

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 09/13/22
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CONTRACT NO: 009015 FEDERAL AID NO:
CONTRACT TITLE: SR 520, MONTLAKE TO LAKE WASHINGTON I/C AND BRIDGE
CHANGE ORDER NO: 142 MULTIPLE ISSUE RESO NO.2-2022

PRIME CONTRACTOR: XXXXXXXXXX GRAHAM CONTRACTING, LTD.
13555 SE 36TH ST SUITE 120
BELLEVUE WA 98006-1442

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

ENDORSED BY: <i>Signature on file</i> _____ <hr/> CONTRACTOR SIGNATURE Sep 28, 2022 <hr/> DATE	SURETY CONSENT: <hr/> ATTORNEY IN FACT <hr/> DATE
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ORIGINAL CONTRACT AMOUNT: 455,349,888.00
 CURRENT CONTRACT AMOUNT: 483,458,535.23
 ESTIMATED NET CHANGE THIS ORDER: 866,038.00
 ESTIMATED CONTRACT TOTAL AFTER CHANGE: 484,324,573.23

Signature Required: Project Engineer State Construction Engineer
 Regional Administrator Other Agency

<i>Signature on file</i> <hr/> PROJECT ENGINEER SIGNATURE Sep 28, 2022 <hr/> DATE	<i>Signature on file</i> <hr/> STATE CONSTRUCTION ENGINEER SIGNATURE Sep 29, 2022 <hr/> DATE
<i>Signature on file</i> <hr/> REGIONAL ADMINISTRATOR SIGNATURE Sep 29, 2022 <hr/> DATE	OTHER APPROVAL WHEN REQUIRED <hr/> SIGNATURE _____ DATE _____ <hr/> REPRESENTING _____

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

This contract is revised as follows:

The first paragraph above is revised to read:

All work, materials, and measurements to be in accordance with the Contract Documents for this Project. Unless specifically modified herein, all provisions in the Contract Documents shall remain in full force and effect.

DESCRIPTION:

This change order incorporates Design-Builder Initiated Changes (DBIC) and Owner Initiated Changes (OIC) into the Contract, in accordance with General Provisions Section 1-04.4, and resolves issues associated with the following potential change orders (PCOs):

1. PCO 182 "UL2196 Assembly for Underlid Emergency Circuits" - (DBIC/OIC)
2. PCO 277 "Portage Bay Test Piles" - (OIC)
3. PCO 279 "54-Inch Waterline Liquidated Damages and Dished Head Restraints" - (DBIC)
4. PCO 290 "Work Suspension due to Presidential Visit" - (OIC)
5. PCO 291 "Reduce Demo of Conc Wall Adjacent to Ex Watermain" - (DBIC)
6. PCO 293 "Reuse Existing WABN ITS Components" - (DBIC)

CONTRACT REQUIREMENTS:

1. PCO 182 UL2196 Assembly for Underlid Emergency Circuits

This change order compensates the Design-Builder for preparation of a Design Memorandum titled "Montlake Lid Bridge Underlid Systems NFPA 502 Chapter 12 Sections Compliance", which was prepared at the request of WSDOT.

2. PCO 277 Portage Bay Test Piles

This change order compensates the Design-Builder for installation and subsequent removal of two test piles located in Portage Bay. Work shall be in accordance with the scope and stipulations below and the Preliminary Test Pile Program Layout (page 7 of this change order):

