Plus Two HCT (High Capacity Transit) Configuration, as modified in 008066 Change Order No. 57 executed on April 15, 2013, specifies that “The cathodic protection system shall be installed so power supply, wall space, conduit penetrations, and circuit breakers are provided for the future rectifiers and cathodic protection systems in the Supplemental Stability pontoons (SSPs).”

TR Section 2.17.12 Cathodic Protection and Stray Current Mitigation specifies that “In the Future Six-Lane Plus Two High HCT Configuration there are plans to install a light rail on the floating structure which could also generate stray current. The cathodic protection system has to be designed to be scalable to accommodate the future requirement of stray current control when the light rail system is installed. The scalability of the cathodic protection system is required primarily to accommodate increase in stray current from light rail.”

This DBIC issue initiated in WSDOT’s review of KGM’s Field Design Change (FDC) No. 155, in which WSDOT requested information on how the cathodic protection system meets the Contract requirements for scalability. KGM responded by stating “The additional capacity for future expansion will be achieved by installation of additional pontoon rectifier units and anode systems” and stating that “The requirement is for the cathodic protection system to be capable of being expanded. The cathodic protection system as designed can be expanded.” WSDOT determined that the cathodic protection system shown in FDC No. 155 satisfied the scalability requirements specified in TR Section 2.17.3.1 as modified in 008066 Change Order No. 57.

This change order item revises TR Section 2.17.12 to specify that “scalability shall be provided in accordance with the requirements of Section 2.17.3.1 as modified in 008066 Change Order No. 57, and as shown in the Design-Builder’s revised Released for construction (RFC) Documents submitted as Field Design Change (FDC) No. 155.” This change order item also resolves any and all issues, impacts, costs/credits, and/or schedule delays experienced by the Design-Builder related to the scalability of the cathodic protection system as shown in FDC No. 155.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue, but estimated the cost of this change at \$35,000. WSDOT does not acknowledge entitlement to additional compensation. This issue is implemented into the Contract as a no cost change.

11. PCO 234B – EASTSIDE CONTRACTOR DELAY ISSUE RESOLUTION:

008066 Change Order No. 152 R2 Eastside Coordination, executed on January 12, 2015, and related to coordination with the SR 520 Eastside Transit and HOV Project (Eastside Project; WSDOT Contract 7963) in the vicinity of the Evergreen Point Road Lid states that “Responsibility for control of Area 2 and the eastbound SR 520 temporary on-ramp from Evergreen Point Road shall transfer from the Eastside Contractor to the Design-Builder on March 2, 2015, or an earlier date to be provided in writing by WSDOT. Responsibility for control of the westbound SR 520 temporary off-ramp to Evergreen Point Road shall transfer from the Eastside Contractor to the Design-Builder on July 28, 2013.”

008066 Change Order No. 152 R2 also includes “Reservations” stating that “The Design-Builder reserves its rights to seek compensation for impacts due to the transfer dates as revised in Contract Change Order 152 R2.”

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to the transfer of responsibility for control of areas in the vicinity of the Evergreen Point Road Lid from the Eastside Contractor to the Design-Builder as specified in 008066 Change Order No. 152 R2 and known before September 30, 2015, and resolves the Design-Builder’s reservation of rights provided for in 008066 Change Order No. 152 R2 to seek compensation for impacts due to the specified transfer dates.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue, but estimated the cost of this change at \$250,000. WSDOT acknowledges that this issue increases the Design-Builder’s cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$250,000 (see attached Engineer’s Estimate).

12. PCO 383 – PONTOONS K/L RAFT; DELETE TESTING OF ANCHORS LN AND LS:

TR Section 2.6.5.3.3 Proof Testing, as modified in 008066 Change Order No. 33 Anchor Testing Criteria (executed on November 6, 2015), specifies that “The Design-Builder shall perform proof testing on all production anchors that are not subjected to verification testing or performance testing” and provides the associated proof testing and acceptance criteria. KGM has designed the anchors for Pontoon L as fluke anchors. KGM’s “Floating Bridge Anchor Testing Plan,” provided in accordance with TR Section 2.6.5.3, indicates that the anchors for Pontoon L would be subject to proof testing (not verification testing or performance testing).

Derek Case

June 23, 2016

Contract 008066 – Change Order No. 200 – Page 15

Due to the proximity of the anchor cables for Pontoon L and the existing submarine power and communication cables at the existing floating bridge, 008066 Change Order No. 121 R2 Anchor Cable Issues Resolution (executed on December 31, 2013) added Contract requirements specifying that “testing of the anchor cables for Pontoon L shall be deferred until such time as the Design-Builder permanently blocks the center channel with the new floating bridge construction.”

This WSDOT-initiated change order item revises TR Section 2.6.5.3.3 and 008066 Change Order No. 121 R2 to delete the requirement to proof test the anchors for Pontoon L. This change order item also revises 008066 Change Order No. 121 R2 to specify that the Design-Builder shall “join pontoons K and L off of the mainline before joining them (as a unit) to Pontoon M; to install the cables for the anchors on the north and south sides of Pontoon K (anchors KN and KS) immediately after pontoons K and L are joined to Pontoon M; and to install the cables for the anchors on the north and south sides of Pontoon L (anchors LN and LS) as the first order of work after the traffic switch onto the new floating bridge.”

This change issue initiated in RFI 927 which stated “As WSDOT is aware, the LS permanent anchor cable conflicts with submerged cables at the existing bridge draw span. Once Pontoon L is joined and the permanent anchor cable installed, the draw span will not be able to open all the way. Is it WSDOT’s intent to keep the draw span fully functional after the channel is blocked?” WSDOT responded to RFI 927 stating that “The draw span needs to be able to fully open after the channel is blocked” in case of high winds.

KGM then submitted KGM Letter 0620R1 dated November 24, 2014 (which superseded KGM Letter 0620 dated November 19, 2014) that provided a “Notice of Impact to KGM’s cost and schedule due to the conflict between the new anchor cable LS and the existing submarine cables at the existing drawspan. WSDOT has communicated they intend to continue to operate the drawspan on the existing floating bridge after KGM blocks the navigation channel with the new floating bridge. As you are aware, the eastern leaf of the drawspan cannot be fully retracted, without modification to the existing submarine control cables, upon installation of the permanent anchor cable LS. Section 2.21 of the RFP states that WSDOT will continue to operate the drawspan until the Design-Builder permanently blocks the center channel. It goes on to state the Design-Builder shall allow for the normal operation and maintenance of the drawspan until it is permanently closed. It has always been KGM’s interpretation of this section that when the drawspan is permanently blocked it is also permanently closed and that the only requirement was to not interfere with the ability to open the drawspan prior to this time.” KGM Letter 0621R1 further states that “The location of the permanent anchor LS is prescribed by WSDOT in the RFP documents. The submarine cables, that KGM now understands to control the drawspan, are only shown schematically in the as-built drawings of the existing bridge. WSDOT has provided a list of conflicts in the RFP between the existing bridge and the new anchors lines that are the responsibility of the Design-Builder to resolve. This conflict is (*sic*) not been identified. KGM agreed

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 16

to postpone the testing [of anchor LS] with the understanding that once the drawspan was blocked to marine traffic the [submarine] cables could be handled or removed as necessary to complete the testing. WSDOT must provide both the criteria they require for any revision and the direction for KGM to precede (*sic*) with further analysis.”

WSDOT Letter 0746 dated January 8, 2015 responded by stating that “Due to the risk of damaging the existing SR 520 drawspan submarine control cables during installation of the LS anchor cable WSDOT and KGM have studied options to eliminate the conflict. The option WSDOT has found to be structurally acceptable is joining pontoons K and L off of the mainline pontoons and then joining the KL raft to the mainline pontoons. Once the KL raft is joined to the mainline pontoons, the anchor cables at Pontoon K would be installed immediately after the required bolt tensioning is achieved for the pontoon L and M joint. The anchor cables at Pontoon L would be installed at a later date, prior to the traffic switch to the new bridge. KGM will need to submit a temporary moorage plan and joining plan for the KL raft.”

WSDOT Letter 0746 further states that “As KGM is aware, the proof testing of the LS and LN anchors also presents a possible conflict with the drawspan submarine control cables. WSDOT has received and reviewed the HartCrowser memo evaluating the need to perform load testing on the L anchors. WSDOT concurs with HartCrowser’s evaluation that ‘based on the adjacent fluke anchor test performance in proximity to know soil conditions; we expect that similar conditions will exist near anchor pair LN-LS.’ Based on this information and the risk of damaging the submarine control cables during load testing WSDOT will issue an OIC (Owner-initiated Change) reducing or eliminating LS and LN proof testing requirements.”

KGM Letter 0648 dated April 2, 2015 included KGM’s cost proposal for the work described in WSDOT Letter 0746.

- Associated Letters (attached):
  - KGM Letters 0620, 0620R1, 0648
  - WSDOT Letter 0746
- Entitlement: This issue both adds Work (revise sequencing of Pontoon assembly and anchor cable installation) and deletes Work (delete proof testing of anchors LN and LS), resulting in no net adjustment to the Contract Price (see attached Engineer’s Estimate). This issue is implemented into the Contract as a no cost change.

**13. PCO 386 – POST-TENSIONING DUCT PRESSURE TEST AT LOW RISE BRIDGE DECK PANELS:**

TR Section 2.12.4.2.9.4 Elevated Structure Bridge Deck specifies that “The Design-Builder shall design the bridge deck using cast-in-place and/or precast concrete.”



Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 17

TR Section 2.12.5.17 Elevated Structure and Transition Spans specifies that “The Design-Builder shall construct the Elevated Structure and Transition Spans in accordance with the requirements of Section 2.13 and the additional requirements of this section.”

The WSDOT Standard Specifications (Appendix D18) are identified as Mandatory Standard in both TR Section 2.12.2 and TR Section 2.13.2.

WSDOT Standard Specifications Section 6-02.3(26)E Ducts specifies that ducts for post-tensioning reinforcement shall conform to Leak Tightness Testing requirements, including the requirement that “The Contractor shall test each completed duct assembly for leak tightness prior to casting concrete and placing post-tensioning reinforcement. Prior to testing, all vents, grout injection ports, and drains shall either be capped or have their shut-off valves closed. The Contractor shall pressurize the completed duct assembly to an initial air pressure of 50-psi. This pressure shall be held for 5-minutes to allow for internal adjustments within the assembly. After 5-minutes, the air supply valve shall be closed. The Contractor shall monitor and measure the pressure maintained within the closed assembly, and any subsequent loss of pressure, over a period of 1-minute following the closure of the air supply valve. Locations of leakage shall be identified, repaired, or reconstructed, and the repaired reassembled duct system retesting.”

This change order item revises TR Section 2.12.5.17 to add requirements specifying that “The Design-Builder shall perform leak tightness testing on post-tensioning ducts embedded in precast segmental prestressed concrete deck panels at the Low Rise portion of the floating bridge. The testing shall be performed after the post-tensioning reinforcement is installed and stressed, and prior to grouting the ducts. Leak tightness testing shall be in accordance with Section 6-02.3(26)E of the WSDOT Standard Specifications (Appendix D18), except that the completed duct assemblies shall be pressurized to an initial air pressure of 30-psi. If pressure loss is immediate or exceeds 15-psi in 30 seconds, the leakage shall be identified, repaired, or reconstructed, and the repaired reassembled duct system shall be retested.”

This DBIC issue initiated in December 2014, when WSDOT informed KGM that the leak tightness testing requirements in WSDOT Standard Specification Section 6-02.3(26)E are based on recommendations made by the Post-Tensioning Institute (PTI), but that PTI has since modified these recommendations. WSDOT noted that PTI has joined with the American Segmental Bridge Institute (ASBI) to provide an updated post-tensioning grouting specification (ref. Guide Specification for Grouted Post-Tensioning, PTI/ASBI M50.3-12) that suggests performing leak tightness tests using an initial air pressure of 30-psi rather than 50-psi. WSDOT noted that it would consider revising the Contract’s leak tightness testing requirements if requested by KGM.

KGM’s Post-Tensioning Grouting Plan (Revision 4) for the precast segmental prestressed concrete deck panels at the Low Rise portion of the floating bridge was prepared by Schwager Davis Inc., and was submitted as SbmtdR-KPFF #318. Regarding duct testing, the Plan states that “After installation and stressing operations and prior to

grouting, the ducts shall be blown with oil free compressed air to remove water and debris and then locked off at 30 psi to locate potential leakage points. Allow the system to stabilize. Pressure testing prior to grouting can identify any leaks or crossovers in the system, allowing repair or modification to the grouting procedure to improve grouting results. A crossover is when the grout physically crosses over to an adjacent post-tensioning duct or embedment that is not intended to be grouted at that time. When the pressure lost is immediate or exceeds 15 psi in 30 seconds, the leak(s) shall be identified and repaired prior to retesting and grouting of the tendon.” The duct testing methods included in KGM’s Post-Tensioning Grouting Plan were accepted by WSDOT based on concurrence provided by State Construction Engineer Mark Gaines on January 22, 2015.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

**14. PCO 387 – ANCHOR CABLE DEVIATION FRAME RETROFIT AND EXISTING ANCHOR CABLE Y-NORTH REPLACEMENT ISSUE RESOLUTION:**

TR Section 2.12.4.2.8.7 Existing Anchor Cable Conflicts specifies that “Anchor cables exiting the north side of the existing bridge may conflict with Supplemental Stability Pontoons (SSP’s) RSE, SSE, TSE, USE, and VSE. The Design-Builder shall design a system to facilitate placement of SSP’s RSE, SSE, TSE, USE, and VSE. The Design-Builder’s system may consist of, but is not limited to: Deviation saddles temporarily attached to the SSP’s; New anchors and cables attached to the existing bridge.” Appendix M1 Conceptual Plans Bridge Sheet No. FB7 illustrates the conflict between SSP’s RSE, SSE, TSE, USE, and VSE, and existing anchor cables V-north, W-north, X-north, Y-north, and Z-north.

In order to address the conflicts identified in TR Section 2.12.4.2.8.7 and Appendix M1, the Design-Builder designed, constructed, and installed SSP-mounted steel deviation saddles that displace the existing anchor cables so that the cables are not in direct contact with the SSP’s (ref. SbmtIDRWSDOT #208).

Anchor cable inspections performed in accordance with TR Section 2.29.8.1 Existing Bridges, as modified in 008066 Change Order No. 188 executed on August 21, 2015, revealed that the existing anchor cables displaced by the steel deviation saddles exhibited unanticipated damage/wear due to their contact with the saddles. As a result, KGM retrofitted steel deviation saddles and replaced existing anchor cable Y-north.

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to the retrofit design, construction, and installation of anchor cable deviation saddles attached to SSP’s, and the replacement of

existing anchor cable Y-north engaged in the anchor cable deviation saddle attached to SSP USE.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue, but estimated the cost of this change at \$332,000. WSDOT does not acknowledge entitlement to additional compensation for this issue because the design, construction, installation, and utilization of the steel deviation saddles are the responsibility of the Design-Builder (ref. TR Section 2.12.4.2.8.7). This issue is implemented into the Contract as a no cost change.

