



Contract Number 8473	Contract Title I-5 Mellen Street to Blakeslee Junction- Stage 2	Federal Aid Number N/A
Change Order Number 146	Change Description Over-Unders	Date Sep 28, 2017
Region Southwest Region	Project Engineer Colin Newell <i>CM</i>	Phone Number 360-740-8600
Prime Contractor / Design-Builder SCARSELLA BROS., INC.		

- Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications or the RFP
- Change proposed by Contractor / Design-Builder

Evolution & Description Of Change

The reason for this change order is the Contractor has requested an adjustment for variations in estimated quantities per Section 1-04.6 of the Standard Specifications.

This change order addresses equitable adjustment for stranded fixed costs associated with underrunning quantities for the following bid items:

- No. 4 "Selective Clearing", the underrun was a result of a plan error, sheet WM6 did not delineate the area for Selective Clearing along the proposed access road. The proposed access road was not built due to the availability of an alternate route that was utilized. The Engineer did not need the selective clearing where soil preparation was being applied to the wetland site.
- No. 26 "Removing Conc. Pipe", the underrun was a result of differing site conditions that allowed pipe to remain. CO #90 did reduce the total amount from 3233 to 3170 lineal feet but most the pipe in question that was slated for removal was allowed to remain because of the differing site conditions.
- No. 39 "Light Loose Riprap", the underrun was a result of a plan error.
- No. 41 "Underdrain Pipe 6 IN. Diam.", the underrun was a result of a plan error. DR5-9, 10, 11, and 12 called out for use of 6" underdrain pipe that was paid for as Media Filter Drain installation instead.
- No. 42 "Drain Pipe 6 IN. Diam.", the underrun was a result of not installing per plan, some wall locations did not warrant utilizing the drain pipe.
- No. 63 "Removing Water Meter", the underrun was a result of removal by City of Centralia.
- No. 64 "Service Connection 3/4 IN. Diam.", the underrun was a result of the connection being made by City of Centralia.
- No. 65 "Service Connection 2 IN. Diam.", the underrun was a result of connection by the City of Centralia. For Bid Item
- No. 66 "Ductal Iron Pipe for Water Main 6 IN. Diam.", the underrun was a result of plan error.
- No. 75 "Casing Shoring", the underrun was a result of shoring deemed unnecessary.
- No. 99 "Bridge Deck Repair", the underrun was a result of plan error. The bridge deck repair was over estimated.
- No. 127 "Wattle", the underrun was a result of permanent BMP's being incorporated instead of temporary BMP's or Wattles.
- No. 128 "Coir Log", the underrun was a result of permanent BMP's being incorporated instead of temporary BMP's or Coir Logs.