- o Install two full-scale test piles, one on-land and one overwater
- o Allowable axial resistance of 400 kips
- o Nominal axial resistance of 600 kips
- o 24-inch diameter steel pipe piles, open-end
- o 1/2-inch thick pile walls
- o One test pile near H-565p-11a or H-565p-11b. For estimating purposes this test pile should include 100 feet of embedment
- o One test pile near H-675p-15. For estimating purposes this test pile should include 150 feet of embedment plus 5 feet to 10 feet of water depth
- o Use APE 200-6 vibratory hammer (or as approved by WSDOT) to install piles to within approximately 5 feet of final embedment / axial resistance
- o Use APE D46-22 impact hammer to install piles to final embedment and proof the axial capacity
- o Use a Pile Driving Analyzer (PDA) Firm to perform PDA Testing on both test piles. PDA Firm to be submitted to WSDOT for review and acceptance
- o Record pile driving and provide access for WSDOT personnel to observe and record pile driving
- o Remove both test piles using an APE 200-6 vibratory hammer. If unable to remove, piles may be cut and protected in place. Piles that are not removed shall be shown on the as-built drawings
- o The piles may be driven from the existing bridge
- o Work shall be in accordance with the Major Public Project Construction Noise Variance (MPPCNV) (Appendix E32) and all other environmental and permit requirements, including but not limited to, in-water Work windows and nesting restrictions
- o Design-Builder shall provide crane specifications for WSDOT review
- o WSDOT will provide bridge as-built plans and specifications for crane placement
- o Design-Builder shall coordinate work with WSDOT Engineer and sound technicians

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- o Design-Builder shall coordinate with Portage Bayshore Condominiums and Moorage for any access required to perform the Work and all necessary boat relocations
- o Design-Builder shall obtain a Temporary Noise Variance if needed for any part of this Work
- o WSDOT will provide public outreach
- o WSDOT will allow one Full Weekend Closure for each direction of travel of the SR 520 Mainline. Closures must occur within the same weekend

3. PCO 279 54-Inch Waterline Liquidated Damages and Dished Head Restraints

The protest associated with this issue is fully resolved and closed as further described under the section "Release". Additionally, WSDOT will not pursue Liquidated Damages pertaining to this issue.

4. PCO 290 Work Suspension due to Presidential Visit

This change order compensates the Design-Builder for all cost impacts due to the Work suspension ordered by WSDOT for the Presidential visit in April 2022.

5. PCO 291 Reduce Demo of Conc Wall Adjacent to Ex Watermain

Technical Requirements Section 2.13.4.2.1 "Comprehensive Bridge and Wall Demolition" is modified as follows:

Delete:

"Remove all portions of existing walls to be demolished to a depth of at least 5 feet below finish ground elevation, Subgrade elevation, or adjacent ground elevation, whichever is lower. Portions of existing walls lower than 5 feet below the lowest of finish ground elevation, Subgrade elevation, or adjacent ground elevation may be left in place provided they do not conflict with new construction. Existing Bridge and Wall Demolition Plans shall be submitted to WSDOT for Review and Comment showing the sequence and staging of removal operations and the types and location of equipment to be used in the removal and demolition operations."

And replace with:

"Remove all portions of existing walls to be demolished to a depth of at least 5 feet below finish ground elevation, Subgrade elevation, or adjacent ground elevation, whichever is lower. Portions of existing walls lower than 5 feet below the lowest of finish ground elevation, Subgrade elevation, or adjacent ground elevation may be left in place provided they do not conflict with new construction. Existing Bridge and Wall Demolition Plans shall be submitted to WSDOT for Review and Comment showing the sequence and staging of removal operations and the types and location of equipment to be used in the removal and demolition operations. The Bridge No. 520/5 (24th Avenue Bridge) north abutment may be demolished to the top of the adjacent 12-inch waterline (approximately 3 feet below finish ground) instead of 5 feet below finish ground elevation. The Design-Builder is responsible for protection of the waterline in both its temporary and permanent condition."

6. PCO 293 Reuse Existing WABN ITS Components

Technical Requirements Section 2.18.4.4.5.1 "Modifications to Existing Active Traffic Management (ATM) System" is modified as follows:

Delete:

"Following the termination of two-way operation on WABN, the Design-Builder shall remove and salvage all Lane Control Signs, Side-Mounted Signs, and Variable Message Signs prior to installation of the permanent ATM signs as dictated by the permanent lane configurations as shown on the Final Channelization Plan."

