



RECEIVED

Memorandum

SEP 10 2019

September 4, 2019

TO: Craig McDaniel, PE MS 47354 / 360-705-7823
THRU: Dewayne Matlock, PE / Zoie Urvina NB82-230 / 360-705-7830
FROM: Patrick Fuller, PE NB82-66/ 206-805-2960
SUBJECT: 009127 – SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and
Surface Street Project
CO 11 – NSS Issues Resolution 01

Attached for HQ Execution is Change Order 11, "NSS Issues Resolution 01".

DESCRIPTION:

This change order resolves multiple issues pertaining to the North Surface Streets (NSS) Phase within the SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface Street (D2S2) Project. This change order also compensates the Design-Builder (D-B), Kiewit Infrastructure West Co. (Kiewit), for added Work related to the following issues:

1. WSDOT Issue #29/Kiewit Issue #48 - 6th Avenue and Battery Street ADA Ramps
2. WSDOT Issue #43/Kiewit Issue #43 - Deleted Driveway at Aurora Avenue and John Street
3. WSDOT Issue #45/Kiewit Issue #45 - Delete Aurora Avenue Northbound Left Turn Lane
4. WSDOT Issue #46/Kiewit Issue #46 - Curb Bulb in Wall Street Vicinity
5. WSDOT Issue #49/Kiewit Issue #49 - Thomas Street and Southbound Aurora Avenue Sidewalk Addition
6. WSDOT Issue #71/Kiewit Issue #85 - Portland Cement Concrete Pavement (PCCP) Panel Replacement
7. WSDOT Issue #76/Kiewit Issue #63 - Aurora Avenue Additional Sidewalk
8. WSDOT Issue #95/Kiewit Issue #87 - Delete Driveway – Quality Inn

For each issue included in this change order, the requirement to use uniformed police officers (UPOs) is deleted from the Work. UPOs have not been necessary in the NSS Area so far and are not anticipated in the future. If UPOs do become necessary in the performance of this Work at a later date, costs will be addressed in a future change order.

The following items, as they apply to the issues addressed in this change order, are excluded from the required Work of the D-B:

- Contaminated material handling and disposal beyond Subtitle D
- Parking fees and permits

EVOLUTION OF CHANGE:

1. WSDOT Issue #29/Kiewit Issue #48 - 6th Avenue and Battery Street ADA Ramps

Appendix M01.03 of the Request for Proposal (RFP) Contract document provides the Basic Configuration for the North Surface Streets, including the locations of proposed ADA ramps. Ramp requirements are also specified in Technical Requirement (TR) Section 2.1.1.4 Project Description. Subsection 3 of TR 2.1.1.4 states:

“All curb ramps within the reconstructed area from Thomas Street to Sixth Avenue shall be ADA compliant. Additional curb ramps outside the Aurora Avenue reconstruction area shall also be retrofitted for ADA compliance. See the 6th Ave. and Taylor Ave ADA Ramp Replacement Conceptual Plan (Appendix M01.06).”

The intersection of 6th Avenue / 7th Avenue(Aurora) / Battery Street has five approaches. Four of the approaches have existing crosswalks. In Appendix M01.03, only two new ADA ramps are shown at this intersection – on 6th Avenue, to replace an existing crosswalk. A crosswalk does not currently exist at the 7th Avenue(Aurora) approach, nor was it required in the Basic Configuration. The 7th Avenue(Aurora) ADA ramps and crossing are also not shown in Appendix M01.06.

The City of Seattle is requiring the addition of a crosswalk at the 7th Avenue(Aurora) approach in accordance with its Right-of-Way Manual, Appendix D31, which requires ADA compliance during street construction. Because of the skew of this street, design and construction of non-standard ramps is required to increase pedestrian visibility and properly direct a sight-impaired person. WSDOT provided direction for the D-B to pursue this change in an October 26, 2018 email.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for adding two ADA-compliant ramps and crosswalk striping at the north approach of the 6th Avenue / 7th Avenue(Aurora) / Battery Street intersection in accordance with Seattle Department of Transportation (SDOT) standards and requirements. The D-B shall provide coordination with SDOT. SDOT will install the pedestrian push buttons and perform necessary traffic signal phasing operations and upgrades to support the added pedestrian crossing. This change is considered a Betterment and is eligible for reimbursement from SDOT to WSDOT.