15. PCO 388 – BRIDGE MAINTENANCE DOCK WATER DEPTH ISSUE  
RESOLUTION:

TR Section 2.30.4.3.2.1 Service Platform requirements for the Bridge Maintenance Dock specifies that “Two mooring berths shall be provided at the Service Platform. The Workboat berth shall be positioned outboard of the Service Platform. Water depth for the Workboat shall be maximized and shall not be less than 6 feet at the Normal Low Lake Level.”

This DBIC issue initiated in KGM Letter 0663 dated October 8, 2015, which noted that “the lake bottom has been re-established to an elevation of 10.72-ft in the vicinity of the maintenance dock. This work restores the area to be compliant with the requirement of RFP 2.30.4.3.2.1 and a 6-ft water depth at Normal Low Lake Level.” KGM Letter 0663 includes KGM’s Inspector’s Daily Report dated September 25, 2015 documenting this condition.

This change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to conformance with the water depth requirements specified in TR Section 2.30.4.3.2.1 as measured and documented by KGM on September 25, 2015.

- Associated Letters (attached):
  - KGM Letter 0663
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. WSDOT acknowledges that this issue increases the Design-Builder’s cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$171,800 (see attached Engineer’s Estimate).

**16. PCO 389 – ANCHOR CABLE BS CONFLICT WITH EXISTING BRIDGE PONTOON ISSUE RESOLUTION:**

This Design-Builder initiated change issue initiated in RFI 1030 in which KGM noted that “In its fully-tensioned state, new anchor cable BS will conflict with the existing bridge Pontoon A.” The RFI includes a letter from Bittner-Shen Consulting Engineers stating indicating that the conflict can be avoided if the anchor cable is not fully tensioned. RFI 1030 asks WSDOT to “confirm that it is acceptable to leave anchor BS/BN at a lower tension to provide a minimum of 2 ft. of clearance under existing pontoon A. Final design tension for the BS/BN anchors will be achieved after the existing bridge pontoon A is removed from (its) location.” WSDOT responded by stating that “The BS/BN anchor cables should be tensioned to as much as possible until they achieve a minimum clearance of 2’ between anchor cable BS and the existing Pontoon A. The minimum temporary acceptable anchor cable tension at the BS/BN anchors is 40 kips and the maximum anchor cable tension is 120 kips, as shown on Sheet A18 in Appendix M23.”

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to the procedures utilized for tensioning the anchor cables on the north and south sides of Pontoon B (anchor cables BN and BS) as a result of a potential conflict between anchor cable BS and existing Pontoon A.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

**17. PCO 390 – MARINE FENDERS AND PONTOON METAL SIGNS ANCHOR BOLT MATERIAL:**

Appendix M23 Outfitting and Assembly Minimum Technical Requirements, as modified in 008066 Change Order No. 169 Transverse PT and Fender Conflict (executed on September 30, 2014) shows marine fenders and metal signs attached to the sides of pontoons (ref. Bridge Sheet Nos. A14 Rev. 1, A15, A16 Rev. 1, A16A Rev. 1, A16B Rev 1, and M3). Appendix M23 Bridge Sheet No. G1, Structural Steel Notes, Note 6, specifies that “Bolts specified in the plans as stainless steel shall conform to ASTM A193, Class 2 Grade B8M.”

This change order item revises Appendix M23 Bridge Sheet No. G1 to specify that “Bolts specified in the plans as stainless steel shall conform to ASTM A193, Class 2 Grade B8M, except that anchor bolts used to attach the marine fenders and Pontoon metal signs to the sides of pontoons shall conform to ASTM A193, Class 1 Grade B8M, Type 316L.”

This DBIC issue initiated in RFI 986 in which KGM proposed the use of ASTM A276, Type 316L stainless steel bolts to attach marine fenders and metal signs to the sides of pontoons, stating that “KGM does not believe that these items fall under the category of Structural Steel elements, and therefore do not require the higher strength bolt requirement in note 6, sheet G1.” WSDOT responded that it is not acceptable to utilize ASTM A276, Type 316L bolts to attach marine fenders and metal signs to the sides of pontoons, noting that “The bolts supporting the fenders and pontoon signs are structural steel elements because they resist impact loads from boats, floating debris and wave action.”

KGM followed with RFI 993 in which KGM proposed utilizing stainless steel bolts conforming to ASTM A193, Class 1 Grade B8M, Type 316L for anchoring marine fenders and metal signs to the sides of pontoons. WSDOT found this proposal to be structurally acceptable.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

18. PCO 392 - DEMOLITION LIMITS OF EXISTING IN-WATER PIERS 40 AND 41:

TR Section 2.13.5.5 Removal of Existing Piers 40 and 41 specifies that “Existing Pier 40 and Pier 41 shall be removed to an elevation shown on the Conceptual Drawings (Appendix M1) or two feet below mudline, whichever is lowest.”

Appendix M1 Conceptual Plans, West Connection Bridge, Bridge Sheet No. WS03, shows existing Pier 40 at the west end of the existing West Transition Span and existing West Navigation Channel, and notes that the Pier 40 footing shall be removed to an elevation of -15.2 or 2’ below the mudline, whichever is lower. Appendix M1, East Approach Bridge, Bridge Sheet No. WS04 shows existing Pier 41 at the east end of the existing East Transition Span and existing east Navigation Channel, and notes that the Pier 41 footing shall be removed to an elevation of -8.3 or 2’ below the mudline, whichever is lower.

This change order item revises TR Section 2.13.5.5 to specify that “Existing Piers 40 and 41 shall be removed to the elevations shown on the Conceptual Drawings (Appendix M1) or a minimum of two feet below the lowest point of the mudline at the pier footings. The tops of the remaining pier footings shall be level.”

This DBIC issue initiated in RFI 1006 in which KGM proposed removing existing Piers 40 and 41 to two feet below mudline “in order to limit impact to the surrounding surface. This will ensure that in place grade conditions are not disturbed beyond the two feet.” WSDOT accepted the proposed removal revisions.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or credit proposal for this issue, but estimated the credit for this change at \$47,500. This issue decreases the Design-Builder's cost for the performance of the Work; therefore, an equitable adjustment is made to the Contract Price resulting in a credit to the State. This issue decreases the Contract Price the lump sum amount of \$54,500 (see attached Engineer's Estimate).

19. PCO 393 – PAYROLL CERTIFICATION REQUIREMENTS ISSUE  
RESOLUTION:

General Provisions (GP) Section 1-07.12(1) Required Federal Aid Provisions incorporates "Required Contract Provisions Federal Aid Construction Contracts" (FHWA 1273) into the Contract. FHWA 1273 and its amendments are included in the Contract as Appendix B3 Contract Provisions Federal-Aid Construction Contracts.

FHWA 1273, Section V.2.d Payrolls and Payroll Records, specifies that "Each payroll submitted shall be accompanied by a Statement of Compliance" certifying that the payroll complies with the Copeland Regulations' anti-kickback requirements (29 CFR 3). The Copeland Regulations require that the payroll records contain specific language certifying that "all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said (Contractor or Subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 C.F.R. Subtitle A), issued by the Secretary of Labor under the Copeland Act."

A number of KGM's Subcontractors and lower tier Subcontractors submitted payroll records utilizing Washington State Department of Labor and Industries' forms with a certification statement that differs from the statement required by the Copeland Regulations. WSDOT required that these payroll reports be resubmitted on forms that include the appropriate certification language.

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to the resubmittal of certified payroll reports.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue, but estimated the cost of this change at \$10,000. WSDOT does not acknowledge entitlement to additional compensation. This issue is implemented into the Contract as a no cost change.

20. PCO 394 – ASPHALT IN LIEU OF PCCP WEST OF EVERGREEN POINT ROAD LID:

TR Section 2.7.1 specifies that “The Design-Builder shall perform all Work necessary to construct the pavement sections for all roadways, trails, private parking areas, and driveways in accordance with the requirements of this section. The term pavement, or pavement section, shall be defined as the entire pavement structural section, including but not limited to, Hot Mix Asphalt (HMA), Portland Cement Concrete Pavement (PCCP), gravel courses, base, and sub-base material. The exact paving limits shall be determined by the Design-Builder, provided that they are consistent with paving limits in these Technical Requirements.”

TR Section 2.7.4.1 Mainline Pavement specifies that PCCP for mainline paving “shall extend from the eastern edge of the new East Approach bridges approach slabs to at least 30 feet beyond the eastern portal of the Evergreen Point Road Lid.”

This change order issue revises TR Section 2.7.4.1 to specify that PCCP for mainline paving “shall extend from the western portal of the Evergreen Point Road Lid to the easternmost point that meets the following minimum requirements: 300 feet beyond the Evergreen Point Road Transit station pedestrian platform, and 30 feet beyond the eastern portal of the Evergreen Point Road Lid.” This change order also specifies that the roadway west of the Evergreen Point Road Lid shall have HMA pavement in lieu of PCCP pavement.

This DBIC issue initiated in RFI 1014 in which KGM proposed constructing HMA pavement in lieu of PCCP pavement west of the Evergreen Point Road Lid, stating that “This is consistent with the eastside corridor and will ease constructability during the short closure to complete the work.” WSDOT responded stating that “The concept to replace some of the PCCP areas with HMA is acceptable. Further discussions are required to establish the limits of changing PCCP to HMA.”

KGM then submitted Field Design Change (FDC) #202 showing PCCP and HMA roadway areas consistent with the pavement limit revisions proposed in RFI 1014. FDC #202 was accepted by WSDOT.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or credit proposal for this issue, but estimated the credit for this change at \$700,000. This issue decreases the Design-Builder’s cost for the performance of the Work; therefore, an equitable adjustment is made to the Contract Price resulting in a credit to the State. This issue decreases the Contract Price the lump sum amount of \$766,100 (see attached Engineer’s Estimate).

Derek Case

June 23, 2016

Contract 008066 – Change Order No. 200 – Page 24

**21. PCO 395 – GENERATOR BUILDING ENCLOSURE RATING ISSUE**  
**RESOLUTION:**

TR Section 2.17.15 Electrical Incoming Service, Generator, and Automatic Transfer Switch Equipment specifies that “The Design-Builder shall design and furnish a complete medium voltage power distribution system for the Bridge, Bridge Maintenance Facility, and Dock” that includes “A medium voltage generator and fully rated automatic transfer switch (ATS).”

TR Section 2.17.15.4 Medium Voltage Generator and ATS specifies that “The medium voltage generator and ATS shall be fully rated to provide emergency power to the entire bridge and Bridge Maintenance Facility” and shall meet NFPA 110 Level 1 requirements of the National Fire Protection Association.

TR Section 2.30.4.2.1 related to the design requirements for the Bridge Maintenance Facility specifies that “The Bridge Maintenance Facility generator and diesel fuel storage areas shall be located in the parking level as shown on the Conceptual Plans (Appendix M1). They shall be separated from the Bridge Maintenance Facility parking and East Approach Bridges by Type 1 construction noncombustible enclosures with 4 hour fire rated construction.”

KGM submitted RFI 983 stating that “KGM has been unable to find a design solution” that meets both TR Section 2.17.15.4 and TR Section 2.30.4.2.1, and “finds these two requirements to be conflicting.” WSDOT did not concur with KGM’s assertion that the TR Sections contained conflicting requirements.

KGM then submitted RFI 995 stating that “KGM has learned from WSDOT that the intent behind RFP Section 2.30.4.2.1 is to provide 4-hour fire protection over the generator for the east approach bridge and the maintenance facility,” and that this intent is satisfied by the current design for the generator enclosure/building. WSDOT responded by stating that the current generator enclosure/building design does not conform to TR Section 2.30.4.2.1.

KGM next submitted Field Design Change (FDC) 207 and RFI 1231 detailing the means by which fire protection would be achieved at the generator enclosure/building. FDC 207 and RFI 1231 were accepted by WSDOT.

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to modifications to the fire rating requirements for the Bridge Maintenance Facility generator enclosure/building. Change to the fire rating requirements will be incorporated into the Contract under a separate change order.

- Associated Letters (attached):
  - KGM Letter 0647



- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

22. PCO 396A – MOT FOR TOLL CABINETS WORK:

Technical Requirements Section 2.23 All Electronic Tolling (AET) Infrastructure specifies that “The Design-Builder shall conduct all Work necessary to install the toll infrastructure for the new AET system including ... roadside toll cabinets.”

The Design-Builder asserted that the Maintenance of Traffic (MOT) required to perform this work exceeded its anticipated MOT efforts.

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder associated with MOT related to the installation of roadside toll cabinets.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue, but estimated the cost of this change at \$255,000. WSDOT does not acknowledge entitlement to additional compensation. This issue is implemented into the Contract as a no cost change.

23. PCO 396B – MOT FOR TOLL SIGNS WORK:

008066 Change Order No. 140 Toll Rate Signs, executed on June 5, 2014, added TR Section 2.23.4.12 stating that “The Design-Builder shall design, procure, fabricate, install, test, cover, and uncover all materials and equipment necessary for Toll Rate Signs (TRS) for both the temporary and permanent toll zones.” Change Order No. 140 states that “Maintenance of Traffic (MOT) has been excluded from this change order. The Design-Builder reserves its rights, to the extent provided for under the Contract, to seek additional compensation for additional work resulting from traffic control in the event that the work described in this change order cannot be performed during traffic closures in the same area.”

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder associated with MOT related to toll sign installation and other work specified in 008066 Change Order No. 140, and resolves the Design-Builder’s reservation of rights to seek compensation for additional work resulting from traffic control if the work specified in 008066 Change Order No. 140 cannot be performed during traffic closures in the same area. The Design-Builder still reserves its rights to seek compensation for MOT related to toll sign installation work directed by WSDOT that is not addressed in 008066 Change Order No. 140 or other Contract documents.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

24. PCO 397 – BRIDGE OPENING CEREMONY PEDESTRIAN LOAD ANALYSIS:

WSDOT organized public events to mark the grand opening of the new floating bridge. WSDOT estimated that the events would be attended by up to 50,000 people, and determined that the bridge should be analyzed for its ability to support the anticipated pedestrian load.

This WSDOT-initiated change order item adds requirements specifying that “The Design-Builder shall provide a single engineering analysis of the Elevated Structure, East and West Transition Spans, and East Approach Bridges performed in accordance with AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009 Edition, utilizing a uniform pedestrian loading of 90 pounds per square foot.”

This change issue initiated when WSDOT asked KGM to submit a proposal for an engineering analysis of the new bridge using the AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009 edition.

KGM Letter 0654 dated April 24, 2015 included KGM’s proposal to “analyze the east approach bridges, transition spans and floating bridge superstructure for pedestrian loading during opening day ceremonies for the bridge. As requested by WSDOT, the pedestrian loading analyzed will be in accordance with the AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges, 2009 edition, which specifies a pedestrian live load of 90 PSF. Analysis of the West Connection Bridge and pontoons will be completed by WSDOT.”

KGM’s proposal was accepted in WSDOT Letter 0769 dated May 7, 2015.

The analysis of the Elevated Structure, East and West Transition Spans, and East Approach Bridges was furnished in KGM Letter 0661 dated August 26, 2015.

- Associated Letters (attached):
  - KGM Letter 0654
  - WSDOT Letter 0769
- Entitlement: This is a WSDOT-initiated change that increases the Design-Builder’s cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$21,800 (see attached Engineer’s Estimate).

