



November 18, 2013

NOV 21 2013

TO: Derek Case *DC*
MS 47354

THRU: Julie Meredith/Tom Horkan *JM TH*
NB 82-99

FROM: *DB*
Dave Becher
(425) 576-7045

SUBJECT: Contract 008066
SR 520, Floating Bridge and Landings Project
Federal Aid No. BR-0520(047)
Change Order No. 128 – Westside Staging (Moorage) Area

Attached for further processing and execution by Headquarters Construction is Change Order No. 128 – Westside Staging (Moorage) Area.

Description of the Change:

This is an Owner Initiated Change (OIC). This change order is being developed to provide additional moorage locations on Lake Washington to store pontoons, both longitudinal and supplemental stability pontoons (SSPs), to mitigate WSDOT caused delays to the KGM.

As part of this OIC, KGM will be responsible for design, installation, maintenance, and removal of a temporary pontoon moorage site on the West end of Lake Washington. This OIC also increases the moorage capacity of three temporary moorage buoys located north of the existing SR 520 Floating Bridge within the project's limits of construction.

The new Westside moorage site will be designed and sized so that it has four bays to hold large longitudinal pontoons, SSPs as well as joined longitudinal and SSPs.

Three existing temporary moorage buoys capacity to moor pontoons will be increased by doubling the size and capacity of the moorage lines.

Evolution of the Change:

Pontoons for the Floating Bridge and Landings project are being delivered to KGM from two locations. WSDOT is supplying 33 pontoons furnished by the State (PFS) from Aberdeen, Washington as part of the Pontoon Construction project. In addition, KGM is building 44 pontoons provided by the Design-Builder (PPDB) from Tacoma, Washington. The delivery schedule of the PFS was specified in the RFP, and KGM developed their construction schedule based on these delivery dates.

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KGM's construction schedule accounted for moorage and staging of pontoons on Lake Washington based on the RFP availability.

During construction of the PFS in Aberdeen, WSDOT design issues delayed the delivery of the PFS and also necessitated repairs to already completed (and delivered to the Lake) Cycle 1 PFS. These Cycle 1 repairs resulted in delays to the pontoon joining operations. The delay in delivery of the PFS, along with the delays to joining caused by the Cycle 1 repairs, resulted in a significantly greater number of pontoons which required storage (moorage) on Lake Washington.

KGM advised WSDOT that additional moorage space would be required for the pontoons arriving from Aberdeen and Tacoma. KGM suggested construction of a Westside staging/moorage site on Lake Washington to house these pontoons. In KGM Serial Letter 0337, they indicated that KGM would begin developing a design for a Westside staging area.

WSDOT asked KGM to look at possible moorage locations both on the Lake and elsewhere for pontoons in WSDOT Serial Letter 0404. KGM provided a list of potential locations and rough range of costs in KGM Serial Letter 0422.

As part of the effort to find a cost effective solution to store pontoons, WSDOT Executives met with the Port of Tacoma and tentatively reached a solution to allow moorage of additional pontoons at the Port of Tacoma. WSDOT transmitted this information to KGM in Serial Letter 0437.

However, as additional discussions occurred between the Port of Tacoma and KGM, it became clear that the Port was unwilling to commit to the longer term storage needed at the EB-1 facility in Tacoma. As a result, it became clear to both KGM and WSDOT that the Westside Staging area would be needed for pontoon moorage.

WSDOT sent Serial Letter 0463 to KGM asking them to provide a cost proposal to WSDOT for the design and construction of the Westside Staging area.

As the discussions on finding additional staging areas for pontoons on Lake Washington continued, KGM also proposed to strengthen the moorage capacity of three temporary buoys on Lake Washington so that they were better equipped to handle longer term moorage of pontoons. WSDOT agreed to this recommendation and asked KGM to include this cost in their price proposal.

WSDOT met several times with KGM to discuss the costs associated with these changes to the contract. Negotiations concluded on October 2, 2013 with a lump sum settlement being reached to resolve this issue.

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Approvals Provided:

- Project Level – Dave Becher on October 2, 2013
- Region/Program Level – Tom Horkan on October 18, 2013
- Region/Program Funding Concurrence – Alan Chan on November 5, 2013
- Headquarters Construction – Derek Case on October 29, 2013
- FHWA – Anthony Sarhan on November 1, 2013

Entitlement:

This is an OIC which results in additional work for the Design-Builder. As a result, the Design-Builder is entitled to additional compensation to perform the added work.