2. WSDOT Issue #43/Kiewit Issue #43 - Deleted Driveway at Aurora Avenue and John Street

The Basic Configuration for the North Surface Streets (Appendix M01.03) shows a 10-foot wide driveway at the southeast corner of Aurora Avenue and John Street. This is an existing driveway that accesses John Street and was to be reconstructed as part of the NSS Work.

WSDOT and SDOT reviewed this driveway location after the Contract was awarded and agree that this driveway should be removed for safety reasons, due to its close proximity to the intersection. WSDOT considers this a design refinement and provided direction for the D-B to pursue this change in an October 26, 2018 email.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for deleting the original driveway design and construction elements and replacing it with sidewalk and one tree.

3. WSDOT Issue #45/Kiewit Issue #45 - Delete Aurora Avenue Northbound Left Turn Lane

The Basic Configuration for the North Surface Streets (Appendix M01.03) shows a 12-foot wide left turn lane from northbound Aurora Avenue onto westbound Thomas Street.

In an early Task Force meeting and subsequent email, SDOT directed deletion of the left turn lane and replacement with a raised landscaped median. WSDOT provided direction for the D-B to pursue this change in an October 26, 2018 email, and the D-B incorporated the landscaped median into its design drawings.

After the NSS plans were Released for Construction, but before this change order, WSDOT directed the D-B to continue with construction of the extended raised median, but delete the landscaping and topsoil within the curbed area. This direction was provided to Kiewit in a July 22, 2019 email due to SDOT's unwillingness to participate the cost of this betterment. With this change, Kiewit is to:

- Install the extended median curbing in the location of the original left turn lane. Temporary asphalt is to be removed, but base rock can remain in place.
- Fill the extended median with 12 inches of arborist mulch inside the curbed area.
- Match into the proposed landscaped median to the south, as shown in the Basic Configuration.
- Delete the landscaping in the extended median that was shown in the Released for Construction (RFC) plans.
- Update the RFC landscape plan with a Field Directed Change.

No updates to any other RFC plans are required. All changes must be documented by the D-B on the as-built drawings. WSDOT anticipates that SDOT is not inclined to approve these revisions and has released the D-B from responsibility for obtaining City approval for the median changes described herein.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for deleting design and construction elements of the original left turn lane from Aurora Avenue onto Thomas Street and replacing it with a raised median. The elimination of the left turn lanes on Aurora Avenue and on Thomas Street will prevent vehicular traffic from crossing Aurora Avenue as well as reduce traffic volumes on Thomas. This will increase the safety and efficiency of the intersection.

Safety Benefits:

- Eliminate conflicts between left turning vehicles and the pedestrian and bicycle traffic.
- Eliminating the vehicular through movement across Aurora Avenue will reduce overall vehicular volumes on Thomas Street which will increase the safety for pedestrians and bicycles traffic by reducing the potential conflict between the two modes of traffic.

Efficiency Benefits:

- Increase the efficiency of traffic flow on Aurora Avenue by eliminating the left turn signal phase.
- Increase efficiency of pedestrian and bicycle traffic on Thomas Street by eliminating the left turn signal phase.

4. WSDOT Issue #46/Kiewit Issue #46 - Curb Bulb in Wall Street Vicinity

The Basic Configuration for the North Surface Streets (Appendix M01.03) shows a right turn slip lane from eastbound Denny Way onto southbound Wall Street. A cut-through sidewalk island is also shown at this intersection.

Concurrent with construction of the D2S2 Project, there is a private development underway at the southwest corner of Denny Way and Wall Street (known as the 600 Wall Street Project). SDOT has been coordinating with both the D2S2 Project and the 600 Wall Street Project to determine the ultimate configuration of roadway improvements at the Denny Way / Wall Street intersection. The final intersection configuration was unknown at the time of the D2S2 RFP development. At an October 2018 Task Force meeting, SDOT presented a preliminary revised layout for the intersection which included removing the slip lane and sidewalk island. The curb in the southwest quadrant (as shown in Appendix M01.03) would be replaced by a sidewalk bulb-out, thereby directing all vehicle into the intersection. The bulb-out design was to accommodate an SU-30 design vehicle. WSDOT provided direction for the D-B to pursue this change in an October 26, 2018 email.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for deleting design and construction elements of the original slip lane and sidewalk island at the southwest corner of Denny Way / Wall Street and replacing them with a sidewalk bulb-out. This change is considered a Betterment and is eligible for reimbursement from SDOT to WSDOT.