25. PCO 398 - PONTOON CELL ID SIGNS IN LIEU OF PAINT:

TR Section 2.12.4.2.7.17 Signage specifies that Pontoon signage shall include:

- Metal “RESTRICTED AREA” and “WARNING” signs attached to the outside walls of the Pontoons.
- Pontoon Cell Address Identification (ID) signs painted on the concrete deck access hatch curbs.
- Pontoon Cell Address ID signs painted on the concrete walls inside of the Pontoons.
- Pontoon / Anchor Cable ID signs painted on the concrete walls outside of the Pontoons.

Sign locations and layouts are specified in TR Section 2.12.4.2.7.17, Appendix M23 Outfitting and Assembly Minimum Technical Requirements, and Appendix M24 Pontoon Reference Details.

This change order item revises the Pontoon Cell Address ID requirements in TR Section 2.12.4.2.7.17 to specify:

- Metal Pontoon Cell Address ID signs attached to the outside of the concrete deck access hatch curbs.
- Plastic Pontoon Cell Address ID signs attached to the concrete walls inside of the Pontoons.

This change order item also revises the Pontoon Cell Address ID and Pontoon / Anchor Cable ID sign locations and layouts specified in TR Section 2.12.4.2.7.17, Appendix M23, and Appendix M24. There is no change to the requirements for the metal signs attached to the outside walls of the Pontoons.

This DBIC issue initiated in RFI 1080 in which KGM proposed revising TR Section 2.12.4.2.7.17 to allow for the use of metal Pontoon Cell Address ID signs at the Pontoon deck access hatch curbs; plastic Pontoon Cell Address ID signs at the concrete walls inside of the Pontoons; and metal Pontoon / Anchor Cable ID signs on the concrete walls outside of the Pontoons. WSDOT accepted the proposed revision to the Pontoon Cell Address ID signs, but did not accept the proposal to provide metal Pontoon / Anchor Cable ID signs because the sign anchorage would require drilling holes into the Pontoons.

KGM then submitted RFI 1114 which proposed revising the location of the Pontoon Cell Address ID signs at the Pontoon deck access hatch curbs. The proposed locations were accepted by WSDOT.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

**26. PCO 399.2 – HCT CLEAR ZONES AT SOUTH STRUCTURE OF EAST TRANSITION SPAN AS-BUILT:**

TR Section 2.13.4.6 Future Six-Lane Plus Two High Capacity Transit (HCT) Configuration specifies that “In addition to the Basic Configuration shown in the Conceptual Plans (Appendix M1), the Design-Builder shall design and construct the bridges and structures to accommodate the Future Six-Lane Plus Two HCT Configuration (Appendix M2).” TR Section 2.13.4.6, as modified in 008066 Change Order No. 31 Clear Zones for Future HCT Track Connections (executed on March 28, 2013), also specifies that “The Design-Builder shall provide special reinforcing and prestressing steel placement in the bridge decks and approach slabs at the location of the future HCT lanes. Reinforcing and prestressing steel shall be placed so that six-inch by six-inch clear vertical openings between bars/strands/tendons will be available for others in the future to safely drill holes in the deck slab for track connections. The clear vertical opening shall have a depth of 4-1/2 inches, except at the Transition Spans and approach slabs where the clear vertical opening shall extend through all layers of reinforcing.”

This change order item accepts the as-built construction of the bottom mat of reinforcing steel at the south structure of the East Transition Span, which does not conform to the clear vertical opening depth requirements specified in TR Section 2.13.4.6 as modified in 008066 Change Order No. 31.

This DBIC issue initiated in KGM Non-Conformance Report (NCR) #0264 which noted that the bottom mat of reinforcing steel at the south structure of the East Transition Span does not conform to the clear vertical opening depth requirements specified in the Contract.

Subsequent to issuing NCR #0264, KGM transmitted Minor Field Design Change #185 stating that “the engineer-of-record has no structural objections to the as-built conditions of the transition span deck as described in NCR 0264”; the statement bears a Professional Engineer’s stamp and signature (Charles Spry of BergerABAM).

KGM then submitted RFI 930 requesting WSDOT’s acceptance of the as-built condition described in NCR 0264 based on the engineer’s statement included in Minor Field Design Change #185. WSDOT responded by stating that acceptance of the as-built condition requires KGM’s submittal of a DBIC proposal for WSDOT review.

KGM Letter 0639 dated March 4, 2015 included a DBIC proposal to accept the as-built condition described in NCR 0264 for a credit to the State of \$5,357. WSDOT Letter 0757 dated March 26, 2015 did not accept the credit amount proposed in KGM’s DBIC proposal.

- Associated Letters (attached):
  - KGM Letter 0639

o WSDOT Letter 0757

- Entitlement: KGM submitted a credit proposal estimating the credit for this change at \$5,357. By accepting the as-built condition, this issue decreases the Design-Builder's cost for the performance of the Work; therefore, an equitable adjustment is made to the Contract Price resulting in a credit to the State. This issue decreases the Contract Price the lump sum amount of \$9,050 (see attached Engineer's Estimate).

27. PCO's 401, 396 – MOT FOR CONSTRUCTION STAGE 1B:

TR Section 2.23.3.3.2 Timeline and Coordination for WSDOT Inspection and AET Infrastructure Turnover states that "The Design-Builder is advised that it will require 120 Calendar Days for WSDOT to complete the All Electronic Tolling (AET) equipment installation and testing. The Design-Builder shall not perform any pavement Work, modify lane configurations, shift lanes, or shift traffic directions at any toll facility during and following the WSDOT installation and testing period."

The Design-Builder's Released for Construction Vol. 1 (Plan Sheet Nos. SU08 through SU16) shows the staging for Construction Stage 1B, and states that "Existing or temporary toll operations shall be intact and operational throughout Construction Stage 1B."

KGM Letter 0649 dated April 3, 2015 requests "written confirmation from WSDOT that it is necessary to re-stripe the traffic lanes for stage 1B on SR520 west bound prior to Televent's (*sic*; WSDOT Tolling Contractor) camera installation and planned SR520 WB weekend closures from May 8 to May 11, 2015." "KGM has planned to perform the re-stripe operation in July 2015 during the WSDOT annual maintenance closure. If required to perform the re-stripe operation prior to July 2015, KGM will be seeking compensation from WSDOT for the additional costs."

WSDOT Letter 0762 dated April 21, 2015 responded by stating that "Currently, the westbound mainline AET equipment is scheduled to be installed the weekend of May 8, 2015." In order to comply with TR Section 2.23.3.3.2 "KGM may restripe prior to equipment installation or maintain the existing lane configuration until the permanent AET system is operating and the temporary AET is no longer in service. Revisions to the Maintenance of Traffic (MOT) plans will be required if KGM elects to delay restriping until after decommissioning of the temporary AET system." WSDOT Letter 0762 further states that KGM Letter 0649 "indicated KGM has planned to perform the re-stripe operation in July of 2015 during the annual maintenance closure. Based on KGM's schedule update 42, submitted February 2015, the re-stripe of Roadway work stage 1B was scheduled to be completed May 2, 2015 and this is the date WSDOT relied on when scheduling the AET installation. Also, the WSDOT annual maintenance closure has been delayed and is currently not scheduled to be performed in July of 2015."

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 30

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder associated with MOT related to Construction Stage 1B including restriping and revisions to MOT plans.

- Associated Letters (attached):
  - KGM Letter 0649
  - WSDOT Letter 0762
  
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue. WSDOT acknowledges that this issue increases the Design-Builder's cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$24,425 (see attached Engineer's Estimate).

**28. PCO 404 – EVERGREEN POINT ROAD LID INFORMATIONAL KIOSK:**

The SR 520 Eastside Transit and HOV Project (WSDOT Contract C7963) included the construction of the Evergreen Point Road Lid. The park located on top of the lid was opened to the public in 2015, and became a popular location for pedestrians to view the construction of the new floating bridge. As part of WSDOT's public outreach efforts, it was determined that informational signage would be installed at the park to provide information about the new bridge and its construction.

TR Section 2.15.5.1.11 Wayfinding and Signage includes requirements to provide bicycle and pedestrian path signage, and interpretive signage at the belvederes and the pedestrian path overlook.

This WSDOT-initiated change order item adds requirements to TR Section 2.15.5.1.11 specifying that "The Design-Builder shall provide and install a locking display board to be used as a temporary informational kiosk. The key for the locking display board shall be furnished to WSDOT. The display board shall be 24 inches by 36 inches and shall be attached to the existing pedestrian railing at the west end of the Evergreen Point Road Lid. The board shall be oriented so that it can be approached and viewed by pedestrians looking west toward Lake Washington. WSDOT will provide and install the informational content to be displayed in the display board. The Design-Builder shall remove and dispose of the display board and its attachment as directed by WSDOT."

WSDOT Letter 0772 dated May 19, 2015 proposed a WSDOT-initiated change to furnish and install a temporary informational kiosk at the Evergreen Point Road Lid, and to remove and dispose of the kiosk at the direction of WSDOT. WSDOT Letter 0772 asked KGM to submit a cost proposal for this change in work; KGM agreed to perform the work but did not respond to WSDOT's request for a cost proposal.

- Associated Letters (attached):
  - WSDOT Letter 0772

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 31

- **Entitlement:** This is a WSDOT-initiated change that increases the Design-Builder's cost for the performance of the Work; therefore, KGM is entitled to an equitable adjustment to the Contract Price. This issue increases the Contract Price the lump sum amount of \$900 (see attached Engineer's Estimate).

29. PCO 409 – MEDINA TREE PRESERVATION OR REMOVAL:

TR Section 2.29.3.3.4 Tree and Brush Control specifies that "The Design-Builder shall remove any trees that are identified as hazards or dangers with the Project limits, roadway or structures adjacent to or within the Right-of-Way. WSDOT will identify and notify the Design-Builder of any trees and brush that fall within this criteria. "

On June 25, 2015, WSDOT arborist Inez Arlene sent the Project office a draft memo stating that the inspection and assessment of two trees on the Project site conducted on March 30, 2015, June 1, 2015, and June 4, 2015 revealed that an existing Douglas Fir tree exhibited significant changes (wind damage, a dead leader, and a trunk crack) from the condition observed on July 6, 2012. Additional information was provided in an email dated July 8, 2015 in which Arlene recommended monitoring the tree for other changes and cautioned that there is a "reality that part or the entire tree has to be removed."

WSDOT directed the Design-Builder to remove the tree in an email dated July 8, 2015.

In KGM Letter 0668 dated December 22, 2015, it was noted that since the July 8, 2015 email, "KGM, WSDOT, and the City of Medina have collaborated on a solution to preserve the tree." KGM Letter 0668 included a letter from Certified Arborist Sue Nicol providing recommendations to monitor and treat the tree, and a memorandum from the City of Medina acknowledging and accepting the recommendations.

WSDOT Letter 0805 dated January 14, 2016 responded that "WSDOT has no objections to KGM implementing the arborists' recommendations."

This DBIC change order item resolves any and all issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the existing Douglas Fir tree located north of the retaining wall on the north side of the Bridge Maintenance Facility Access Road. Preservation of the tree shall be in accordance with TR Section 2.15.5.3.1 Vegetation Protection; removal of the tree, if directed by WSDOT and/or the City of Medina, shall be in accordance with TR Section 2.29.3.3.4 Tree and Brush Control. The Design-Builder shall coordinate all tree preservation and removal efforts with WSDOT and the City of Medina, and shall obtain any permits necessary for tree removal, if applicable.

- **Associated Letters (attached):**
  - KGM Letter 0668
  - WSDOT Letter 0805

- Entitlement: KGM did not provide a DBIC or cost proposal for this issue, but estimated the cost of this change at \$15,000. WSDOT does not acknowledge entitlement to additional compensation. This issue is implemented into the Contract as a no cost change.

30. PCO 410 – DRAFT HYDRAULIC REPORT ISSUE RESOLUTION:

TR Section 2.14.3.4 notes that WSDOT prepared two Hydraulic Reports for the Project: the Program Hydraulic Report (Appendix H1) for the SR 520 Bridge Replacement and HOV Project, and the Supplemental Hydraulic Report (Appendix H2) conceptual design level report for the Floating Bridge and Landings Project.

TR Section 2.14.3.4.3, as modified in 008066 Change Order No. 86 Draft Hydraulic Report executed on June 10, 2013, specifies that the Design-Builder shall expand the content of the (conceptual) Supplemental Hydraulic Report to include all elements of the final design, and “shall produce a Draft Hydraulic Report upon completion of the drainage design based on the wall construction for the SR 520 Eastside Transit and HOV Project, and a Final Hydraulic Report for submittal with the As-Built Plans.” TR Section 2.14.3.4.3 also specifies that “The Design-Builder shall refine and detail the documentation as necessary to demonstrate that the design meets all Mandatory Standards and fulfills the Project’s commitments.”

GP Section 1-07.13(1) The Design-Builder’s Responsibility for Work states that WSDOT will review the Design-Builder’s submittals and issue review comments, and specifies that the Design-Builder shall resolve the comments.

KGM prepared and submitted a Draft Hydraulic Report upon completion of the drainage design; WSDOT reviewed the report, issued review comments, and expected that KGM would prepare and submit an updated Draft Hydraulic Report that addressed and incorporated WSDOT’s comments. KGM responded that WSDOT’s comments would be addressed in the Final Hydraulic Report, and asserted that providing an update to the Draft Hydraulic Report would result in added work. WSDOT noted that the resubmittal of documents in order to incorporate review comments was part of the standard submittal review process, and was in accordance with TR Section 2.14.3.4.3 and GP Section 1-07.13(1).

This DBIC change order item resolves any and all issues, impacts, costs, and/or schedule delays experienced by the Design-Builder related to updating and submitting the Draft Hydraulic Report. Updates to the Draft Hydraulic Report shall incorporate WSDOT review comments and proposed revisions, and shall be submitted in their entirety, including calculations and appendices, for review and approval by WSDOT.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or cost proposal for this issue.



This issue is implemented into the Contract as a no cost change.

**31. PCO 423 – DELETE NGCS TEXTURE AT PCCP UNDER EVERGREEN POINT ROAD LID:**

TR Section 2.7.4.1 Mainline Pavement, as modified in 008066 Change Order No. 200, item PCO 394 – Asphalt in Lieu of PCCP West of Evergreen Point Road Lid (above), specifies that “New Portland Cement Concrete Pavement (PCCP) pavement for mainline paving shall extend from the western portal of the Evergreen Point Road Lid to the easternmost point that meets the following minimum requirements: 300 feet beyond the Evergreen Point Road Transit station pedestrian platform, and 30 feet beyond the eastern portal of the Evergreen Point Road Lid.” TR Section 2.7.4.1 also specifies that PCCP for mainline pavement shall include 0.92 feet PCCP with Corrosion Resistant Dowel Bars.

TR Section 2.7.5.3 Next Generation Concrete Surface specifies that “The Design-Builder shall apply a Next Generation Concrete Surface (NGCS) texture to all mainline PCCP driving lanes, bridge approach slabs, and bridge decks.”

This change order item revises TR Section 2.7.4.1 to specify that Corrosion Resistant Dowel Bars are not required at the shoulders of new PCCP mainline pavement.

This change order item also revises TR Section 2.7.5.3 to specify a longitudinal tining surface finish at the PCCP mainline pavement that extends from the western portal of the Evergreen Point Road Lid to the easternmost point where the PCCP paving ends, in lieu of a NGCS texture.