Price:

WSDOT and KGM negotiated a lump sum in the amount of \$5,200,000 to add this work to the contract. A copy of the Engineer's estimate for this work is attached to this change order package.

Contract Time:

This change order does not impact contract time, and no additional time is added to the contract.

Memorandum Attachments:

- Executed Change Order 128
- Change Order Checklist
- Engineer's Estimate
- KGM Estimate
- KGM Serial Letters 0337 and 422
- WSDOT Serial Letter 0404, 0437, 0463, 0486, and 0490
- Approval Documentation

DPB: DB

Attachments

PW File: 17.02.CO-128

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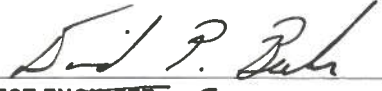


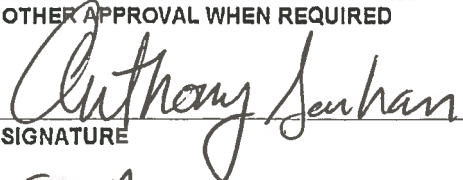
CONTRACT NO: 008066 FEDERAL AID NO: BR-0520 (047)
 CONTRACT TITLE: SR 520 / I-5 TO MEDINA - EVERGREEN POINT FLOATING
 CHANGE ORDER NO: 128 WESTSIDE STAGING AREA
 PRIME CONTRACTOR: SW0106139 KIEWIT/GENERAL/MANSON, A JOINT
 33455 6TH AVE S
 FEDERAL WAY WA 98003-6335

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

ENDORSED BY:  _____ CONTRACTOR 11/18/13 _____ DATE	SURETY CONSENT: _____ ATTORNEY IN FACT _____ DATE
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ORIGINAL CONTRACT AMOUNT: 586,561,000.00
 CURRENT CONTRACT AMOUNT: 664,054,511.00
 ESTIMATED NET CHANGE THIS ORDER: 5,200,000.00
 ESTIMATED CONTRACT TOTAL AFTER CHANGE: 669,254,511.00

Approval Required: Region Olympia Service Center Local Agency

<input checked="" type="checkbox"/> APPROVAL RECOMMENDED <input type="checkbox"/> EXECUTED  PROJECT ENGINEER <i>Engineering Manager</i> November 18, 2013 _____ DATE	EXECUTED:  STATE CONSTRUCTION ENGINEER 11/21/13 _____ DATE
<input checked="" type="checkbox"/> APPROVAL RECOMMENDED <i>TH</i> <input type="checkbox"/> EXECUTED REGIONAL ADMIN  BY: _____ 11/20/13 _____ DATE	OTHER APPROVAL WHEN REQUIRED  SIGNATURE _____ 11/20/13 DATE FHWA REPRESENTING

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CONTRACT NO: 008066

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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 request for proposal (RFP) and the contract documents for this project.

DESCRIPTION:

This is a WSDOT-Initiated Change in accordance with General Provisions Section 1-04.4(1). This change order provides reimbursement to the Design-Builder for the design, construction, removal, and all maintenance associated with the Westside Staging area.

The Design-Builder, Kiewit/General/Manson (KGM), by the signing of this change order agrees and certifies that:

Upon payment of this change order in the amount of \$5,200,000, any and all requests for compensation arising out of or pertaining to Contract No. 008066 set forth in the following Potential Change Order (PCO) issue and associated serial letters from the KGM, have been satisfied in full and WSDOT is discharged and released from any additional requests for extra compensation in any matter arising out of the Westside Staging Area in association with Contract No. 008066:

- * PCO 2110.1 Double Anchor Lake Buoys
- * PCO 2110.2 Westside Moorage

CONSTRUCTION REQUIREMENTS:

The Westside Staging area shall be located northwest of Pier 36 within the existing limits of construction as shown on page 5 of 5 of this change order.

The Design-Builder shall locate three temporary mooring buoys on the north side of existing Bridge No. 520/8 for the Westside Staging area within the limits of construction. The anchorage systems for the temporary mooring buoys shall be doubled.

PAYMENT:

As mutually agreed for the performance of all Work as described in this change order, WSDOT will reimburse the Design-Builder under the new lump sum item "Westside Staging Area" in the amount of \$5,200,000.