Evolution & Description of Change – Continuation from Page 1

- No. 132 "Seed, Fertilizer and Mulching - Site Wetland", the underrun was a result of the designer working with an outdated Base Map, plan error.
- No. 135 "Topsoil Type C 12 IN.", the underrun was a result of soil conditions, conditions warranted use of Topsoil Type C 6 IN. Instead.
- No. 145 "General Weed Control-Chemical Application", the underrun was a result of an estimate error.
- No. 163 "Cast-In-Place Concrete Barrier", the underrun was a result of a Contractor proposal to install the end piece only. No change order was associated with this decision.
- No. 187 "Painted Bicycle Lane Symbol", the underrun sheet supplied by Scarsella was incorrect. As a result there is no underrun, see CAPS #9622, 9623.
- No. 188 "Plastic Bicycle Lane Symbol", the underrun sheet supplied by Scarsella was incorrect. As a result there is no underrun, CAPS entry #9621.
- No. 190 "Plastic Drainage Marking", the underrun sheet supplied by Scarsella was incorrect. As a result there is no underrun, see CAPS #9485, 9486, 9487, 9610, 9611, 9612, 9748, 9839, 9840.
- No. 191 "Plastic Aerial Surveillance Full Markers", the underrun sheet supplied by Scarsella was incorrect. As a result there is still an underrun of 50% instead of 75%, see CAPS #9590.
- No. 192 "Plastic Aerial Surveillance Half Markers", the underrun sheet supplied by Scarsella was incorrect. As a result there is no underrun, see CAPS #9591, paid in full.
- No. 229 "Flaggers & Spotters", the underrun was a result of an estimate error.
- No. 239 "Plastic Crosshatch Marking", the underrun was a result of incorrect layout in gore areas per Standard Plan M-2.20-03.
- No. 253 "Gravel Backfill-Drain", the underrun was a result of plan error.
- No. 254 "Controlled Density Fill", the underrun was a result of plan error, the work was not called out in the plans or specials.
- No. 257 "Plugging Exist Pipe", the underrun was a result of pipes that were removed.
- No. 276 "Double 14 Ft. Chain Link Gate", the underrun was a result of the existing gate being utilized.
- No. 282 "Abandon Exist Manhole", the underrun was a result of plan error, 11 out of 12 were not called out in the plan sheets.
- No. 287 "Manhole Additional High 48 IN. - Type 3", the underrun was a result of plan error, no call out for Type 3 only Type 1.
- No. 289 "Adjust Valve Box", the underrun was a result of; UT4-3, UT8-4, UT11-1, UT12-6, UT12-8, UT13-4, UT13-5, UT13-11, and UT13-20 being adjusted by the City of Centralia.
- No. 316 "Construction Geotextile for Separation", the underrun was a result of estimate error.
- No. 317 "Construct Geotextile for Underground Drainage", the underrun was a result of estimate error.
- No. 318 "Construction Geotextile for Permanent Erosion Control", the underrun was a result of a plan change, Addendum1 created a need for "Geotextile for Slope Protection" that was used in place of "Construction Geotextile for Permanent Erosion Control" but the bid item 318 was not reduced in the preparation of the addendum.
- No. 321 "No Trespassing Sign", the underrun was a result of an estimate error.
- No. 325 "Settlement Plate", the underrun was a result of Special Provisions page 306 which called out only 2 plates, plan error.
- No. 326 "Duckbill Check Valve 12 IN. Diam.", the underrun was a result of a plan error, no 12 inch needed.

Renegotiation of item pricing due to quantity overruns are as follows:

- No. 23 "Removing Roadside Pavement Markers", the overrun was a result of estimate error in staging plans A-E.

Evolution & Description of Change – Continuation from Page 2

- No. 24 "Removing Chain Link Fence", the overrun is reduced as a result of overpayment on 2 sections of fence. After corrections were made to field notes, payments were backed out for AS10-6 (367') and AS11-8 (55'), the reduction to the contractors estimate amounted to 422'. Additionally, 700' of chain link fence was removed along the C Line that was not in the plans, this was an estimate error.
- No. 29 "Pond Ex. Incl. Haul", the overrun was a result of estimate error.
- No. 33 "Ditch Ex. Incl. Haul", the overrun was a result of estimate error.
- No. 38 "Streambed Mix", the overrun was a result of estimate error.
- No. 46 "Cl. V Reinf. Conc. Culv. Pipe 12 IN. Diam.", the overrun was a result of differing site conditions.
- No. 68 "Structure Ex Class A Incl. Haul", the overrun was a result of estimate error.
- No. 103 "Cleaning, Sealing, and Caulking Pack Rust", the overrun was a result of site conditions that warranted additional cleaning, sealing, and caulking.
- No. 142 "Soil Amendment", the overrun was a result of estimate error.
- No. 143 "Bark Wood Chip Mulch", the overrun was a result of estimate error.
- No. 166 "Removing and Resetting Existing Permanent Barrier", the overrun was a result of estimate error in staging plans D and E.
- No. 170 "Resetting Impact Attenuator", the overrun was a result of estimate error, there was additional need.
- No. 172 "Operation of Transportable Attenuator(s)", the overrun was a result of estimate error, there was additional need.
- No. 194 "Raised Pavement Marker Type 2", the overrun was a result of estimate error, and there was additional need.
- No. 226 "Portable Changeable Message Sign", the overrun was a result of estimate error, and there was additional need.
- No. 227 "Sequential Arrow Sign", the overrun was a result of estimate error, and there was additional need.
- No. 230 "Other Traffic Control Labor", the overrun was a result of estimate error, and there was additional need.
- No. 246 "Shoring Extra Ex Class B", the overrun was a result of estimate error, there was additional need.
- No. 274 "End, Gate, Corner, and Pull Post for Chain link Fence", the overrun was a result of estimate error, and there was additional need.
- No. 284 "Adjust Manhole" the overrun was a result of estimate error, and there was additional need.