This DBIC issue initiated in RFI 1116 in which KGM proposed revising the PCCP mainline pavement requirements to delete the Corrosion Resistant Dowel Bars at the shoulders of new PCCP mainline pavement, and to provide a longitudinal tining surface finish (in accordance with the 2014 WSDOT Standard Specifications) in lieu of NGCS at the PCCP mainline pavement under the Evergreen Point Road Lid. These proposed revisions were accepted by WSDOT.

- Associated Letters: none
- Entitlement: The credit related to this issue is included in PCO 394 – ASPHALT IN LIEU OF PCCP WEST OF EVERGREEN POINT ROAD LID (above). This issue is implemented into the Contract as a no cost change.

**32. PCO x.1 – CENTRIC TO SHAREPOINT CONVERSION:**

TR Section 2.2.3.2.1 related to Document Control Requirements specifies that “The Design-Builder shall use an electronic Document Control System (DCS) to track and manage all Project documentation.” “The Design-Builder shall establish and maintain a

collaborative Web site DCS, accessible to both the Design-Builder and to WSDOT from the design/construction office and remote locations.” “The Design-Builder shall provide training and system support to all WSDOT employees and WSDOT representatives who require access to the collaborative Web site DCS.”

The Design-Builder’s Proposal, which is incorporated into the Contract under GP Section 1-03.2, states that “The document control system selected for this project is CentricProject. WSDOT is fluent in this system from previous projects; we will use it throughout the project’s life.”

At the direction of Kiewit’s headquarters office, KGM converted the project’s electronic DCS from CentricProject to SharePoint in April 2015. The electronic DCS was not available for periods of time during the conversion process. KGM provided WSDOT with training in the use of the SharePoint system.

This DBIC change order item resolves any and all issues, impacts, costs/credits, and/or schedule delays experienced by WSDOT related to the Design-Builder’s conversion from a CentricProject document control system to a SharePoint document control system.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or credit proposal for this issue, but estimated the credit for this change at \$10,000. This issue impacts WSDOT; therefore, an equitable adjustment is made to the Contract Price resulting in a credit To the State. This issue decreases the Contract Price the lump sum amount of \$10,000 (see attached Engineer’s Estimate).

**33. PCO x.2 – WSDOT MAINTENANCE CREW SUPPORT FOR DEVIATION FRAME WORK:**

As described in 008066 Change Order No. 200, item PCO 387 – Anchor Cable Deviation Frame Retrofit and Existing Anchor Cable Y-North Replacement Issue Resolution (see Item 14, above), the Design-Builder designed, constructed, and installed SSP-mounted steel deviation saddles at SSP’s RSE, SSE, TSE, USE, and VSE to displace existing anchor cables V-north, W-north, X-north, Y-north, and Z-north; and retrofitted the deviation saddles as necessary to prevent excessive wear on the existing anchor cables.

KGM requested the support of the WSDOT Maintenance Group crews at various times when performing work related to the SSP-mounted steel deviation saddles.

This DBID change order item resolves any and all issues, impacts, and/or costs/credits experienced by WSDOT through September 30, 2015 related to work performed by the WSDOT Bridge Maintenance Group in support of the Design-Builder’s construction, retrofit, installation, and maintenance of deviation saddles attached to Supplemental Stability pontoons RSE, SSE, TSE, USE, and VSE.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or credit proposal for this issue, but estimated the credit for this change at \$10,000. This issue impacts WSDOT; therefore, an equitable adjustment is made to the Contract Price resulting in a credit to the State. This issue decreases the Contract Price the lump sum amount of \$10,000 (see attached Engineer's Estimate).

34. PCO x.3 – USE 800-FT OF RESERVE ANCHOR CABLE AT DEVIATION FRAMES:

008066 Change Order No. 163 05/08/2014 Project Resolution (executed October 20, 2014), issue "PCO 354 – Furnish 1800-ft of Existing Bridge Anchor Strand", specifies that "The Design-Builder shall furnish and store 1,800 linear feet of new anchor cable that shall be the same size and type as the anchor cable for the existing bridge." The reserve anchor cable was intended for use by the WSDOT Bridge Maintenance Group to replace aged cables, if necessary. This change increased the Contract Price for the work to furnish and store the reserve anchor cable.

A portion of the reserve anchor cable was utilized by KGM in accordance with 008066 Change Order No. 191 11/13/2014 Project Resolution (executed May 18, 2015), issue "PCO 450 – Zn Anchor Cable Replacement", which specifies that "The Design-Builder shall perform work to replace the existing anchor cable at the north face of existing bridge Pontoon Z (anchor cable ZN) utilizing the new anchor cable material provided for in 008066 Change Order No. 163."

As described in 008066 Change Order No. 200, item PCO 387 – Anchor Cable Deviation Frame Retrofit and Existing Anchor Cable Y-North Replacement Issue Resolution (see Item 14, above), the Design-Builder designed, constructed, and installed SSP-mounted steel deviation saddles at SSP's RSE, SSE, TSE, USE, and VSE to displace existing anchor cables V-north, W-north, X-north, Y-north, and Z-north; retrofitted the deviation saddles as necessary to prevent excessive wear on the existing anchor cables; and replaced existing anchor cable Y-north.

KGM utilized 800-ft of the remaining reserve anchor cable to replace existing anchor cable material that exhibited excessive wear.

This DBIC change order item resolves and any all issues, impacts, costs/credits, and/or schedule delays experienced by the Design-Builder related to the installation and use of approximately 800 linear feet of reserve anchor cable material, which was furnished to WSDOT in accordance with 008066 Change Order No. 163, to replace existing anchor cables on the north side of the existing floating bridge (existing anchor cables V-north, W-north, X-north, Y-north, and Z-north) engaged in anchor cable deviation saddles attached to Supplemental Stability Pontoons RSE, SSE, TSE, USE, and VSE.

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or credit proposal for this issue, but estimated the credit for this change at \$75,000. This issue impacts WSDOT; therefore, an equitable adjustment is made to the Contract Price resulting in a credit to the State. This issue decreases the Contract Price the lump sum amount of \$75,000 (see attached Engineer’s Estimate).

35. PCO x.4 – USE BRIDGE MAINTENANCE FACILITY ACCESS ROAD DURING BRIDGE DEMOLITION:

TR Section 2.26 Removal of Existing Floating Bridge specifies that “The Design-Builder shall remove and dispose of all elements of the existing floating bridge. The existing floating bridge anchors shall be abandoned in place.”

This DBIC issue initiated when KGM requested permission to use the Bridge Maintenance Facility access road during the demolition of the existing SR 520 bridge, noting that demolition work would continue to take place after the transfer of responsibility of the Bridge Maintenance Facility building and dock from the KGM to WSDOT (ref. 008066 Change Order No. 201 Substantial Completion Modification).

KGM noted that utilizing the access road would reduce any potential impacts to Lake Washington and to the nearby residences.

This change order item adds requirements specifying that “Both the Design-Builder and WSDOT may utilize the Bridge Maintenance Facility access road during the demolition of the existing SR 520 bridge. The condition and shared use of the road and facilities shall be as agreed to in a future Memorandum of Understanding between WSDOT and the Design-Builder. The Design-Builder shall be responsible for the safety and condition of the road, shall coordinate the use of the road in order to minimize any interference with WSDOT operations, and shall restore any impacted property and landscaping.”

- Associated Letters: none
- Entitlement: KGM did not provide a DBIC or credit proposal for this issue, but estimated the credit for this change at \$50,000. This issue impacts WSDOT; therefore, an equitable adjustment is made to the Contract Price resulting in a credit to the State. This issue decreases the Contract Price the lump sum amount of \$50,000 (see attached Engineer’s Estimate).

36. PCO x.5 – DAMAGED POST-TENSIONING IN PONTOON F:

TR Section 2.12.1.3 pontoons furnished by the State (PFS) specifies that thirty-three (33) PFS will be constructed under the Pontoon Construction Project (PCP; WSDOT Contract

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 37

C7826) and furnished by WSDOT the Design-Builder for incorporation into the SR 520 Floating Bridge and Landings Project (FBL).

Appendix M11 State Furnished Pontoon Minimum Technical Requirements shows the post-tensioning ducts, steel reinforcing, and other embedded items in the PFS.

TR Section 2.12.5.3.1 regarding drilling into PFS, as modified in 008066 Change Order No. 163 05/08/2014 Project Resolution (executed on October 20, 2014), specifies that “The Design-Builder shall accurately locate all post-tensioning ducts, steel reinforcing bars and other embedded items in the vicinity of all holes that require drilling in the slabs and walls of the PFS in accordance with the Locating Embedded Items Plan.” Requirements for the Design-Builder’s Locating Embedded Items Plan are specified in TR Section 2.12.6.5.

In Floating Bridge and Landings Work Agreement FBL-WA-21Rev4 (dated December 22, 2014), the Design-Builder and the PCP Contractor mutually agreed that the PCP Contractor would install 4-inch blockouts in the top decks of PFS pontoons F, G, and H, and that the blockouts would be “patched back and marked with a flag to indicate blockout location.” The blockouts would be drilled by the Design-Builder to create lowering holes used during Pontoon joining operations.

This change order item accepts the as-built condition of the longitudinal post-tensioning in the top deck of PFS Pontoon F that was damaged by the Design-Builder while drilling the Pontoon deck at a misidentified lowering hole blockout location, and accepts the deck repair performed by the Design-Builder.

This DBIC issue initiated in RFI 1029 in which KGM stated that a post-tensioning duct and steel reinforcing strand embedded in the top deck of PFS Pontoon F were damaged during drilling at a presumed lowering hole blockout location. RFI 1029 noted that a blockout flag installed under FBL-WA021Rev4 was erroneously placed, thereby misidentifying the blockout location. RFI 1029 stated that a review of the damage was performed by Schwager Davis Inc., who estimated that the damage would result in a 2% reduction to the strength of the post-tensioning reinforcement. WSDOT responded by stating that the described condition was structurally acceptable.

This issue was also documented in KGM Non-Conformance Report (NCR) #0336, which referenced RFI 1029 and noted that the drilled hole has been patched back.

- Associated Letters: none
  
- Entitlement: KGM did not submit a DBIC or credit proposal for this issue. This issue is implemented into the Contract as a no cost change.

37. PCO x.6 – RSUP SURFACE CONDITION:

General Provisions Section 1-01.3(2) defines the Regional Shared Use Path (RSUP) as “The paved path for pedestrians and bicyclists located on the north side of the SR 520 mainline as shown in the Conceptual Plans (Appendix M1).”

TR Section 2.12.1.1 specifies that the Elevated Structure shall support vehicular traffic and pedestrian/bicycle traffic on the RSUP.

At the floating bridge, precast concrete deck panels are joined together to form the Elevated Structure.

This change order item adds requirements to address the as-built construction of the precast concrete deck panel joints at the Elevated Structure RSUP by cutting and patching the joints in order to provide a smooth and aesthetic surface. This change order item also adds requirements to perform a mock-up of the surface texture to be provided at the RSUP.

This DBIC issue initiated when WSDOT observed inconsistencies in the surface texture, smoothness, and appearance of the Elevated Structure RSUP deck panel joints, primarily due to excessive grout. In an email dated November 30, 2015, KGM proposed methods to address the as-built condition of the joints. WSDOT rejected KGM’s proposal and developed the retrofit methods incorporated into this change order.

- Associated Letters: none
- Entitlement: KGM did not submit a DBIC or cost proposal for this issue.  
This issue is implemented into the Contract as a no cost change.

38. PCO x.7 – OUTSTANDING INSPECTION COSTS ASSOCIATED WITH CO 188:

TR Section 2.29.8.1 Existing Bridges, as modified in 008066 Change Order No. 188 Existing Anchor Cable Inspections (executed on August 21, 2015), specifies that “The Design-Builder shall perform yearly inspections of the existing anchor cables on both the North and South sides of the existing floating bridge starting in 2011.” “In addition, the Design-Builder shall perform supplementary inspections of five existing anchor cables on the North side of the existing floating bridge (existing anchor cables V-north, W-north, X-north, Y-north, and Z-north) that are engaged in deviation saddles attached to Supplemental Stability pontoons RSE, SSE, TSE, USE, and VSE.” “The supplementary inspections shall be performed monthly beginning one week after the initial cable deviation, and as requested by WSDOT.” “WSDOT-requested supplementary inspections that reveal damage to an existing anchor cable will not be reimbursable to the Design-Builder if the Design-Builder is found to be responsible for causing the damage, as determined by WSDOT.”

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 39

The measurement and payment terms for 008066 Change Order No. 188 state that “Reimbursement for WSDOT-requested supplementary inspections performed through October 31, 2014 will be addressed in a separate change order.”

This DBIC change order item resolves any and all issues, impacts, costs/credits, and/or schedule delays experienced by the Design-Builder related to supplementary inspections performed through October 31, 2014 of existing anchor cables engaged in anchor cable deviation saddles as specified in 008066 Change Order No. 188, and resolves the reimbursement for WSDOT-requested supplementary inspections performed through October 31, 2014 as provided for in 008066 Change Order No. 188.

- Associated Letters: none
- Entitlement: KGM did not submit a DBIC or cost proposal for this issue. This issue is implemented into the Contract as a no cost change.

**39. PCO x.8 - DELETE ROADWAY SWEEPING OF EXISTING BRIDGE:**

TR Section 2.29.4.3.1 Roadway Sweeping specifies that “The Design-Builder shall maintain all paved areas within the Project limits, including the existing floating bridge, to prevent the accumulation of dirt and gravel. The Design-Builder shall periodically, and when directed by WSDOT, perform street sweeping or other best management practices to remove debris from the roadway and shoulders.”

This change order item revises TR Section 2.29.4.3.1 to delete the requirement to perform street sweeping or other debris removal at the existing floating bridge and existing approaches.

This DBIC issue initiated when KGM requested relief from performing roadway and drainage maintenance of the existing bridge and existing approach because it would not be utilizing these areas until they were closed to traffic. WSDOT agreed that these maintenance operations would continue to be performed by WSDOT Maintenance staff. The change to delete the drainage maintenance requirements was made in 008066 Change Order No. 191 11/13/2014 Project Resolution (executed on May 18, 2015), item PCO xxx – Delete Existing Bridge Drainage Maintenance.

- Associated Letters: none
- Entitlement: The credit related to this issue is recognized as being included in 008066 Change Order No. 191 11/13/2014 Project Resolution (issue “PCO xxx – Delete Existing Bridge Drainage Maintenance”). This issue is implemented into the Contract as a no cost change.

Derek Case  
June 23, 2016  
Contract 008066 – Change Order No. 200 – Page 40

**Approvals Provided for Change Order:**

- Project Engineer Level – Robyn Boyd, May 6, 2016
- Region/Program Level – Dave Becher, May 6, 2016
- Program Funding Concurrence – Janet Buoy, June 2, 2016
- Headquarters Construction Level – Craig McDaniel/Derek Case, May 20, 2016
- FHWA Level – Anthony Sarhan, June 1, 2016

**Entitlement:**

WSDOT determined that the costs for the performance of the Work associated with this change order would be shared by WSDOT and the Design-Builder as described under “Description and Evolution of the Change” (above) and in the Engineer’s Estimate (attached). As such, this change order makes an equitable adjustment to the Contract Price in accordance with General Provisions Section 1-09.4.