5. WSDOT Issue #49/Kiewit Issue #49 - Thomas Street and Southbound Aurora Avenue Sidewalk Addition

TR Section 2.1.1.4 Project Description, Subsection 3 identifies minimum elements of Work to be performed in the NSS Project Area. One of these elements is to install three King County Metro (KCM) Rapid Ride bus stops within the Project limits. The D-B coordinated with KCM on the locations of bus stops and provided one of the bus stops at the northwest corner of Aurora Avenue and Thomas Street, adjacent to WSDOT-owned property.

WSDOT subsequently elected to dedicate five feet of right-of-way (ROW) along the frontage of its property near the bus stop, allowing the bus shelter to be shifted further west, toward the ROW line. This change is considered a design refinement, resulting in approximately 900 square feet of additional sidewalk area adjacent to the bus shelter and along WSDOT-owned property. WSDOT provided direction for the D-B to pursue this change in an October 26, 2018 email.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for design modifications and construction costs required to accommodate the additional sidewalk width.

6. WSDOT Issue #71/Kiewit Issue #85 - Portland Cement Concrete Pavement (PCCP) Panel Replacement

Appendix M01.06 of the RFP shows ADA Ramp Replacements that are required along 6th Avenue and Taylor Avenue. Adjacent to three of these ramp locations, a portion of the Portland Cement Concrete Pavement (PCCP) roadway panels needs to be removed and replaced. The PCCP panel replacements were originally within the Contract scope of the SR 99 Bored Tunnel Project but are being transferred to the D2S2 Project with this change order. Because the ADA ramps are being replaced as part of the D2S2 Contract, it was logical to have the PCCP panels removed and replaced at the same time, to avoid re-work and possible damage to the new panels.

PCCP panels to be removed and replaced as part of this change order include: 1) the southwest corner of 6th Avenue and Thomas Street, 2) the southeast corner of 6th Avenue and John Street, and 3) the northwest corner of Taylor Avenue and John Street. On February 9, 2019, WSDOT issued Serial Letter 19-0009 (WA-C-CHD-NSS-TR2.07-000061-01) to Kiewit acknowledging the added scope and requesting an itemized cost breakdown.

This change order compensates the D-B for removal and replacement of three PCCP panel areas along 6th Avenue and Taylor Avenue, including re-stripping of crosswalks, utility adjustments, traffic control, and all associated Work.

7. WSDOT Issue #76/Kiewit Issue #63 - Aurora Avenue Additional Sidewalk

The Basic Configuration for the North Surface Streets (Appendix M01.03) shows all required sidewalk widths within the Project limits. Most sidewalks along Aurora Avenue are required to be 6-foot wide, with some variations shown at 7-foot wide and up to 14-foot wide at Harrison Street. Landscaped planter strips vary in width along the corridor.

Appendix L01 South & North Portal Landscape Design Guidelines is a reference document included in the RFP which shows planned (conceptual) sidewalk widths along Aurora Avenue to generally be 15 feet, with some areas up to 25 feet. The sidewalk widths shown on these conceptual roadway cross-sections do not include a landscaped planter, but incorporate street trees within the sidewalk area.

Landscaping direction from SDOT included providing wider sidewalk areas along Aurora Avenue. WSDOT confirmed SDOT's requirement for wider sidewalks (and reduced planter strip widths) within the Aurora Avenue Project limits in an October 26, 2018 email and directed the D-B to pursue this design refinement. Due to ROW constraints, sidewalks could not be widened without reducing planter strip widths.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for providing wider sidewalks and narrower planter strips along both sides of Aurora Avenue, from Battery Street to Harrison Street.

8. WSDOT Issue #95/Kiewit Issue #87 - Delete Driveway – Quality Inn

The Basic Configuration for the North Surface Streets (Appendix M01.03) shows all required driveway locations within the Project limits. There is one 25-foot driveway shown at the northwest corner of Aurora Avenue and John Street that is in very close proximity to the intersection. WSDOT reviewed this driveway location with SDOT and agreed at a Task Force meeting that this driveway should be removed for safety reasons. The deleted driveway was to be redesigned and constructed as a sidewalk and planter with at least one street tree. The driveway shown immediately to the north of the deleted driveway was to be widened from 20 feet to 30 feet.