One new lump sum item is being created under this change order to address all added costs at once.

This change order creates the following new item:

"E/A and Renegotiated Item Pricing"



Contract Number 8473	Contract Title I-5 Mellen Street to Blakeslee Junction- Stage 2	Change Order Number 146
--------------------------------	---	-----------------------------------

Basis of Cost & Justification:

This change order increases the Contract amount by an estimated \$549,860.53. The attached summary of over and under runs spreadsheet is included as a basis for justification of costs for the actual items overrun and for the stranded fixed costs by items underrun. The overrun section takes the contractors actual costs and compares them to the amounts they've been compensated to date by WSDOT through Bid Item payments. It then takes the difference in the adjusted final quantity and the 125% amount and calculates the difference between production cost and bid cost. Compensation is for the difference between production and bid cost, the difference between adjusted final quantity and 125% of proposal quantity amounted to \$530,294.73. The underruns section compares anticipated fixed distributed costs (distributed fixed costs up to 75% of the proposal quantity) versus the actual recovered fixed costs. Compensation is the difference between these two figures, and amounts to \$19,565.80. The percentage of off-site overhead in the amount of 3.58% along with the on-site overhead amount of 3.42% for a total of 7.00% has been agreed to in a meeting with the Contractor. The contractor's costs were greater than bid, and they are entitled to the actual cost difference for the overruns. The contractor was not able to recoup their distributed fixed cost because they were not able to perform over 75% of the bid item quantities that were underrun. Please see attached cost justification.

Contract Time:

Contract time was not affected by this change order. The variations in quantities did not affect the critical path and additional contract time is not warranted or requested by the Contractor.

Prior Approvals:

Colin Newell, P.E., Chehalis Area Engineer, gave his approval for this change order on August 29, 2017.
Chris Tams, P.E., WSDOT Southwest Region Construction Engineer, gave approval on March 7, 2016.
Neal Uhlmeier, P.E., WSDOT HQ Construction Engineer, gave approval on March 9, 2016.

List Attachments:

P.E. approval
Cost justification
Change Order Check List

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

nm

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 09/29/17
Page 1 of 4

CONTRACT NO: 008473 FEDERAL AID NO:
CONTRACT TITLE: I-5, MELLEN STREET TO BLAKESLEE JUNCTION - STAGE 2
CHANGE ORDER NO: 146 OVER-UNDERRUN

PRIME CONTRACTOR: [REDACTED] SCARSELLA BROS., INC.
PO BOX 68697
SEATTLE WA 98168-0697

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

Change proposed by Contractor

<p>ENDORSED BY: <u><i>[Signature]</i></u> <u>SCARSELLA BROS., INC.</u> CONTRACTOR <u>Oct 13, 2017</u> DATE</p>	<p>SURETY CONSENT: ATTORNEY IN FACT DATE</p>
--	--

RECEIVED

OCT 23 2017

Dept. of Transportation
Chehalis Engineering

ORIGINAL CONTRACT AMOUNT: 48,221,444.44
CURRENT CONTRACT AMOUNT: 49,154,967.51
ESTIMATED NET CHANGE THIS ORDER: 549,860.53
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 49,704,828.04

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

<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED () EXECUTED</p> <p><u><i>[Signature]</i></u> PROJECT ENGINEER Colin Newell, P.E. <u>10/24/17</u> DATE</p>	<p>EXECUTED:</p> <p><u><i>[Signature]</i></u> STATE CONSTRUCTION ENGINEER <u>11/8/17</u> DATE</p>
<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED () EXECUTED</p> <p>REGIONAL ADMIN: <u><i>[Signature]</i></u> BY: <u>01 Nov 17</u> DATE</p>	<p>OTHER APPROVAL WHEN REQUIRED</p> <p>SIGNATURE _____ DATE _____ REPRESENTING _____</p>

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 09/29/17
Page 2 of 4

CONTRACT NO: 008473

CHANGE ORDER NO: 146

All work, materials, and measurements to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.