**Price:**

As mutually agreed for the performance of the Work described in this change order, WSDOT will reimburse the Design-Builder the lump sum amount of \$2,800,000 under the new item “PROJ RESOL AND SOUTH SIDE CN”. An Engineer’s Estimate (attached) was developed by WSDOT for the purpose of reviewing and negotiating the cost of this change order.

**Change Order Pay Item Groups:**

A Change Order Pay Item Group Distribution Table (attached) was developed by WSDOT to detail the distribution of the change order costs and credits to the appropriate pay item groups for this Project.

Page 28 of the change order document that was sent to KGM for endorsement showed the change order amount associated with item PCO 404 – Evergreen Point Road Lid Informational Kiosk as included in pay item Group 46 (MP 3.98 to 4.34 City of Medina SR520 Roadway (Fed Non-Part)). FHWA has since provided its determination that PCO 404 is eligible for Federal participation. As a result, page 28 of Change Order No. 200 has been revised to move the amount associated with PCO 404 (\$900) from Group 46 to Group 6 (MP 3.98 to 4.34 City of Medina). The revised page 28 is included in the change order document attached to this Memorandum for execution, and replaces the same page in the document endorsed by KGM. The total price of the change order is unchanged by the described revision.

**Contract Time:**

This change order does not impact Contract Time.

**Attachments:**

- Change Order No. 200 (Approved)
- Change Order No. 207 Checklist
- Engineer’s Estimate



Derek Case

June 23, 2016

Contract 008066 – Change Order No. 200 – Page 41

- Change Order Pay Item Group Distribution Table
- Approval Documentation
- KGM and WSDOT Letters (as noted under “Description and Evolution of the Change”)

RLB:cma

cc: Julie Schurman, NB 82-230  
PW 17.02.00.CO-200 / folder

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**


DATE: 05/05/16  
Page 1 of 28

CONTRACT NO: 008066 FEDERAL AID NO: BR-0520 (047)  
CONTRACT TITLE: SR 520 / I-5 TO MEDINA - EVERGREEN POINT FLOATING  
CHANGE ORDER NO: 200 PROJ RESOL AND SOUTH SIDE CN

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




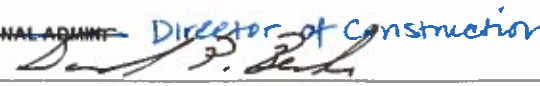
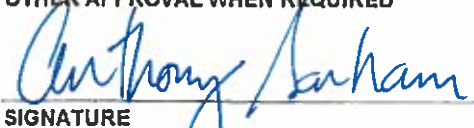
Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications

Change proposed by Contractor

<p>ENDORSED BY:</p> <p style="text-align: center;"></p> <p>CONTRACTOR <u>JEFF ELLIS V.P.</u></p> <p>DATE <u>MAY 11, 2016</u></p>	<p>SURETY CONSENT:</p> <hr/> <p>ATTORNEY IN FACT</p> <hr/> <p>DATE</p>
---	--

ORIGINAL CONTRACT AMOUNT: 586,561,000.00  
CURRENT CONTRACT AMOUNT: 758,218,141.77  
ESTIMATED NET CHANGE THIS ORDER: 2,800,000.00  
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 761,018,141.77

Approval Required:       Region       Olympia Service Center       Local Agency

<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED      <input type="checkbox"/> EXECUTED</p> <p style="text-align: center;"></p> <p>PROJECT ENGINEER</p> <p>DATE <u>6/23/2016</u></p>	<p style="text-align: center;"></p> <p>EXECUTED:</p> <p style="text-align: center;"></p> <p>STATE CONSTRUCTION ENGINEER</p> <p>DATE <u>7/10/16</u></p>
<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED      <input type="checkbox"/> EXECUTED</p> <p>REGIONAL ADMIN: <u>Director of Construction</u></p> <p style="text-align: center;"></p> <p>BY:</p> <p>DATE <u>July 6, 2016</u></p>	<p>OTHER APPROVAL WHEN REQUIRED</p> <p style="text-align: center;"></p> <p>SIGNATURE      DATE <u>7/11/16</u></p> <p style="text-align: center;"><u>FHWA</u></p> <p>REPRESENTING</p>

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 2 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

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 incorporate or address the resolution of potential change order (PCO) issues associated with Contract No. 008066 as agreed to on October 2, 2015 and as described in this change order.

CONTRACT REQUIREMENTS:

\* PCO's 12, 419, 419A - ENVIRONMENTAL COMMITMENT LIST AND NMFS PERMIT DATE  
ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to compliance with all known environmental commitments, including the terms and conditions of the National Marine Fisheries Service (NMFS) Biological Opinion and NMFS re-initiation of Endangered Species Act (ESA) consultations associated with the Project. This change order also resolves the Design-Builder's 'exception to release' provided for in 008066 Change Order No. 142 related to possible compensation for impacts resulting from environmental permit requirements not previously required by Contract. Updates to the Environmental Commitment List (Appendix C1) will be incorporated into the Contract under a separate change order.

\* PCO 95 - CHANGE TO SOUTH OVERLOOK:

Technical Requirements Section 2.1.1.4 Project Description shall be revised as follows:

Delete the bulleted item:

"\* Removal of existing floating bridge, East Approach and West Approach structures, and existing infrastructure associated with the east roadway connection."

And replace with the bulleted items:

"\* Removal of existing floating bridge, existing infrastructure associated with the east roadway connection, West Approach, and East Approach (not including abutment).

\* Retrofit of the existing East Approach abutment to meet the requirements in Section 2.13 Bridges and Structures."

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 3 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

Technical Requirements Section 2.15.5.3.3 Bridge Maintenance Facility Landscape and Aesthetics shall be revised as follows:

Delete the bulleted item:

"\* Provide a 5' clear width pedestrian path with connections to the Evergreen Point Road lid and one pedestrian path overlook at the locations indicated in the Conceptual Plans (Appendix M1). The pedestrian path and pedestrian path overlook surfacing shall be HMA or as otherwise approved by WSDOT."

And replace with the bulleted item:

"\* Provide a 5' clear width pedestrian path with connections to the Evergreen Point Road lid and one pedestrian path overlook at the locations indicated in 008066 Change Order No. 190. The pedestrian path and pedestrian path overlook surfacing shall be HMA or as otherwise approved by WSDOT."

\* PCO 142E - EMERGENCY SIGNAL HEADS AT EVERGREEN POINT ROAD LID PORTALS:

Technical Requirements Section 2.18.4.1.1 Connection to the SR 520 Eastside Corridor shall be revised as follows:

At the end of the list of bulleted items, add the bulleted item:

"\* Relocate the emergency signal heads constructed by the Eastside project and furnish and install additional new emergency signal heads at their permanent locations on the Evergreen Point Road lid portals. One signal head shall be centered above each lane that enters the lid, including all HOV, general-purpose, and transit-only lanes, in both directions. Some mounting brackets, conduits, junction boxes and cabling will be installed on the lid portals by the Eastside project in order to facilitate the relocation of existing signal heads and the installation of new signal heads. The Design-Builder shall provide and install additional mounting hardware, conduits and cabling as necessary to make the emergency signal system completely functioning. Existing emergency signal cabinets, transformers, backup power, and controllers shall remain. The Design-Builder shall provide and install additional hardware and cabling in the cabinets and reconfigure the existing controllers to ensure that all relocated and new signals meet their intended operation and use. The Design-Builder shall test and commission all relocated and/or new signals. The existing mounting brackets, if not used, shall be removed and the lid portal fascia shall be repaired in accordance with the Technical Requirements."

\* PCO 142I - TOLL RATE SIGN REQUIREMENTS:

Technical Requirements Section 2.18.4.7.1.1 Spare Parts, related to the Active Traffic Management (ATM) System, shall be revised as follows:

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 4 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

Delete the bulleted items:

- "\* 2 LCS and 1 LCS Controller
- \* 1 LCS Mounting Bracket
- \* 1 SDMS and 1 SDMS Controller"

And replace with the bulleted items:

- "\* 2 LCS
- \* 1 LCS Mounting Bracket
- \* 1 SDMS
- \* 1 Controller"

Technical Requirements Section 2.23.4.12.1 TRS VMS Display, as specified in 008066 Change Order No. 140, shall be revised as follows:

Delete the bulleted item:

- "\* Each TRS shall contain two VMS panels. The temporary TRS shall have one sign controller per TRS panel; for a total of two sign controllers. The permanent TRS shall have one sign controller per VMS panel; for a total of four sign controllers."

And replace with the bulleted item:

- "\* Each TRS shall contain two VMS panels. The temporary TRS shall have at least one sign controller per TRS structure. The permanent TRS shall have one sign controller per TRS structure."

Technical Requirements Section 2.23.4.12.2 TRS Static Display, as specified in 008066 Change Order No. 140, shall be revised as follows:

Delete the paragraph:

"The TRS static display shall conform to the design shown on page 7 of this change order. The TRS design shall be submitted to WSDOT for approval prior to sign fabrication."

And replace with the paragraph:

"The TRS static display shall conform to the design shown on page 7 of 008066 Change Order No. 140, as modified in accordance with 008066 Change Order No. 200. The TRS design shall be submitted to WSDOT for approval prior to sign fabrication."

008066 Change Order No. 140 Toll Rate Signs shall be revised as follows:

On page 7, delete the call-out:

76-1/2"x25-3/8" SKYLINE VMSLED-L-1-18F-7x25 W/ 18" CHARACTER HEIGHT

And replace with the call-out:

TELEGRA TYPE 5238 W/ 18" CHARACTER HEIGHT

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 5 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

Appendix B11 WSDOT Northwest Region Special Provisions for DMS shall be revised as follows:

Section "IDMSMATERL.DT1" shall be revised as follows:

Delete the subsection "Environmental Controls" in its entirety, and replace with:

"Environmental Controls

The interior DMS environment shall be monitored and controlled to protect the equipment and to support access by maintenance personnel. Environmental control shall be designed to maintain normal operation of the sign when the internal DMS temperature is at or below +140 degrees F, and manage the operation of the sign when internal temperature exceeds +140 degrees F. The DMS environmental control system shall consist of four primary subsystems as follows:

1. Internal Temperature Sensors
    - a. The DMS shall contain internally-mounted temperature sensors that monitor the internal temperature in the sign and display modules. This temperature information shall be used to manage sign operation in order to prevent damage or permanent degradation of the display.
    - b. Sensors shall be capable of measuring temperatures from -40 degrees F to +185 degrees F. The sign controller shall automatically shut down or reduce the brightness of the LED display whenever sensors indicate that the LED board temperature has exceeded +140 degrees F or the manufacturer's upper temperature limit, whichever is greater. The sign controller shall automatically return the display to full brightness whenever the sensor temperature falls below +130 degrees F. Sensor temperatures and DMS shutdown/re-start events shall be reportable to the DMS Central Software.
  2. Housing Cooling System
    - a. The DMS housing shall contain a positive pressure cooling system to manage internal air temperatures and circulate outside air into the DMS housing for maintenance access. This system shall consist of enough ventilation fans as needed to exchange the internal DMS housing air volume within two (2) minutes.
    - b. Intake fans shall contain a removable filter which shall remove airborne particles measuring 500 microns in diameter and larger.
    - c. On the DMS housing rear exterior wall, all air intake ports and exhaust vents shall be covered on their top, front, and sides by an aluminum shroud mated with a neoprene gasket to prevent water from entering the DMS. All air filters and fans shall be removable from inside the DMS housing.
    - d. The walk-in type VMS housing shall include functionality for maintenance personnel to activate the cooling and air circulation system prior to accessing the sign housing.
-

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 6 of 27

CONTRACT NO: 008066

CHANGE ORDER NO: 200

- e. The walk-in type VMS housing cooling systems shall be controllable by an adjustable timer that will turn fans off after the set time has expired. The timer shall be adjustable to at least four (4) hours, and it shall be located just inside the VMS housing door, within easy reach of a maintenance technician standing outside the VMS doorway.
3. LED Display Cooling System
- a. The DMS shall contain an active or passive LED display cooling system to maintain LED module operating temperature within manufacturer's limits or +165 degrees F, whichever is lower. The cooling system shall deactivate and the sign display shall return to full operation when normal operating temperatures have been restored. The cooling system shall be located so as not to hinder removal of LED display modules and driver boards.
4. Polycarbonate Front Face Panel Defog/Defrost System
- a. The DMS shall contain a defog/defrost system to prevent the development of condensation, fog, or frost on the inside of the polycarbonate front face. A defog/defrost system is not required on signs with potted LED faces.
  - b. The sign controller shall initially be programmed to activate the defog/defrost system whenever LED board temperature falls below +40 degrees F and shall deactivate the defog/defrost system whenever LED board temperature exceeds +50 degrees F. A heating element shall serve to warm the air directed across the DMS face utilizing suitable fans or blower units. Heating elements shall be on only when the defog/defrost fans are on."

In subsection "DMS Housing", section "VMS Large and Small Walk-In Sign Housing", third paragraph, delete the sentence:

"The minimum distance from the interior rear wall of the VMS housing to the closest display components shall be 36 inches."

And replace with the sentence:

"The minimum distance from the interior rear wall of the VMS housing to the closest display components shall be 26 inches."

In subsection "DMS Housing", section "Lane Control Sign", delete the sentence:

"The DMS housing shall include a minimum of one (1) NEMA 20-R, 120 VAC duplex electrical outlets, with ground-fault circuit interrupters."

In subsection "DMS Housing", section "Side-mounted Message Sign", delete the sentence:

"The DMS housing shall include a minimum of one (1) NEMA 20-R, 120 VAC duplex electrical outlets, with ground-fault circuit interrupters."

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 7 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

In subsection "DMS Housing", delete the section "Travel Time Sign and Toll Rate Sign" in its entirety and replace with:

"Travel Time Sign and Toll Rate Sign

The nominal external dimensions of the sign shall not exceed 3.5 feet in width, 2 feet in height per line. The DMS back and side housing walls shall be vertical. The dead load of the housing and contents shall not exceed 265 lbs per line."

Section "IDMSCONTR.DT1" shall be revised as follows:

In subsection "Display LEDs", section "Light Emitting Diodes", delete the third bulleted item in its entirety, and replace with:

"3. Operating temperature range shall be -22 to +185 degrees F, and storage temperature range shall be -40 to +212 degrees F."

In subsection "DMS Sign Controller", delete the paragraph:

"Each DMS shall include an associated sign controller, which shall be installed in the field cabinet. The sign controller hardware and software shall support all DMS communication, control, and diagnostic features as listed herein."

And replace with the paragraph:

"Each DMS shall be driven by an associated sign controller, which shall be installed in the field cabinet. One (1) sign controller is required per TRS structure, however, multiple signs may be driven by a single controller on the same TRS structure. The sign controller hardware and software shall support all DMS communication, control, and diagnostic features as listed herein."