This change order modifies the Contract Basic Configuration (Appendix M01.03 NSS Channelization Plan) and compensates the D-B for deleting a driveway and replacing it with sidewalk, planter strip, and trees. This change order also compensates the D-B for widening a proposed driveway from 20 feet to 30 feet.

ENTITLEMENT:

Items 1 through 5 and 7 through 8 are WSDOT directed changes to the Basic Configuration, in accordance with Section 1-04.4(3), the Design-Builder is entitled to increase in Contract Price as a result of the changes.

Items 6 is added scope directed by WSDOT that could not have been anticipated by the Design-Builder as part of the design process or interpretation of the Standards in the Contract.

PRICING THE CHANGE:

This change order includes multiple issues that have added costs for the D-B. The attached engineers estimate provides a cost for each of the issues, which supports the final agreed upon price.

PRICE:

Please reference the table below: WSDOT and the Design-Builder have mutually agreed to the following list of cost impacts associated to this change order. The Design-Builder's cost proposal of \$580,000 is 3.76% higher, therefore meets WSDOT acceptance threshold of +/-10%.

WSDOT and Design-Builder have agreed, a new Lump Sum Item shall be created, "CO-11, NSS Issues Resolution -01" for the lump sum amount of \$580,000.

Item #	WSDOT Issue#	Kiewit Issue #	Description	Negotiated Cost		
1	29	48	6th Avenue and Battery Street ADA Ramps	\$29,550.00		
2	43	43	Deleted Driveway at Aurora Avenue & John Street	\$30,500.00		
3	45	45	Delete Aurora Avenue Northbound Left Turn Lane	\$76,080.00		
4	46	46	Curb Bulb in Wall Street Vicinity	\$11,810.00		
5	49	49	Thomas Street and Southbound Aurora Avenue Sidewalk Addition	\$29,400.00		
6	71	85	Portland Cement Concrete Pavement (PCCP) Panel Replacement	\$209,175.00		
7	76	63	Aurora Avenue Additional Sidewalk	\$4,400.00		
8	95	87	Delete Driveway - Quality Inn	\$22,300.00		
				Subtotal	\$413,215.00	
				Field Overhead	12.30%	\$50,825
				G and A	7.865%	\$32,479
				Fee	14%	\$57,850
				Bond & Ins	1.11%	\$4,587
				Total		\$558,956

CONTRACT TIME:

The D-B and WSDOT agree that this Change Order has no impact to Contract Time, and as such, no extension of Contract Time will be granted as a result of this Change Order.

APPROVALS:

- Dawn McIntosh, P.E., D2S2 Project Engineer, approved the change June 11, 2019
- Dewayne Matlock, P.E., Region Change Approval, approved the change August 5, 2019.
- Craig McDaniel, P.E., HQ Construction, approved the change August 8, 2019
- Mario Mathisen, Program Management gave funding concurrence July 26, 2019

ATTACHMENTS TO THE MEMO:

- Change Order
- Change Order Checklist
- Engineer’s cost estimate – Attachment A
- Approvals listed above – Attachment B

cc: Project File
 9127 20 (011)

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 08/28/19
Page 1 of 4

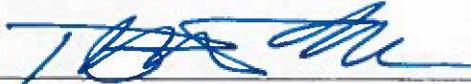
CONTRACT NO: 009127 FEDERAL AID NO:
CONTRACT TITLE: SR 99, AWV DEMOLITION DECOMMISSIONING & SURFACE ST
CHANGE ORDER NO: 11 NSS ISSUES RESOLUTION 01

