

Contract Number 009133	Contract Title I-5 Steilacoom-DuPont Rd to Thorne Lane - Corridor	Federal Aid Number
Change Order Number 5	Change Description Practical Design Workshop	Date Aug 23, 2018
Region Olympic Region	Project Engineer Chuck Meade	Phone Number 360-412-3421
Prime Contractor / Design-Builder Atkinson		

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

Evolution & Description Of Change

This change order implements Practical Solutions that were developed during the Practical Design Workshop.

On 6/4/2018, 6/22/2018, 7/11/2018, and 7/26/2018 a Practical Design Workshop was held between WSDOT and Atkinson to consider viable cost reduction alternatives to the conceptual plans, which yielded the following practical concepts in accordance with section 1-04.3 of the General Provisions:

- Substitute overhead signs for ground mounted signs at Berkeley and Thorne interchanges located at single lane areas where lane designation is not critical.
- Revise the Berkeley interchange to include a 12-foot left turn lane and 14-foot through/right lane with a minimum 4-foot wide shoulder at the Southbound I-5 ramp approach. Revise the shared use path on Freedom Way to 14 feet wide when bound by barriers.
- Revise the Thorne Lane interchange to include 14-foot lanes at the overcrossing of Murray Rd with no shoulders. Revise the shared use path on Freedom Way to 14 feet when bound by barriers.
- Revise the mainline I-5 conduit system to include one 2-inch line along Southbound I-5 and two 4-inch lines along I-5 Northbound.

In the subsequent weeks following these meetings, the Project Office secured concurrence from pertinent stake holders, local agencies, and WSDOT support groups.

Distribution By: Project Office
 Copy of Change Records & Change Order w/Backup - Project Engineer
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Region
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Contract Number 009133	Contract Title I-5 Steilacoom-DuPont Rd to Thorne Lane - Corridor	Change Order Number 5
<p>Basis of Cost & Justification:</p> <p>From the 4 practical solutions agreed upon, the Workshop team negotiated the following cost savings splits:</p> <p>Concept 1 Substitute Sign = 50% WSDOT and 50% Atkinson</p> <p>Concept 2 Revision to Berkeley Interchange = 50% WSDOT and 50% Atkinson</p> <p>Concept 3 Revision to Thorne Interchange = 50% WSDOT and 50% Atkinson</p> <p>Concept 4 ITS Reduction = 80% WSDOT and 20% Atkinson</p> <p>- The Workshop team determined that WSDOT should be considered a larger cost savings due to the large amount of Scope that was eliminated with this alternative, but due to the high construction risks for using boring operations an agreed upon percentage was provided to Atkinson.</p> <p>Estimates were independently completed by the PEO and Design-Builder for each Concept during the negotiation process. WSDOT considered short-term and long-term risks applicable for each Concept as well as engineering costs related to implementing each particular Concept in order to obtain percentage savings splits. See Attachment C for an estimated gross savings of \$1,081,630.56</p>		
<p>Contract Time:</p> <p>Contract Time is not affected as a result of this Change Order</p>		
<p>Prior Approvals:</p> <p><u>Approvals Obtained:</u> Project Engineer: Chuck Meade: 08/06/2018 OR Construction: Dave Ziegler: 08/07/2018 HQ Construction: Marco Foster: 08/27/2018</p>		
<p>List Attachments:</p> <p>(A) Checklist Exhibits (B) Change Order (C) Engineer's Estimate (D) Approvals (E)</p>		

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DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

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CONTRACT NO: 009133 FEDERAL AID NO:
CONTRACT TITLE: I-5, STEILACOOM-DUPONT RD TO THORNE LANE CORRIDOR
CHANGE ORDER NO: 5 PRACTICAL DESIGN WORKSHOP

PRIME CONTRACTOR: [REDACTED] GUY F. ATKINSON CONSTRUCTION, LLC.
707 SOUTH GRADY WAY SUITE 500
RENTON WA 98057-3224

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

<p>ENDORSED BY:</p> <p align="center"><i>Robert Plaus</i></p> <hr/> <p>CONTRACTOR</p> <p align="center"><i>10/01/18</i></p> <hr/> <p>DATE</p>	<p>SURETY CONSENT:</p> <hr/> <p>ATTORNEY IN FACT</p> <hr/> <p>DATE</p>
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ORIGINAL CONTRACT AMOUNT: 180,895,595.00
CURRENT CONTRACT AMOUNT: 180,892,323.00
ESTIMATED NET CHANGE THIS ORDER: -567,215.28
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 180,325,107.72