And replace with:

"Following the termination of two-way operation on WABN, the Design-Builder shall remove and salvage, or relocate, all ATM signs and equipment as dictated by the permanent lane configurations as shown on the Final Channelization Plan. Additional ATM equipment provided by the Design-Builder shall be permitted to be utilized for permanent locations on the project in

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accordance with the Final ITS Plans and Final Channelization Plan. Existing, surplus ATM equipment replaced or removed from the WABN roadway shall be salvaged according to the Technical Requirements. Existing ATM signs and equipment that are relocated to a permanent installation shall be subject to field acceptance testing; system operational testing; system integration, commissioning and training; and warranty requirements of the Contract pertaining to permanent ITS."

Technical Requirements Section 2.18.5.2 "Removal and Salvage of Existing ITS" is modified as follows:

Delete:

"Existing ITS equipment on WABN relocated or adjusted by the Project during construction shall be removed and salvaged, and shall be replaced by new components prior to placement in the permanent configuration.

In addition, the following existing ITS on WABN have been identified as systems to be removed and salvaged by the Design-Builder:

o Lane Control Signs mounted to existing WABN sign structure at Pier 3 shall not be removed until the completion of the two-way traffic operation on WABN and the permanent ATM at the Montlake Lid Bridge is operational. Side-Mounted Signs at this location may be preserved or re-installed within 200 feet of the current location where the posted speed limit changes during two-way traffic operation on WABN."

And replace with:

"Lane Control Signs mounted to existing WABN sign structure at Pier 3 shall not be removed until the completion of the two-way traffic operation on WABN and the permanent ATM at the Montlake Lid Bridge is operational. Side-Mounted Signs at this location may be preserved or re-installed within 200 feet of the current location where the posted speed limit changes during two-way traffic operation on WABN."

PAYMENT:

The new lump sum pay item: "Multiple Issue Resolution No. 02 2022" in the amount of \$866,038.00 shall be full and final payment for all additional costs for equipment, labor, tools, materials, engineering, indirect, overhead, and other costs realized by the Design-Builder and its subcontractors, consultants, and suppliers, and shall fully resolve all PCOs described in this change order.

CONTRACT TIME:

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

RELEASE:

The Design-Builder, Graham Contracting Ltd (GCL), agrees by the signing of this change order that all Notices of Protest associated with the PCOs included herein are fully resolved and releases the State of Washington from any claims, disputes, or further protests associated with said PCOs.

GCL further agrees that upon payment of this change order in the amount of \$866,038.00, any and all requests for compensation for direct and indirect costs set forth in the following PCO issues and associated documents have been satisfied in full and the State of Washington is discharged and released from any additional requests for extra compensation:

*PCO 182 "UL2196 Assembly for Underlid Emergency Circuits" DBIC/OIC GCL Serial Letter Nos. W17068-165 dated November 29, 2021; W17068-172 dated December 22, 2021; W17068-209 dated June 21, 2022; W17068-211 dated July 21, 2022; W17068-218 dated August 22, 2022; and other documents specifically related to this PCO

*PCO 279 "54-Inch Waterline Liquidated Damages and Dished Head Restraints" - DBIC GCL Serial Letter Nos. W17068-122 dated April 8, 2021; W17068-126 dated April 28, 2021; W17068-129 dated May 28, 2021; W17068-133 dated June 25, 2021; W17068-135 dated July 28, 2021; W17068-140 dated August 26, 2021; W17068-156 dated October 25, 2021; W17068-164 dated November 24, 2021; W17068-209 dated

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June 21, 2022; W17068-211 dated July 21, 2022; W17068-218 dated August 22, 2022; and other documents specifically related to this PCO

*PCO 290 "Work Suspension due to Presidential Visit" - OIC
GCL Serial Letter Nos. W17068-197 dated April 21, 2022; W17068-204 dated May 23, 2022; W17068-209 dated June 21, 2022; W17068-211 dated July 21, 2022; W17068-218 dated August 22, 2022; and other documents specifically related to this PCO.

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ITEM NO	GROUP NO	STD ITEM	UNIT OF MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
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ITEM	DESCRIPTION:	CO 142	MULTIPLE ISSUE	RESO NO. 02-2022		
1096	01		L.S.	0.00	0.00	866,038.00

AMOUNT TOTAL

 866,038.00
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