PRIME CONTRACTOR: [REDACTED] KIEWIT INFRASTRUCTURE WEST CO.
33455 6TH AVE S
FEDERAL WAY WA 98003-6335

ORIGINAL

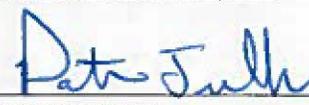
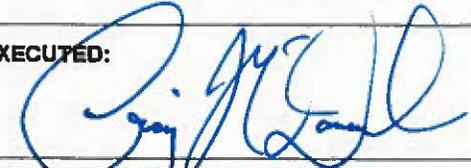
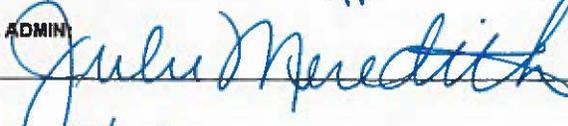
Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications

Change proposed by Contractor

ENDORSED BY:  CONTRACTOR DATE: 8/28/19	SURETY CONSENT: ATTORNEY IN FACT DATE
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ORIGINAL CONTRACT AMOUNT: 93,749,999.00
 CURRENT CONTRACT AMOUNT: 107,178,792.00
 ESTIMATED NET CHANGE THIS ORDER: 580,000.00
 ESTIMATED CONTRACT TOTAL AFTER CHANGE: 107,758,792.00

Approval Required: Region Olympia Service Center Local Agency

<input checked="" type="checkbox"/> APPROVAL RECOMMENDED  PROJECT ENGINEER DATE: 9/4/19	<input type="checkbox"/> EXECUTED EXECUTED:  STATE CONSTRUCTION ENGINEER DATE: Sept 10, 2019
<input type="checkbox"/> APPROVAL RECOMMENDED ^{DM} TH REGIONAL ADMIN BY:  DATE: 9/5/19	OTHER APPROVAL WHEN REQUIRED SIGNATURE _____ DATE _____ REPRESENTING _____

CCS
9/9/2019
JK

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

CONTRACT 9127
CHANGE ORDER 11
PAGE 2 OF 14

CONTRACT NO: 009127

CHANGE ORDER NO: 11

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 deleted and replaced with:

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, as mutually agreed between WSDOT and the Design-Builder (D-B), includes modifications to the Contract associated with the following North Surface Street (NSS) issues:

1. WSDOT Issue #29/Kiewit Issue #48 - 6th Avenue and Battery Street ADA Ramps
2. WSDOT Issue #43/Kiewit Issue #43 - Deleted Driveway at Aurora Avenue and John Street
3. WSDOT Issue #45/Kiewit Issue #45 - Delete Aurora Avenue Northbound Left Turn Lane
4. WSDOT Issue #46/Kiewit Issue #46 - Curb Bulb in Wall Street Vicinity
5. WSDOT Issue #49/Kiewit Issue #49 - Thomas Street and Southbound Aurora Avenue Sidewalk Addition
6. WSDOT Issue #71/Kiewit Issue #85 - Portland Cement Concrete Pavement (PCCP) Panel Replacement
7. WSDOT Issue #76/Kiewit Issue #63 - Aurora Avenue Additional Sidewalk
8. WSDOT Issue #95/Kiewit Issue #87 - Delete DrivewayQuality Inn

GENERAL:

For each issue included in this change order, the requirement to use uniformed police officers (UPOs) is deleted from the Work. If UPOs become necessary in the performance of this Work at a later date, costs will be reimbursed in a future change order.

The following items, as they apply to the issues addressed in this change order, are excluded from the required Work of the D-B:

- Contaminated material handling and disposal beyond Subtitle D
- Parking fees and permits

This change order specifically includes:

1. WSDOT Issue #29/Kiewit Issue #48 - 6th Avenue and Battery Street ADA Ramps Documents a change to the Basic Configuration, Appendix M01.03, Appendix M01.05, and Appendix M01.06, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Design and construct two ADA-compliant ramps and crosswalk striping at the north approach (7th Avenue/Aurora Avenue) of the 6th Avenue, Battery Street, 7th Avenue/Aurora Avenue intersection in accordance with Seattle Department

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

CONTRACT 9127
CHANGE ORDER 11
PAGE 3 OF 14

CONTRACT NO: 009127

CHANGE ORDER NO: 11

of Transportation (SDOT) standards and requirements. The D-B shall provide coordination with SDOT. SDOT will provide and install the pedestrian push buttons and perform necessary traffic signal phasing and any traffic signal updates required to support the added pedestrian crossing.