This contract is revised as follows:

DESCRIPTION OF WORK

This change order addresses Underrun and Overrun quantities by equitable adjustment in accordance with Section 1-04.6 of the Standard Specifications. Underrun items considered eligible for compensation are Bid Items No. 4 "Selective Clearing", No. 26 "Removing Conc. Pipe", No. 39 "Light Loose Riprap", No. 41 "Underdrain Pipe 6" Diam.", No. 42 "Drain Pipe 6" Diam.", No. 63 "Removing Water Meter", No. 64 "Service Connection 3/4" Diam.", No. 65 "Service Connection 2" Diam.", No. 66 "Ductal Iron Pipe for Water Main 6 IN. Diam.", No. 75 "Casing Shoring", No. 99 "Bridge Deck Repair", No. 127 "Wattle", No. 128 "Coir Log", No. 132 "Seed, Fertilizer and Mulching - Site Wetland", No. 135 "Topsoil Type C 12 IN.", No. 145 "General Weed Control-Chemical Application", No. 163 "Cast-In-Place Concrete Barrier", No. 191 "Plastic Aerial Surveillance Full Markers", No. 229 "Flaggers & Spotters", No. 239 "Plastic Crosshatch Marking", No. 253 "Gravel Backfill-Drain", No. 254 "Controlled Density Fill", No. 257 "Plugging Exist Pipe", No. 276 "Double 14 Ft. Chain Link Gate", No. 282 "Abandon Exist Manhole", No. 287 "Manhole Additional Height 48 IN. Diam. Type 3", No. 289 "Adjust Valve Box", No. 316 "Construction Geotextile for Separation", No. 317 "Construct Geotextile for Underground Drainage", No. 318 "Construction Geotextile for Permanent Erosion Control", No. 321 "No Trespassing Sign", No. 325 "Settlement Plate" and No. 326 "Duckbill Check Valve 12" Diam."

As is further explained in the estimate spreadsheet attachments to this Change Order, the Contractor requested renegotiation of item pricing due to quantity overruns. Overruns considered eligible for compensation are Bid Items No. 23 "Removing Roadside Pavement Markers", No. 24 "Removing Chain Link Fence", No. 29 "Pond Ex. Incl. Haul", No. 33 "Ditch Ex. Incl. Haul", No. 38 "Streambed Mix", No. 46 "Cl. V Reinf. Conc. Culv. Pipe 12 IN. Diam.", No. 68 "Structure Ex Class A Incl. Haul", No. 103 "Cleaning, Sealing, and Caulking Pack Rust", No. 142 "Soil Amendment", No. 143 "Bark Wood Chip Mulch", No. 166 "Removing and Resetting Existing Permanent Barrier", No. 170 "Resetting Impact Attenuator", No. 172 "Operation of Transportable Attenuator(s)", No. 194 "Raised Pavement Marker Type 2", No. 226 "Portable Changeable Message Sign", No. 227 "Sequential Arrow Sign", No. 230 "Other Traffic Control Labor", No. 246 "Shoring Extra Ex Class B", No. 274 "End, Gate, Corner, and Pull Post for Chain link Fence", No. 284 "Adjust Manhole".

This change order creates one new item:

"E/A and Renegotiated Item Pricing"

PAYMENT

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 09/29/17
Page 3 of 4

CONTRACT NO: 008473

CHANGE ORDER NO: 146

"E/A and Renegotiated Item Pricing" is a lump sum amount of \$549,860.53. This shall be full compensation for the adjusted final quantities of underrun and overrun bid items as follows. Upon payment of this change order the lump sum amount shall satisfy all requests from the Contractor for additional compensation pertaining to quantities of all contract items that are subject to equitable adjustment and renegotiation of item pricing.

CONTRACT TIME

Contract time is not affected by this change.

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 09/29/17
Page 4 of 4

CONTRACT NO: 008473				CHANGE ORDER NO: 146			
ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE

1148	01		E/A AND RENEGOTIATED ITEM PRICING	L.S.	0.00	0.00	274,930.27
481	2149	02	E/A AND RENEGOTIATED ITEM PRICING	L.S.	0.00	0.00	374,930.26

549,860.53