\* PCO 145 - BELVEDERE SECURITY LIGHTING:

Technical Requirements Section 2.15.3.3 Design Principles shall be revised as follows:

In subsection "Social", add the numbered item:

"9. Utilize Crime Prevention Through Environmental Design (CPTED) principles for the pedestrian safety lighting"

Technical Requirements Section 2.15.5.1.1.3 Belvederes, as modified in 008066 Change Order No. 123, shall be revised as follows:

Delete the paragraph:

"Function: Belvederes shall create a safe and secure place, outside of the footprint of the bicycle and pedestrian path to rest and appreciate views of the water and surroundings for bicycle and pedestrian path users. Each belvedere at the sentinel elements shall be a minimum of 500 square feet, and each shall be located to only one side of the sentinel element as shown on sheets 4 and 5 of 5 of this change order. Each belvedere on the flat portion of the floating bridge shall be a minimum of 210 square feet. All belvederes shall be located clear of



WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 8 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

the RSUP. All belvederes shall include appropriate seating for six individuals. The bench designs shall discourage use for sleeping and be constructed with vandal resistant and sustainable materials."

And replace with the paragraph:

"Function: Through the application of Crime Prevention Through Environmental Design (CPTED) principles, belvederes shall create safe and secure places, outside of the footprint of the bicycle and pedestrian path, for bicycle and pedestrian path users to rest and appreciate views of the water and surroundings. Each belvedere at the sentinel elements shall be a minimum of 500 square feet, and each shall be located to only one side of the sentinel element as shown on sheets 4 and 5 of 008066 Change Order No. 123. Each belvedere on the Low Rise portion of the floating bridge shall be a minimum of 210 square feet. All belvederes shall be located clear of the RSUP. Pedestrians on the RSUP should be able to see into the belvederes through unobstructed sightlines, adequate lighting, and avoidance of hidden spaces. All belvederes shall include appropriate seating for six individuals. The bench designs shall discourage use for sleeping and be constructed with vandal resistant and sustainable materials."

Technical Requirements Section 2.16.4.3.1 General, related to the Permanent Lighting Design Requirements, shall be revised as follows:

At the end of the list of bulleted items, add the bulleted items:

- "\* Pedestrian safety lighting shall be designed, furnished, and constructed in accordance with, but not limited to, the following requirements:
- \* Pedestrian belvedere light fixtures shall be installed at ingress and egress locations of each belvedere.
  - \* Pedestrian safety lighting shall not cause glare to motorists, pedestrians, or bicyclists.
  - \* Luminaires shall be designed to direct light downward.
  - \* Light level at the north edge of the belvederes shall be kept below the assumed light spillage intensity and area as described in the Environmental Project Description Narrative (Appendix E6).
  - \* The Design-Builder shall shield the pedestrian belvedere light fixtures, as necessary, to minimize light spillage onto adjacent properties in accordance with this section.
  - \* Mast arms, if used for mounting belvedere light fixtures, shall maintain a minimum of 10 feet vertical clearance above the RSUP pavement surface.
  - \* Conduits shall not be visible from the path or belvedere.
  - \* Junction boxes shall be flush-mounted without protruding into the belvedere or the RSUP, concealed behind the luminaire, or integrated with the luminaire as a single unit.
  - \* Belvederes shall be illuminated so that pedestrians on the RSUP can identify a human who is standing in the ingress and egress areas of the belvederes in accordance with ANSI/IES RP-8.

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 05/05/16  
Page 9 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

\* Metal halide, induction, or Light Emitting Diode (LED) light sources shall be used for pedestrian safety lighting. The color temperature shall be the same as the RSUP lighting (between 3,000 Kelvin and 5,000 Kelvin)."

\* PCO's 172, 172.2, 136, 148 - SOUTH SIDE WALLS CONSTRUCTION AND ISSUE RESOLUTION:

The Design-Builder shall construct the following walls addressed in 008066 Change Order No. 190:

- \* Retaining Wall 1A
- \* Retaining Wall 3-26
- \* Retaining Wall 4
- \* Retaining Wall 4A
- \* Noise Barrier Wall 1A on top of Wall 1A
- \* Noise Barrier Wall 3-26 on top of Wall 3-26
- \* Noise Barrier Wall 4A on top of Wall 4A
- \* Screening Wall
- \* Ecology Block Embankment Wall at the heritage tree located south of the pedestrian path

Noise wall stations and corresponding top of wall (Tow) elevations shall be as shown in 008066 Change Order No. 190.

The Design-Builder shall modify all new and existing work as required to accommodate the design and construction of the walls and other work described in 008066 Change Order No. 190. The work shall include, but not be limited to, the following:

- \* Earthwork and Grading
- \* Roadways and Pathways
- \* Drainage
- \* Stormwater Systems
- \* Utilities, including Utility Relocation
- \* Fire Protection Systems, including Fire Hydrants and Water Supplies
- \* Walls, including Ecology Block Walls
- \* Ties to the East Approach Bridge
- \* Landscape
- \* Pedestrian Path Railing
- \* Lighting

The Design-Builder shall field verify all existing work related to this section.

The Design-Builder shall perform all commissioning activities associated with this section.

This change order resolves any and all past, current, and future issues, impacts, limited access considerations, costs, credits, and/or schedule delays experienced by the Design-Builder related to the work specified in 008066 Change Order No. 200, item PCO's 172, 172.2, 136, 148.

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 10 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

\* PCO 172A - MOT FOR SOUTH SIDE WALLS CONSTRUCTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder associated with Maintenance of Traffic (MOT) related to the work specified in 008066 Change Order No. 200, item PCO's 172, 172.2, 136, 148. MOT shall be in accordance with Technical Requirements Section 2.22 and may include a temporary long term closure of the eastbound SR 520 shoulder utilizing temporary precast barrier, if approved by WSDOT.

\* PCO 194 - AIDS TO NAVIGATION MILE AND METER MARKERS:

Technical Requirements Section 2.12.4.2.7.17 Signage shall be revised as follows:

Before the first paragraph, add the paragraph:

"The Design-Builder shall provide Aids to Navigation signage. Signage on the north side of the floating bridge shall indicate distances in meters, and signage on the south side of the floating bridge shall indicate distances in nautical miles. The Aids to Navigation signage shall be consistent with the similar signage attached to the Pontoons of the existing floating bridge. Signage designs and installation methods shall be submitted to WSDOT for approval."

\* PCO 230, 259 - CATHODIC PROTECTION SYSTEM REFERENCE CELLS AND RECTIFIERS:

Technical Requirements Section 2.17.12.1 Design Parameters related to cathodic protection and stray current mitigation shall be revised as follows:

After the bulleted item that begins:

"\* Two reference cells shall be installed in each of the four selected zones."

Add the bulleted item:

"\* The reference cells shall be capable of being connected and disconnected as follows:

- Within a junction box immediately inside a Pontoon penetration. Leads shall be sealed through the Pontoon walls.
- Utilizing a field splice to replace reference cells at existing leads in fresh water applications."

Technical Requirements Section 2.17.12.3.2 Rectifier shall be revised as follows:

Delete the bulleted item:

"1. Control Type: Constant Voltage and/or constant current constrained by a maximum instant-off potential."

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 11 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

And replace with the bulleted item:

"1. Control Type: Standard rectifier with voltage control. Output voltage controlled by manual taps."

\* PCO 230A - CATHODIC PROTECTION SYSTEM FUTURE COMPATIBILITY AND ISSUE RESOLUTION:

Technical Requirements Section 2.17.12 Cathodic Protection and Stray Current Mitigation shall be revised as follows:

At the end of the section, delete the sentence:

"The scalability of the cathodic protection system is required primarily to accommodate increase in stray current from light rail."

And replace with the sentence:

"The scalability of the cathodic protection system is required primarily to accommodate an increase in stray current from light rail; scalability shall be provided in accordance with the requirements of Section 2.17.3.1 as modified in 008066 Change Order No. 57, and as shown in the Design-Builder's revised Released for Construction (RFC) Documents submitted as Field Design Change (FDC) No. 155."

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the scalability of the cathodic protection system as shown in the Design-Builder's revised Released for Construction (RFC) Documents submitted as Field Design Change (FDC) No. 155.

\* PCO 234B - EASTSIDE CONTRACTOR DELAY ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the transfer of responsibility for control of areas in the vicinity of the Evergreen Point Road Lid from the Eastside Contractor to the Design-Builder as specified in 008066 Change Order No. 152 R2 and known before September 30, 2015, and resolves the Design-Builder's reservation of rights provided for in 008066 Change Order No. 152 R2 to seek compensation for impacts due to the specified transfer dates.

\* PCO 383 - PONTOONS K/L RAFT; DELETE TESTING OF ANCHORS LN AND LS:

Technical Requirements Section 2.6.5.3.3 Proof Testing, as modified in 008066 Change Order No. 33, shall be revised as follows:

In the first paragraph, delete the sentence:

"The Design-Builder shall perform proof testing on all production anchors that are not subjected to verification testing or performance testing."

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 12 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

And replace with the sentence:

"The Design-Builder shall perform proof testing on all production anchors that are not subjected to verification testing or performance testing, except that proof testing of the anchors on the north and south sides of Pontoon L (anchors LN and LS) is not required."

008066 Change Order No. 121 R2 shall be revised as follows:

Under the heading "PCO 70A - OIC Submarine Cable Under 520 Draw Span", delete the sentence:

"To ensure no disruptions occur, the agreed upon method between the Design-Builder and WSDOT as a result of the proximity of the anchor cables for Pontoon L of the new bridge and the existing submarine power and communication cables "W", "C", and "E" (reference Appendix A-B As-Built Plans for Contract C#014344 Evergreen Point Bridge 520/8 Rehabilitation), testing of the anchor cables for Pontoon L shall be deferred until such time as the Design-Builder permanently blocks the center channel with the new floating bridge construction as allowed in Technical Requirements Section 2.12.3.5."

And replace with the sentence:

"To ensure no disruptions occur as a result of the proximity of the anchor cables for Pontoon L of the new bridge and the existing submarine power and communication cables "W", "C", and "E" (reference Appendix A-B As-Built Plans for Contract C#014344 Evergreen Point Bridge 520/8 Rehabilitation), the agreed upon method between the Design-Builder and WSDOT for assembling the pontoons and installing the anchor cables in the vicinity of the drawspan of the existing floating bridge is to join pontoons K and L off of the mainline before joining them (as a unit) to Pontoon M; to install the cables for the anchors on the north and south sides of Pontoon K (anchors KN and KS) immediately after pontoons K and L are joined to Pontoon M; and to install the cables for the anchors on the north and south sides of Pontoon L (anchors LN and LS) as the first order of work after the traffic switch onto the new floating bridge."

This change order resolves any and all past, current, and future issues, impacts, inefficiencies, costs, credits, and/or schedule delays experienced by the Design-Builder related to the procedures, sequences, requirements, and restrictions specified in 008066 Change Order No. 200, item PCO 383.

\* PCO 386 - POST-TENSIONING DUCT PRESSURE TEST AT LOW RISE BRIDGE DECK PANELS:

Technical Requirements Section 2.12.5.17 Elevated Structure and Transition Spans shall be revised as follows:

After the paragraph:

"The Design-Builder shall construct the Elevated Structure and Transition Spans in accordance with the requirements of Section 2.13

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 05/05/16  
Page 13 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

and the additional requirements of this section."

Add the paragraph:

"The Design-Builder shall perform leak tightness testing on post-tensioning ducts embedded in precast segmental prestressed concrete deck panels at the Low Rise portion of the floating bridge. The testing shall be performed after the post-tensioning reinforcement is installed and stressed, and prior to grouting the ducts. Leak tightness testing shall be in accordance with Section 6-02.3(26)E of the WSDOT Standard Specifications (Appendix D18), except that the completed duct assemblies shall be pressurized to an initial air pressure of 30-psi. If pressure loss is immediate or exceeds 15-psi in 30 seconds, the leakage shall be identified, repaired, or reconstructed, and the repaired reassembled duct system shall be retested."

\* PCO 387 - ANCHOR CABLE DEVIATION FRAME RETROFIT AND EXISTING ANCHOR CABLE Y-NORTH REPLACEMENT ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the retrofit design, construction, and installation of anchor cable deviation saddles attached to Supplemental Stability Pontoons (SSP) RSE, SSE, TSE, and USE, and the replacement of existing anchor cable Y-north engaged in the anchor cable deviation saddle attached to SSP USE.

\* PCO 388 - BRIDGE MAINTENANCE DOCK WATER DEPTH ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to conformance with the Bridge Maintenance Dock water depth requirements specified in Technical Requirements Section 2.30.4.3.2.1 as measured and documented by the Design-Builder on September 25, 2015.

\* PCO 389 - ANCHOR CABLE BS CONFLICT WITH EXISTING BRIDGE PONTOON ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the procedures utilized for tensioning the anchor cables on the north and south sides of Pontoon B (anchor cables BN and BS) as a result of a potential conflict between anchor cable BS and existing Pontoon A.

\* PCO 390 - MARINE FENDERS AND PONTOON METAL SIGNS ANCHOR BOLT MATERIAL:

Appendix M23 Outfitting and Assembly Minimum Technical Requirements, Bridge Sheet No. G1 "Notes 1 of 2", shall be revised as follows:

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 14 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

Under the heading "STRUCTURAL STEEL NOTES", delete the note:

"6. BOLTS SPECIFIED IN THE PLANS AS STAINLESS STEEL SHALL CONFORM TO ASTM A193, CLASS 2 GRADE B8M. NUTS SHALL CONFORM TO ASTM A194, GRADE 8M. WASHERS SHALL CONFORM TO ANSI B18.22.1 TYPE 316."

And replace with the note:

"6. BOLTS SPECIFIED IN THE PLANS AS STAINLESS STEEL SHALL CONFORM TO ASTM A193, CLASS 2 GRADE B8M, EXCEPT THAT ANCHOR BOLTS USED TO ATTACH THE MARINE FENDERS AND PONTOON METAL SIGNS SHOWN IN APPENDIX M23 (BRIDGE SHEET NOS. A14 Rev. 1, A15, A16 Rev. 1, A16A Rev. 1, A16B Rev. 1, AND M3, AS MODIFIED IN 008066 CHANGE ORDER NO. 169) TO THE SIDES OF PONTOONS SHALL CONFORM TO ASTM A193, CLASS 1 GRADE B8M, TYPE 316L. NUTS SHALL CONFORM TO ASTM A194, GRADE 8M. WASHERS SHALL CONFORM TO ANSI B18.22.1 TYPE 316."

\* PCO 392 - DEMOLITION LIMITS OF EXISTING IN-WATER PIERS 40 AND 41:

Technical Requirements Section 2.13.5.5 Removal of Existing Piers 40 and 41 shall be revised as follows:

Delete the sentence:

"Existing Pier 40 and 41 shall be removed to an elevation shown on the Conceptual Drawings (Appendix M1) or two feet below mudline, whichever is lowest."

And replace with the sentences:

"Existing Piers 40 and 41 shall be removed to the elevations shown on the Conceptual Drawings (Appendix M1) or a minimum of two feet below the lowest point of the mudline at the pier footings. The tops of the remaining pier footings shall be level."

\* PCO 393 - PAYROLL CERTIFICATION REQUIREMENTS ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits and/or schedule delays experienced by the Design-Builder related to the resubmittal of certified payroll reports as requested by WSDOT.