2. WSDOT Issue #43/Kiewit Issue #43 - Deleted Driveway at Aurora Avenue and John Street

Documents a change to the Basic Configuration, and Appendix M01.03, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Remove the existing driveway at the southeast corner of Aurora Avenue and John Street (located on John Street). Delete the proposed 10-foot wide Type 430A driveway at this location and replace it with a 5-foot wide sidewalk and 5-foot wide landscape planter with one tree.

3. WSDOT Issue #45/Kiewit Issue #45 - Delete Aurora Avenue Northbound Left Turn Lane

Documents a change to the Basic Configuration, and Appendix M01.03, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Delete the proposed left-turn lane from northbound Aurora Avenue onto westbound Thomas Street and replace it with a raised median.

The new median shall match into the proposed landscaped median to the south, as shown in the Basic Configuration. Temporary asphalt shall be removed within the area of the new median, but base rock does not need to be removed. The new, extended median shall be finished with approximately 12 inches of arborist's mulch within the curbed area.

The new median shall be addressed as a Field Design Change to the D-B's Released for Construction landscaping plans. Updates to the channelization, paving, and other design plans are not included in this change. All changes shall be documented by the D-B in the as-built drawings.

The D-B is not responsible for obtaining City of Seattle approval for the changes described in this section. Additional change that may result from City of Seattle review comments will be addressed in a future change order.

4. WSDOT Issue #46/Kiewit Issue #46 - Curb Bulb in Wall Street Vicinity

Documents a change to the Basic Configuration, and Appendix M01.03, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Delete the proposed slip lane and adjacent sidewalk island from eastbound Denny Way onto southbound Wall Street. The slip lane shall be replaced by a sidewalk bulb-out at the southwest corner of the intersection. The bulb out shall be designed to accommodate an SU-30 design vehicle. The bulb out shall be constructed per design package D7A/B RFC Drawings.

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

CONTRACT 9127
CHANGE ORDER 11
PAGE 4 OF 14

CONTRACT NO: 009127

CHANGE ORDER NO: 11

5.WSDOT Issue #49/Kiewit Issue #49 - Thomas Street and Southbound Aurora Avenue Sidewalk Addition

Documents a change to the Basic Configuration, and Appendix M01.03, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Install additional sidewalk adjacent to the proposed King County Metro (KCM) bus stop near the northwest corner of Aurora Avenue and Thomas Street. Five feet of additional right-of-way was dedicated along WSDOT's property frontage in this area to accommodate the KCM bus stop. The D-B shall install five feet of additional sidewalk along the entire length of the right-of-way dedication and as needed to construct the bus stop in accordance with KCM requirements and standards.

6.WSDOT Issue #71/Kiewit Issue #85 - Portland Cement Concrete Pavement (PCCP) Panel Replacement

Documents a change to Contract requirements and compensates the D-B for the following additional Work and all associated costs:

7.Remove and replace PCCP panels at three ADA ramp locations shown on pages 7 through 14 of this change order.

8.WSDOT Issue #76/Kiewit Issue #63 - Aurora Avenue Additional Sidewalk

Documents a change to the Basic Configuration, and Appendix M01.03, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Design and construct widened sidewalks along the west and east sides of Aurora Avenue, between Battery Street and Harrison Street, in accordance design package D7A/B RFC Drawings.

9.WSDOT Issue #95/Kiewit Issue #87 - Delete Driveway Quality Imm

Documents a change to the Basic Configuration, and Appendix M01.03, of the Contract and compensates the D-B for the following additional Work and all associated costs:

Remove existing driveway at the northwest corner of Aurora Avenue and John Street (approximate station 291+65 LT, Appendix M01.03). Delete the proposed driveway at this location and replace with sidewalk and landscaping. Increase width of proposed driveway at approximate station 292+15 LT from 20 feet to 30 feet.

MEASUREMENT:

No specific unit of measure shall apply to the new lump sum pay item:

"CO#011 NSS Issues Resolution 01"

PAYMENT:

The new lump sum pay item:

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

CONTRACT 9/27
CHANGE ORDER 11
PAGE 5 OF 14

CONTRACT NO: 009127

CHANGE ORDER NO: 11

"CO#011 NSS Issues Resolution 01" in the amount of \$580,000.00

shall be full and final payment for all costs associated with the Work and full resolution of all issues described in this change order.