TIME:

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

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DBE GOAL:

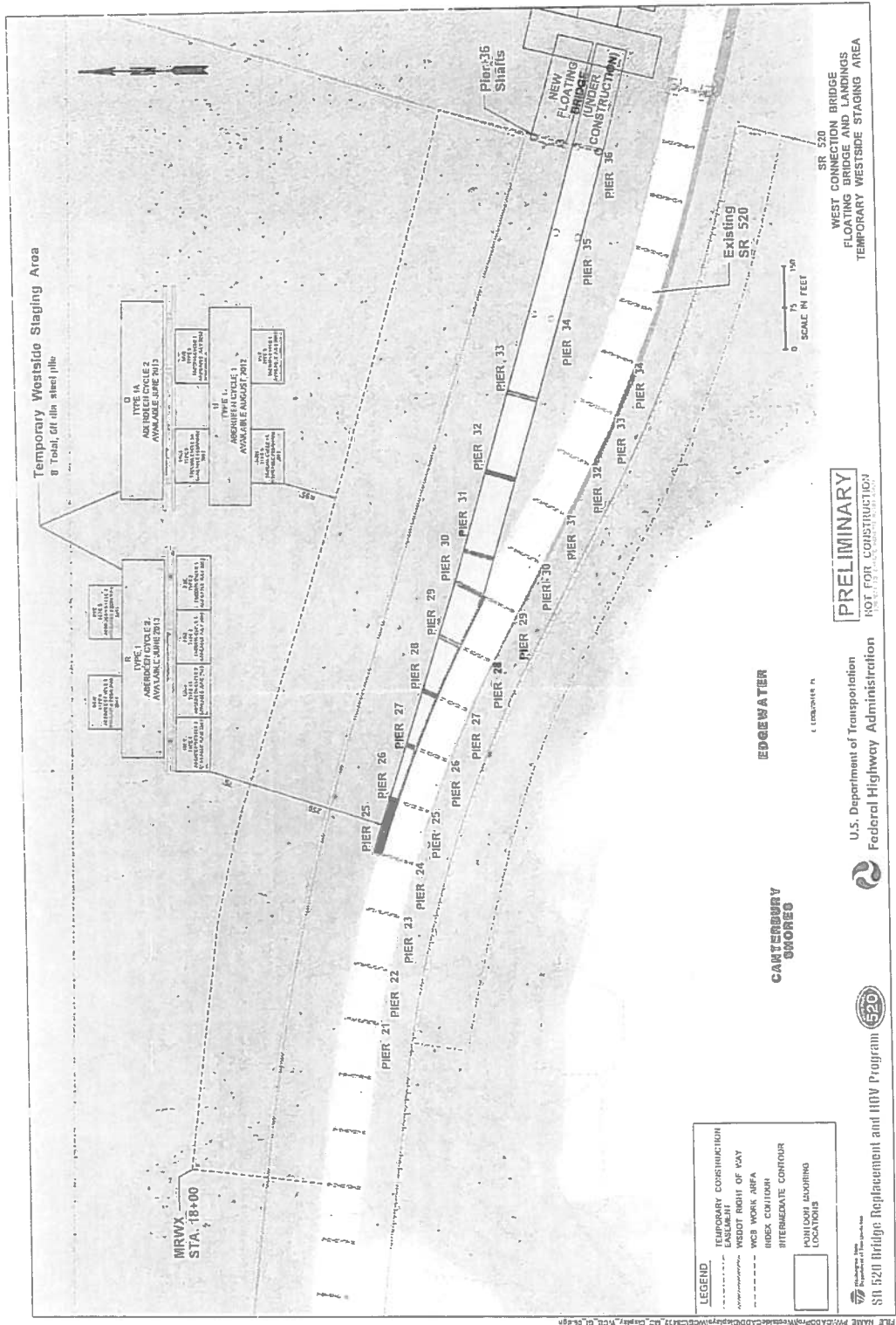
The Design-Builder reserves its rights, to the extent provided under the Contract, to seek additional compensation for added costs resulting from an increase in DBE requirements not otherwise included in the cost of this change order should WSDOT determine increased DBE participation is required as a result of the change order.

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ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
1074	02		WESTSIDE STAGING AREA	L.S.	0.00	0.00	5,200,000.00

5,200,000.00



PLOTTED BY: *[Signature]*
 DATE: 01/25/13
 FILE NAME: P:\COB2106\WMSR520\CONSTR\213.DWG
 PROJECT: SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

PRELIMINARY
 NOT FOR CONSTRUCTION

U.S. Department of Transportation
 Federal Highway Administration



SR 520 Bridge Replacement and HOV Program