\* PCO 394 - ASPHALT IN LIEU OF PCCP WEST OF EVERGREEN POINT ROAD LID:

Technical Requirements Section 2.7.4.1 Mainline Pavement shall be revised as follows:

In the first bulleted item, delete the sentence:

"\* HMA for mainline: The new HMA pavement shall begin on the mainline at the easternmost point where the required PCCP paving ends, and continue to the paving limits shown in Appendix M1."

And replace with the sentence:

"\* HMA for Mainline: New HMA pavement for mainline paving shall extend

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 15 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

from the East Approach Bridges approach slabs to the western portal of the Evergreen Point Road Lid, and from the easternmost point where the required PCCP paving ends to the eastern paving limits shown in Appendix MI."

In the second bulleted item, delete the sentence:

"\* PCCP for mainline paving shall extend from the eastern edge of the new East Approach Bridges approach slabs to at least 30 feet beyond the eastern portal of the Evergreen Point Road Lid."

And replace with the sentences:

"\* PCCP for Mainline: New PCCP pavement for mainline paving shall extend from the western portal of the Evergreen Point Road Lid to the easternmost point that meets the following minimum requirements: 300 feet beyond the Evergreen Point Road Transit station pedestrian platform, and 30 feet beyond the eastern portal of the Evergreen Point Road Lid."

\* PCO 395 - GENERATOR BUILDING ENCLOSURE RATING ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to modifications to the fire rating requirements for the Bridge Maintenance Facility generator building. Changes to the generator building fire rating requirements will be incorporated into the Contract under a separate change order.

\* PCO 396A - MOT FOR TOLL CABINETS WORK:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder associated with Maintenance of Traffic (MOT) related to the installation of roadside toll cabinets. MOT shall be in accordance with Technical Requirements Section 2.22.

\* PCO 396B - MOT FOR TOLL SIGNS WORK:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder associated with Maintenance of Traffic (MOT) related to toll sign installation and other work specified in 008066 Change Order No. 140, and resolves the Design-Builder's reservation of rights provided for in 008066 Change Order No. 140 to seek compensation for additional work resulting from traffic control if the work specified in 008066 Change Order No. 140 cannot be performed during traffic closures in the same area. MOT shall be in accordance with Technical Requirements Section 2.22. The Design-Builder reserves its rights to seek compensation for MOT related to toll sign installation work directed by WSDOT that is not addressed in 008066 Change Order No. 140 or other Contract documents.



**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 05/05/16  
Page 16 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

\* PCO 397 - BRIDGE OPENING CEREMONY PEDESTRIAN LOAD ANALYSIS:

The Design-Builder shall provide a single engineering analysis of the Elevated Structure, East and West Transition Spans, and East Approach Bridges performed in accordance with AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009 Edition, utilizing a uniform pedestrian loading of 90 pounds per square foot.

\* PCO 398 - PONTOON CELL ID SIGNS IN LIEU OF PAINT:

Technical Requirements Section 2.12.4.2.7.17 Signage shall be revised as follows:

Delete six (6) paragraphs, beginning with the paragraph:

"Pontoon signage shall include metal signs attached to the embedded inserts in the sides of the pontoons, as well as identification (ID) signs painted on the concrete deck access hatch curbs and concrete walls inside and outside of the pontoons."

Through the paragraph that begins:

"Cell ID layouts painted on the concrete interior pontoon walls shall be along side wall openings (five feet minimum to six feet maximum above top of anchor gallery floor slab, and six inches minimum to 12 inches maximum side clearance), above wall openings (six inches minimum to 12 inches maximum to bottom of ID layout), and above fixed ladders (four feet minimum to five feet maximum above top of adjacent catwalk grating, and 12 inches minimum above top rung of fixed ladder)."

And replace with the paragraphs:

"Pontoon signage shall also include: Metal Signs attached to the outside walls of the pontoons; Pontoon Cell Address Identification (ID) signs attached to the outside of the concrete deck access hatch curbs and to the concrete walls inside of the pontoons; and Pontoon / Anchor Cable ID signs painted on the outside walls of the pontoons.

All ID signage shall have a white colored (Federal Standard 595 color number 17295) background with black colored (Federal Standard 595 color number 27038) upper case letters/numbers centered within the background. The letters/numbers shall be GOTHIC style and true. The background shall extend one inch minimum beyond the edge of the letters/numbers.

\* METAL SIGNS ATTACHED TO THE OUTSIDE WALLS OF THE PONTOONS:

See Outfitting and Assembly Minimum Technical Requirements (Appendix M23) for the layouts of the "RESTRICTED AREA" and "WARNING" metal signs to be attached to the sides of the pontoons. See State Furnished Pontoon Minimum Technical Requirements (Appendix M11) for inserts labeled SR and SW for attaching the metal signs. See Pontoon Reference Details (Appendix M24) for sign locations.

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 05/05/16  
Page 17 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

- \* PONTOON CELL ADDRESS ID SIGNS ATTACHED TO THE PONTOON DECK ACCESS HATCH CURBS AND THE WALLS INSIDE OF THE PONTOONS:

See Outfitting and Assembly Minimum Technical Requirements (Appendix M23) for the Pontoon Cell and Wall Name Convention for the different types of Pontoons and for sign locations.

Pontoon Cell Address ID signage shall include metal signs attached to the concrete hatch curbs and plastic signs attached to the concrete interior Pontoon walls. Mounting hardware for the Pontoon Cell Address ID Signs shall be reviewed and approved by the Engineer of Record to ensure material compatibility and structural sufficiency. Drilled holes for sign anchors shall conform to the clearance requirements specified in Section 2.12.5.3.1 unless otherwise approved by WSDOT.

- SIGNS AT HATCH CURBS: The Pontoon Cell Address ID signs at the concrete hatch curbs shall be aluminum with a minimum thickness of 0.040 inches. The signs shall have UV printed letters/numbers and a clear UV treated protective coating. The ID sign background shall be 15 inches wide by eight inches high. The letters/numbers shall be three inches minimum to four inches maximum high, with minimum 3/4 inch stroke width.

The signs shall be mounted on the short side of the rectangular hatch curbs and shall face the Type 1 Maintenance Shed located on Pontoon G, unless otherwise approved by WSDOT. Hatch curbs that require two signs shall have signs mounted on both of the short sides of the hatch curbs.

The signs shall be positioned vertically so that they are centered on the hatch curb (measured from the top of the Pontoon deck to the top of the curb) and shall be positioned horizontally on the half of the hatch curb that is farthest from the longitudinal centerline of the Floating Bridge.

- SIGNS AT WALLS INSIDE OF THE PONTOONS: The Pontoon Cell Address ID Signs at the walls inside of the Pontoons shall be ultra-matte high impact polystyrene plastic with a minimum thickness of 0.060 inches. The sign letters/numbers shall be digitally printed, UV cured, and covered in a UV cured clear coat. The ID sign background shall be 24 inches wide by eight inches high. The letters/numbers shall be four inches minimum to six inches maximum high, with minimum 3/4 inch stroke width.

The signs shall be mounted alongside the wall openings (five feet minimum to six feet maximum above top of anchor gallery floor slab, and six inches minimum to 12 inches maximum side clearance), above wall openings (six inches minimum to 12 inches maximum to bottom of sign), and above fixed ladders (four feet minimum to five feet maximum above top of adjacent catwalk grating, and 12 inches minimum above top ladder rung unless otherwise approved by WSDOT).

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 18 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

\* PONTOON / ANCHOR CABLE ID SIGNS PAINTED ON THE OUTSIDE WALLS OF THE PONTOONS:

See Outfitting and Assembly Minimum Technical Requirements (Appendix M23) for the layouts of the Pontoon / Anchor Cable ID signs to be painted on the outside walls of the Pontoons, and Pontoon Reference Details (Appendix M24) for the sign locations.

Pontoon / Anchor Cable ID signs shall be painted on the concrete exterior Pontoon walls above the "WARNING" signs. Paint on concrete surfaces shall conform to requirements in this section.

Pontoon / Anchor Cable ID layouts painted on the concrete exterior Pontoon walls shall have bottom of layout three inches minimum to six inches maximum above the top of metal "WARNING" signs. The ID background shall be 24 inches minimum to 36 inches maximum wide by 12 inches minimum to 18 inches maximum high. The letters/numbers shall be eight inches minimum to 12 inches maximum high, with minimum two inch stroke width."

Appendix M23 Outfitting and Assembly Minimum Technical Requirements shall be revised as follows:

On Bridge Sheet No. ID2 at 'DECK HATCH ID', delete the call-out:  
"B-1G (CELL ID PAINTED ON SIDE OF HATCH CURB, TYP)"

And replace with the call-out:  
"B-1G (CELL ID SIGN MOUNTED ON SIDE OF HATCH CURB, TYP; SEE RFP SECTION 2.12.4.2.7.17, AS MODIFIED IN 008066 CHANGE ORDER NO. 200, FOR SIGN LOCATIONS)"

On Bridge Sheet No. ID2 at 'CELL ID PLAN', delete the call-out:  
"B-1H (CELL ID PAINTED ON PONTOON WALL, TYP.)"

And replace with the call-out:  
"B-1H (CELL ID SIGN MOUNTED ON PONTOON WALL, TYP.)"

On Bridge Sheet No. ID3 at 'SECTION A', and  
On Bridge Sheet No. ID4 at 'SECTION B' and 'SECTION C',  
delete the call-out:  
"PAINTED ID (TYP.)"

And replace with the call-out:  
"CELL ID SIGN (TYP.)"

On Bridge Sheet No. ID5 at 'PONTOON A DECK HATCH ID PLAN', delete the call-out:  
"A-2K (CELL ID PAINTED ON SIDE OF HATCH CURB, TYP.)"

---

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 19 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

And replace with the call-out:

"A-2K (CELL ID SIGN MOUNTED ON SIDE OF HATCH CURB, TYP.; SEE RFP SECTION 2.12.4.2.7.17, AS MODIFIED IN 008066 CHANGE ORDER NO. 200, FOR SIGN LOCATIONS)"

On Bridge Sheet No. ID6 at 'PONTOON A PONTOON CELL ID PLAN', delete the call-out:

"A-3A (CELL ID PAINTED ON PONTOON WALL, TYP.)"

And replace with the call-out:

"A-3A (CELL ID SIGN MOUNTED ON PONTOON WALL, TYP.)"

On Bridge Sheet No. ID7 at 'SECTION A' and 'SECTION B',  
On Bridge Sheet No. ID8 at 'SECTION C' and 'SECTION D', and  
On Bridge Sheet No. ID9 at 'SECTION E', 'SECTION F' and 'SECTION G',  
delete the call-out:

"PAINTED ID (TYP.)"

And replace with the call-out:

"CELL ID SIGN (TYP.)"

On Bridge Sheet No. ID10 at 'SSP NW', delete the call-out:

"BNW-4D (CELL ID PAINTED ON SIDE OF HATCH CURB, TYP.)"

And replace with the call-out:

"BNW-4D (CELL ID SIGN MOUNTED ON SIDE OF HATCH CURB, TYP.; SEE RFP SECTION 2.12.4.2.7.17, AS MODIFIED IN 008066 CHANGE ORDER NO. 200, FOR SIGN LOCATIONS)"

On Bridge Sheet No. ID11 at 'TYPE 2', delete the call-out:

"RNW-5D, RNE-11D, RSW-31, RSE-91 (CELL ID PAINTED ON PONTOON WALL, TYP.)"

And replace with the call-out:

"RNW-5D, RNE-11D, RSW-31, RSE-91 (CELL ID SIGN MOUNTED ON PONTOON WALL, TYP.)"

On Bridge Sheet No. ID11 at 'TYPE 4 & TYPE 4A', delete the call-out:

"GNW-5D, GSW-3I (CELL ID PAINTED ON PONTOON WALL, TYP.)"

And replace with the call-out:

"GNW-5D, GSW-3I (CELL ID SIGN MOUNTED ON PONTOON WALL, TYP.)"

On Bridge Sheet No. ID11 at 'TYPE 5', delete the call-out:

"SNW-5D, SNE-11D, SSW-31, SSE-91 (CELL ID PAINTED ON PONTOON WALL, TYP.)"

And replace with the call-out:

"SNW-5D, SNE-11D, SSW-31, SSE-91 (CELL ID SIGN MOUNTED ON PONTOON WALL, TYP.)"

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 20 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

On Bridge Sheet No. ID11 at 'TYPE 6', delete the call-out:  
"VNE-9D, VSE-11I (CELL ID PAINTED ON PONTOON WALL, TYP.)"

And replace with the call-out:

"VNE-9D, VSE-11I (CELL ID SIGN MOUNTED ON PONTOON WALL, TYP.)"

On Bridge Sheet No. ID12 at 'SECTION A', 'SECTION B' and 'SECTION C',  
On Bridge Sheet No. ID13 at 'SECTION D' and 'SECTION E', and  
On Bridge Sheet No. ID14 'SECTION F', 'SECTION G' and 'SECTION H',  
delete the call-outs:  
"PAINTED ID (TYP.)"

And replace with the call-outs:

"CELL ID (TYP.)"

On Bridge Sheet No. ID15, delete the details:  
'CELL I.D. LOCATED ON FACE OF HATCH CURB'  
'CELL I.D. LAYOUT 1'  
'CELL I.D. LAYOUT 2'

Appendix M24 Pontoon Reference Details shall be revised as follows:

On Bridge Sheet No. RD7, delete the details:

'CELL I.D. LAYOUT 1'  
'CELL I.D. LAYOUT 2'

\* PCO 399.2 - HCT CLEAR ZONES AT SOUTH STRUCTURE OF EAST TRANSITION SPAN  
AS-BUILT:

WSDOT takes no exception to the construction of the bottom mat of reinforcing steel at the south structure (for eastbound traffic) of the East Transition Span, which does not conform with the clear vertical openings depth requirements specified in Technical Requirements Section 2.13.4.6 as modified in 008066 Change Order No. 31. The Design-Builder shall furnish As-Built Plans that document the details and dimensions of the reinforcing steel in accordance with Technical Requirements Section 2.2.3.4.1.

\* PCO's 401, 396 - MOT FOR CONSTRUCTION STAGE 1B:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder associated with Maintenance of Traffic (MOT) related to Construction Stage 1B at the west end of the Project, including restriping, as shown in the Design-Builder's Roadway/Civil Construction Staging Released for Construction (RFC) Documents and revised RFC Documents. MOT shall be in accordance with Technical Requirements Section 2.22.

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 21 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

\* PCO 404 - EVERGREEN POINT ROAD LID INFORMATIONAL KIOSK:

Technical Requirements Section 2.15.5.1.11 Wayfinding and Signage shall be revised as follows:

At the end of the section, add the paragraph:

"The Design-Builder shall provide and install a locking display board to be used as a temporary informational kiosk. The key for the locking display board shall be furnished to WSDOT. The display board shall be 24 inches by 36 inches and shall be attached to the existing pedestrian railing at the west end of the Evergreen Point Road Lid. The board shall be oriented so that it can be approached and viewed by pedestrians looking west toward Lake Washington. WSDOT will provide and install the informational content to be displayed in the display board. The Design-Builder shall remove and dispose of the display board and its attachment as directed by WSDOT."