CONTRACT TIME:

The D-B and WSDOT agree that this Change Order has no impact to Contract Time, and as such, no extension of Contract Time will be granted as a result of this Change Order.

MISCELLANEOUS:

The D-B certifies the amount of compensation granted by this Change Order includes all known and anticipated impacts or amounts, direct, indirect and consequential, which may be incurred as a result of the event or matter giving rise to this change and that D-B has no reason to believe and does not believe that the factual basis for this Change Order is falsely represented.

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

CONTRACT 9127
 CHANGE ORDER 11
 PAGE 6 OF 14

CONTRACT NO: 009127				CHANGE ORDER NO: 11			
ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
1009	02		CO#11 - NSS ISSUES RESOLUTION 01	L.S.	580,000.00	1.00	580,000.00

 580,000.00

Contract 9127 Design-Build Change Order Checklist

Cont. #: <input type="text" value="009127"/>	Cont. Title: <input type="text" value="SR99 / AWV Demolition Decommissioning & Surface Street"/>
C.O. #: <input type="text" value="011"/>	C.O. Title: <input type="text" value="NSS ISSUES RESOLUTION - 01"/>
<input checked="" type="checkbox"/> Design-Builder Initiated. <input checked="" type="checkbox"/> Agency Initiated.	
I. Executed by the State Construction Office 1. Cost or credit equal to or greater than \$500,000. *2, *4 2. Change in the contract documents beyond the scope, intent or termini of the original contract.*1, *4 3. Change in contract time greater than 30 working days. *4	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
II. Executed by the Region 4. Cost or credit greater than or equal to \$100,000 but not to exceed \$500,000. *3 5. Change in contract time greater than 10 and not to exceed 30 working days. *3	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
III. Executed by the Project Engineer 6. Determination of impacts and/or overhead. 7. Design or construction work that does not comply with the Mandatory Standards. 8. Change to Chapter 1 General Provisions of the Conformed Contract. 9. Change to a technical requirement in any of the following sections: Geotechnical, Environmental, Pavement, Project Documentation, Bridges and Structures, Control of Materials, Minority, Small, Veteran and Women's Business Enterprises (MSVWBE) Goals, Quality Management Plan, or WSDOT Standard Specifications. 10. Determination of Differing Site Condition (Section 1-04.7 of the Conformed Contract). 11. Changes in the Work (Section 1-04.4 of the Conformed Contract). 12. Settlement of a Claim (Section 1-09.11(2) of the Conformed Contract). 13. Repair of damage regarding "Acts of God" or "acts of the public enemy or of government authorities (Section 1-07.13 of the Conformed Contract). 14. A "no-cost" change based upon a determination of "equal or better".	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Approvals obtained: (Obtain all **REQUIRED** approvals regardless of execution authority)

Project Engineer:	(REQUIRED)	<input type="text" value="DAWN McINTOSH"/>	Date:	<input type="text" value="06/11/19"/>
Region: *4	(REQUIRED)	<input type="text" value="DEWAYNE MATLOCK"/>	Date:	<input type="text" value="08/07/2019"/>
State Construction	(REQUIRED)	<input type="text" value="CRAIG McDANIEL"/>	Date:	<input type="text" value="08/08/19"/>
Other: (Funding/Maintenance/Local Agency/Surety)		<input type="text" value="MARIO MATHISEN"/>	Date:	<input type="text" value="07/26/2019"/>
CO Reason(s) (See CCIS Source/Outcome):		<input type="text" value="AB-01 [UC / AW-DW]"/>		
Change Order Prepared By:		<input type="text" value="JON DANKS / MARCY GUSTAFSON"/>	Date:	<input type="text" value="07/25/2019"/>

To be completed by the Region:

Change Order reviewed by: Date:

- *1 Per RCW 47.28.050, any change beyond \$7,500 that is beyond the original scope shall go through the competitive bidding process.
- *2 Engineering error changes over \$500,000 requires reporting (See reporting instructions & template on State Construction Office web page).
- *3 Region level execution authority is delegated per the memo signed by the AWV Administrator.
- *4 Region level approval for Change Orders executed by the State Construction Office shall be obtained from the AWV Administrator.

This form represents the minimum information required by the State Construction Office. If you wish to supplement this information, you may do so on a separate sheet of paper.