Approval Required: Region Olympia Service Center Local Agency

<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED <input type="checkbox"/> EXECUTED</p> <p align="center"><i>[Signature]</i></p> <hr/> <p>PROJECT ENGINEER</p> <p align="center"><i>10/8/18</i></p> <hr/> <p>DATE</p>	<p>EXECUTED:</p> <p align="center"><i>[Signature]</i></p> <hr/> <p>STATE CONSTRUCTION ENGINEER</p> <p align="center"><i>11/13/18</i></p> <hr/> <p>DATE</p>
<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED <input type="checkbox"/> EXECUTED</p> <p>REGIONAL ADMIN:</p> <p>For <i>John Wynands</i></p> <p>BY: <i>[Signature]</i></p> <hr/> <p>DATE <i>11/5/18</i></p>	<p>OTHER APPROVAL WHEN REQUIRED</p> <hr/> <p>SIGNATURE</p> <hr/> <p>DATE</p> <hr/> <p>REPRESENTING</p>

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

This contract is revised as follows:

This Design-Builder Initiated Change Order revises the Contract by implementing Practical Solutions that were developed during the Practical Design Workshop in accordance with section 1-04.3 of the General Provisions. The Design-Builder shall implement the Concepts included in this Change Order during final design and construction of the Project. The RFP is revised as follows:

RFP Section 1-01.3(1), page 9, after line 6 insert the following:
The Thorne High Bridge (Murray Road) is a minimum two lane bridge.

RFP Section 1-01.3(1), page 9 lines 45 through page 10 line 2, are deleted and replaced with the following:

Number/ location/ message of overhead signs except for revised signing associated with the combined exit ramps, southbound connector roadway, southbound auxiliary lane between Gravelly Lake Drive and Thorne Lane, and revised interchange configuration. Ground mounted signs may be substituted for overhead signs at the Berkeley and Thorne interchanges in locations of single lanes or areas where lane designation is not critical.

RFP Section 2.11.3, page 2.11-3, lines 20 through 26 are deleted and replaced with the following:

The lanes widths for the local streets and ramps at a minimum shall be as shown in the Berkeley Street SW Interchange Conceptual Plans and the Berkeley Street/ Union Avenue Roundabout Conceptual Plan included in Appendix M, with the exception of eastbound approach of Freedom Way at the southbound I-5 ramps. This approach shall have a 12-foot left turn lane and a 14-foot through/ right lane. The shoulder width on Freedom Way shall accommodate off-tracking for the design vehicle movements and be a minimum of 4 feet wide. The shared use path on Freedom Way shall either be a raised sidewalk or at-grade protected by barrier. The shared use path on Freedom Way shall be a minimum of 14-foot-wide when bound by barrier/ security walls on both sides. Any revisions by the Design-Builder to the Conceptual Plan sheets that include City of Lakewood Geometric Concurrence signatures shall be resubmitted to the City of Lakewood for review and concurrence.

RFP Section 2.11.3, page 2.11-4, lines 6 through 11 are deleted and replaced with the following:

The lane widths for the local streets and interchange ramps at a minimum shall be as shown in the Thorne Lane SW Interchange Conceptual Plan included in Appendix M with the exception of Murray Road over I-5 which shall have 14-foot lanes with no shoulders. The shared use path on Murray Road shall either be a raised sidewalk or at-grade protected by barrier. The width of the at-grade shared use path shall be a minimum of 14-foot-wide when bound by

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barrier walls on both sides. Any revisions by the Design-Builder to the Conceptual Plan sheets that include City of Lakewood Geometric Concurrence signatures shall be resubmitted to the City of Lakewood for review and concurrence.

RFP Section 2.18.4.8, page 2.18-13, lines 6 through 15 are deleted and replaced with the following:

Two separate mainline conduit systems shall be installed; one mainline conduit system shall be installed along the southbound side of I-5, and one mainline conduit system shall be installed along the northbound side of I-5. The mainline conduit system along the southbound side of I-5 shall consist of one 2-inch conduit. The mainline conduit system along the northbound side of I-5 shall consist of two 4-inch conduits containing four 1.12-inch factory silicon-lined and smooth-walled innerducts. At a minimum, conduit crossings across I-5 shall be provided at each data station location. Conduit crossings shall consist of two 2-inch conduit.

RFP Section 2.18.4.8, page 2.18-13, line 27, after "placed above the conduits" insert the following:

", except for conduits installed by directional boring."

Measurement

No specific unit of measure will apply to the lump sum item, for implementing the Practical Solutions described herein.

Payment

"CO#-005 Practical Solutions Credit Item", lump sum.

Payment under the item "CO#005 Practical Solutions Credit Item" will be full consideration to the Agency for the implementation of the Practical Solutions described herein.

Contract Time

Upon endorsement of this Change Order and unless otherwise noted in the Contract, the Design-Builder shall be responsible for all costs and/ or delays of any nature associated with the implementation of the Practical Solutions described herein.

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ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE

1001	01		CO#-005 PRACTICAL SOLUTIONS CREDIT ITEM	L.S.	1.00	0.00	-280,971.25
1001	02		CO#-005 PRACTICAL SOLUTIONS CREDIT ITEM	L.S.	1.00	0.00	-286,244.03

-567,215.28