\* PCO 409 - MEDINA TREE PRESERVATION OR REMOVAL:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the existing Douglas Fir tree located north of the retaining wall on the north side of the Bridge Maintenance Facility Access Road. Preservation of the tree shall be in accordance with Technical Requirements Section 2.15.5.3.1. Removal of the tree, if directed by WSDOT and/or the City of Medina, shall be in accordance with Technical Requirements Section 2.29.3.3.4. The Design-Builder shall coordinate all tree preservation and removal efforts with WSDOT and the City of Medina. The Design-Builder shall obtain any permits associated with tree removal.

\* PCO 410 - DRAFT HYDRAULIC REPORT ISSUE RESOLUTION:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to updating and submitting the Draft Hydraulic Report in accordance with the requirement to refine and detail the hydraulic report as necessary, as specified in Technical Requirements Section 2.14.3.4.3. Updates to the Draft Hydraulic Report shall incorporate WSDOT review comments and proposed revisions, and shall be submitted in their entirety, including calculations and appendices, for review and approval by WSDOT.

\* PCO 423 - DELETE NGCS TEXTURE AT PCCP UNDER EVERGREEN POINT ROAD LID:

Technical Requirements Section 2.7.4.1 Mainline Pavement shall be revised as follows:

Under the bulleted item that begins:

"\* PCCP for mainline paving"

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 22 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

Delete the sub-bulleted item:

"\* 0.92 feet PCCP with Corrosion Resistant Dowel Bars"

And replace with the sub-bulleted item:

"\* 0.92 feet PCCP with Corrosion Resistant Dowel Bars, except that dowel bars are not required at the shoulders of new PCCP mainline pavement"

Technical Requirements Section 2.7.5.3 Next Generation Concrete Surface shall be revised as follows:

In the first paragraph, delete the sentence:

"The Design-Builder shall apply a Next Generation Concrete Surface (NGCS) texture to all mainline PCCP driving lanes, bridge approach slabs, and bridge deck."

And replace with the sentence:

"The Design-Builder shall apply a Next Generation Concrete Surface (NGCS) texture to the bridge approach slabs, bridge deck, and the existing surface of Span 35 of the West Connection Bridge as specified in 008066 Change Order No. 191, item PCO 312B."

At the end of the section, insert the paragraph:

"The Design-Builder shall apply a longitudinal tining surface finish to the PCCP mainline pavement (driving lanes and shoulders) that extends from the western portal of the Evergreen Point Road Lid to the easternmost point where the PCCP paving ends. The longitudinal tining surface finish shall be in accordance with the requirements of Section 5-05.3(11) of the WSDOT Standard Specifications, 2014 Edition."

\* PCO x.1 - CENTRIC TO SHAREPOINT CONVERSION:

This change order resolves any and all past issues, impacts, costs, credits, and/or schedule delays experienced by WSDOT related to the Design-Builder's conversion from a CentricProject document control system to a SharePoint document control system in April 2015.

\* PCO x.2 - WSDOT MAINTENANCE CREW SUPPORT FOR DEVIATION FRAME WORK:

This change order resolves any and all issues, impacts, costs, and/or credits experienced by WSDOT through September 30, 2015 related to work performed by the WSDOT Bridge Maintenance Group in support of the Design-Builder's construction, retrofit, installation, and maintenance of deviation saddles attached to Supplemental Stability pontoons RSE, SSE, TSE, USE, and VSE.

\* PCO x.3 - USE 800-FT OF RESERVE ANCHOR CABLE AT DEVIATION FRAMES:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to the installation and use of approximately 800 linear feet of new anchor cable material, which was furnished to

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 23 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

WSDOT in accordance with 008066 Change Order No. 163, to replace existing anchor cables on the north side of the existing floating bridge (existing anchor cables V-north, W-north, X-north, Y-north, and Z-north) engaged in anchor cable deviation saddles attached to Supplemental Stability pontoons RSE, SSE, TSE, USE, and VSE.

\* PCO x.4 - USE BRIDGE MAINTENANCE FACILITY ACCESS ROAD DURING BRIDGE DEMOLITION:

Both the Design-Builder and WSDOT may utilize the Bridge Maintenance Facility access road during the demolition of the existing SR 520 bridge. The condition and shared use of the road and facilities shall be as agreed to in a future Memorandum of Understanding between WSDOT and the Design-Builder. The Design-Builder shall be responsible for the safety and condition of the road, shall coordinate the use of the road in order to minimize any interference with WSDOT operations, and shall restore any impacted property and landscaping in accordance with Technical Requirements Section 2.29.11.2 Restoration of Property and Landscape.

\* PCO x.5 - DAMAGED POST-TENSIONING IN PONTOON F:

WSDOT accepts the as-built condition of the longitudinal post-tensioning in Pontoon F that was damaged by the Design-Builder while drilling the Pontoon deck at a misidentified lowering hole breakout location, and accepts the deck repair performed by the Design-Builder. The Design-Builder shall furnish As-Built Plans that document the location and damage of the post-tensioning steel, and the repair of the Pontoon deck.

\* PCO x.6 - RSUP SURFACE CONDITION:

The as-built construction of the Regional Shared Use Path (RSUP) path at the Floating Bridge and the East Approach - North Bridge shall be modified by the Design-Builder as follows:

- \* FLOATING BRIDGE ELEVATED STRUCTURE BRIDGE DECK PANELS ON PONTOONS L THROUGH S: The Design-Builder shall sawcut the existing precast concrete bridge deck panels a distance of 3 inches on each side of each bridge deck panel joint for the full width of the RSUP, and shall remove the concrete within the sawcut area to a depth of 1.5 inches. The exposed concrete surfaces shall be prepared and scored, and the removed area shall be poured back to create a surface that is smooth and flush with the adjacent RSUP surface. The concrete removal limits may be increased in order to develop a smooth transition between adjacent deck panels, or to remove excess grout and epoxy at the panel joints.
- \* FLOATING BRIDGE ELEVATED STRUCTURE BRIDGE DECK PANELS ON PONTOONS D THROUGH K: The Design-Builder shall remove excess grout and epoxy at all existing precast concrete bridge deck panel joints within the RSUP. Excess grout and epoxy may be removed by sanding or grinding,



WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 24 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

provided that removal by these methods does not cause damage to the existing concrete or create a dip or other unevenness in the RSUP surface; otherwise, the existing precast concrete bridge deck panels shall be sawcut and poured back in accordance with the requirements for the Floating Bridge Elevated Structure bridge deck panels on Pontoons L through S.

- \* RSUP SURFACE AT FLOATING BRIDGE AND EAST APPROACH: The Design-Builder shall construct a mockup of the RSUP with a sandblasted surface texture for WSDOT approval. The mockup shall remove any foreign material and provide a uniform surface texture. The Design-Builder shall sandblast the surface of the RSUP as necessary to provide a uniform surface texture that is consistent with the texture of the approved mockup.

- \* PCO x.7 - OUTSTANDING INSPECTION COSTS ASSOCIATED WITH CO 188:

This change order resolves any and all past, current, and future issues, impacts, costs, credits, and/or schedule delays experienced by the Design-Builder related to supplementary inspections performed through October 31, 2014 of existing anchor cables engaged in anchor cable deviation saddles as specified in 008066 Change Order No. 188, and provides reimbursement to the Design-Builder for the supplementary inspections performed through October 31, 2014 as provided for in 008066 Change Order No. 188.

- \* PCO x.8 - DELETE ROADWAY SWEEPING OF EXISTING BRIDGE:

Technical Requirements Section 2.29.4.3.1 Roadway Sweeping shall be revised as follows:

Delete the paragraph:

"The Design-Builder shall maintain all paved areas within the Project limits, including the existing floating bridge, to prevent the accumulation of dirt and gravel. The Design-Builder shall periodically, and when directed by WSDOT, perform street sweeping or other best management practices to remove debris from the roadway and shoulders."

And replace with the paragraph:

"The Design-Builder shall maintain all paved areas within the Project limits, except at the existing floating bridge and existing approaches, to prevent the accumulation of dirt and gravel. The Design-Builder shall periodically, and when directed by WSDOT, perform street sweeping or other best management practices to remove debris from the roadway and shoulders, except at the existing floating bridge and existing approaches where sweeping will be performed by others."

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 25 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

**PAYMENT:**

As mutually agreed for the Work as described in this change order, WSDOT will reimburse the Design-Builder the lump sum amount of \$2,800,000 under the new item "PROJ RESOL AND SOUTH SIDE CN" in the amount of \$2,800,000. The lump sum amount shall be full compensation for all direct and indirect costs related to Work addressed under this change order.

**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 \$2,800,000, 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 12, 419, 419A - ENVIRONMENTAL COMMITMENT LIST AND NMFS PERMIT DATE  
ISSUE RESOLUTION:

KGM Letter 0149 dated June 22, 2012  
KGM Letter 0150 dated June 22, 2012  
KGM Letter 0675 dated January 29, 2016  
WSDOT Letter 0284 dated February 28, 2013  
WSDOT Letter 0564 dated January 30, 2014

\* PCO 95 - CHANGE TO SOUTH OVERLOOK:  
KGM Letter 0115 dated May 14, 2012

\* PCO 142E - EMERGENCY SIGNAL HEADS AT EVERGREEN POINT ROAD LID PORTALS:  
KGM Letter 0643 dated March 6, 2015  
WSDOT Letter 0294 dated March 11, 2013

\* PCO 142I - TOLL RATE SIGN REQUIREMENTS

\* PCO 145 - BELVEDERE SECURITY LIGHTING:  
KGM Letter 0393 dated May 10, 2013  
KGM Letter 0646 dated March 31, 2015  
WSDOT Letter 0162 dated October 10, 2012  
WSDOT Letter 0475 dated September 4, 2013

\* PCO's 172, 172.2, 136, 148 - SOUTH SIDE WALLS CONSTRUCTION AND ISSUE  
RESOLUTION

\* PCO 172A - MOT FOR SOUTH SIDE WALLS CONSTRUCTION

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 26 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

- \* PCO 194 - AIDS TO NAVIGATION MILE AND METER MARKERS:  
KGM Letter 0404 dated May 21, 2013  
WSDOT Letter 0191 dated November 14, 2012
  - \* PCO 230, 259 - CATHODIC PROTECTION SYSTEM REFERENCE CELLS AND RECTIFIERS:  
KGM Letter 0353 (PCO 230) dated March 22, 2013  
KGM Letter 0377 (PCO 259) dated April 24, 2013  
WSDOT Letter 0413 dated June 10, 2013
  - \* PCO 230A - CATHODIC PROTECTION SYSTEM FUTURE COMPATIBILITY AND ISSUE RESOLUTION
  - \* PCO 234B - EASTSIDE CONTRACTOR DELAY ISSUE RESOLUTION
  - \* PCO 383 - PONTOONS K/L RAFT; DELETE TESTING OF ANCHORS LN AND LS:  
KGM Letter 0620 dated November 19, 2014  
KGM Letter 0620R1 dated November 24, 2014  
KGM Letter 0648 dated April 2, 2015  
WSDOT Letter 0746 dated January 8, 2015
  - \* PCO 386 - POST-TENSIONING DUCT PRESSURE TEST AT LOW RISE BRIDGE DECK PANELS
  - \* PCO 387 - ANCHOR CABLE DEVIATION FRAME RETROFIT AND EXISTING ANCHOR CABLE Y-NORTH REPLACEMENT ISSUE RESOLUTION
  - \* PCO 388 - BRIDGE MAINTENANCE DOCK WATER DEPTH ISSUE RESOLUTION:  
KGM Letter 0663 dated October 8, 2015
  - \* PCO 389 - ANCHOR CABLE BS CONFLICT WITH EXISTING BRIDGE PONTOON ISSUE RESOLUTION
  - \* PCO 390 - MARINE FENDERS AND PONTOON METAL SIGNS ANCHOR BOLT MATERIAL
  - \* PCO 392 - DEMOLITION LIMITS OF EXISTING IN-WATER PIERS 40 AND 41
  - \* PCO 393 - PAYROLL CERTIFICATION REQUIREMENTS ISSUE RESOLUTION
  - \* PCO 394 - ASPHALT IN LIEU OF PCCP WEST OF EVERGREEN POINT ROAD LID
  - \* PCO 395 - GENERATOR BUILDING ENCLOSURE RATING ISSUE RESOLUTION:  
KGM Letter 0647 dated March 31, 2015 (only as this letter pertains to cost and time impacts; 008066 Change Order No. 200 does not address design and construction requirements which will be incorporated into the Contract under a separate change order)
  - \* PCO 396A - MOT FOR TOLL CABINETS WORK
  - \* PCO 396B - MOT FOR TOLL SIGNS WORK
-

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER

DATE: 05/05/16  
Page 27 of 28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

- \* PCO 397 - BRIDGE OPENING CEREMONY PEDESTRIAN LOAD ANALYSIS:  
KGM Letter 0654 dated April 24, 2015  
WSDOT Letter 0769 dated May 2, 2015
  - \* PCO 398 - PONTOON CELL ID SIGNS IN LIEU OF PAINT
  - \* PCO 399.2 - HCT CLEAR ZONES AT SOUTH STRUCTURE OF EAST TRANSITION SPAN  
AS-BUILT:  
KGM Letter 0639 dated March 4, 2015  
WSDOT Letter 0757 dated March 26, 2015
  - \* PCO's 401, 396 - MOT FOR CONSTRUCTION STAGE 1B:  
KGM Letter 0649 (PCO 396) dated April 3, 2015  
WSDOT Letter 0762 (PCO 396) dated April 21, 2015
  - \* PCO 404 - EVERGREEN POINT ROAD LID INFORMATIONAL KIOSK:  
WSDOT Letter 0772 dated May 19, 2015
  - \* PCO 409 - MEDINA TREE PRESERVATION OR REMOVAL:  
KGM Letter 0668 received December 22, 2015  
WSDOT Letter 0805 dated January 14, 2016
  - \* PCO 410 - DRAFT HYDRAULIC REPORT ISSUE RESOLUTION
  - \* PCO 423 - DELETE NGCS TEXTURE AT PCCP UNDER EVERGREEN POINT ROAD LID
  - \* PCO x.1 - CENTRIC TO SHAREPOINT CONVERSION
  - \* PCO x.2 - WSDOT MAINTENANCE CREW SUPPORT FOR DEVIATION FRAME WORK
  - \* PCO x.3 - USE 800-FT OF RESERVE ANCHOR CABLE AT DEVIATION FRAMES
  - \* PCO x.4 - USE BRIDGE MAINTENANCE FACILITY ACCESS ROAD DURING BRIDGE  
DEMOLITION
  - \* PCO x.5 - DAMAGED POST-TENSIONING IN PONTOON F
  - \* PCO x.6 - RSUP SURFACE CONDITION
  - \* PCO x.7 - OUTSTANDING INSPECTION COSTS ASSOCIATED WITH CO 188
  - \* PCO x.8 - DELETE ROADWAY SWEEPING OF EXISTING BRIDGE
-

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 05/12/16

Page ~~24~~ of ~~28~~

28

CONTRACT NO: 008066

CHANGE ORDER NO: 200

ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
1108	01		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	95,800.00
1108	02		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	-27,250.00
1108	03		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	128,180.00
1108	04		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	-27,250.00
1108	05		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	121,800.00
1108	06		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	2,118,950.00
1108	18		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	11,990.00
1108	46		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	367,970.00
1108	47		PROJ RESOL AND SOUTH SIDE CN	L.S.	0.00	0.00	9,810.00

-----  
2,800,000.00  
-----