		,				
DATE: 01/05/16 DEPARTM	ITTITAS COUN ENT OF PUBLIC CHANGE ORDE	CHANGE ORDER NUMBER				
Ordered by Engineer in accordance with 1-04.4 of the Standard Specifications Change order proposed by Contractor	80 Pc	TO: Granite Construction 80 Pond Road Yakima, WA 98901				
ENDORSED BY: Signature FM Date Title:	PROJECT	TITLE: Teanaway	Paving Project			
CONSENT GIVEN BY SURETY: (Who required) By:	en Contract N	No. RC1560-B1				
Attorney -in-fact Date	DESCRIPTION					
YOU ARE ORDERED TO PERFORM APPROVED COPY OF THIS CHANGI UNDERTAKE AND COMPLETE THIS SPECIFICATIONS, AND CONTRACT	E ORDER. THE UNI S IMPROVEMENT, I	DERSIGNED HEREI N ACCORDANCE V	BY PROPOSES TO WITH SAID PLANS,			
This change order facilitates payment to and additional guardrail.	the contractor for qua	ntity over runs in pre	-level HMA, culvert installation			
CONTRACT TIME						
No (0) additional working days are adde	d to this contract due	to this change order.				
CONTRACT AMOUNT	CURRENT CONTRACT AMOUNT \$3,295,206.38	ESTIMATED NET CHANGE THIS ORDER	ESTIMATED CONTRACT TOTAL AFTER CHANGE \$3,408,378.81			

APPROVED

Chairperson Board of County Commissioners

Date

02-03-16 Date

APPROVAL RECOMMENDED

Project Engineer

Director

SHEET 2	SHEET 2 of 2 KITTITAS COUNTY			Teanaway Paving Project		
	DEPARTMENT OF PUBLIC WORKS CHANGE ORDER ESTIMATE		Change Order#11			
ITEM NO.	BID NO.	DESCRIPTION	UNIT MEAS	UNIT PRICE	ESTIMATED QUANTITY	ESTIMATED CHANGE FROM THE ORIGINAL CONTRACT
51-#11			LS	\$113,172.43	1	\$113,172.43
						·
		ESTIMATED TOTAL COST				\$113,172.43



KITTITAS COUNTY DEPARTMENT OF PUBLIC WORKS

Mark Cook, Director

CHANGE ORDER JUSTIFICATION & COST ANALYSIS

Date: January 5, 2016

Change Order #11

Project Name: Teanaway Paving Project

Project Number: RC 1560-B1

Prepared by: Roy Chance, Construction Manager

Justification:

A significant amount of Hot Mix Asphalt was needed to pre-level the roadway and achieve the design cross slope throughout the entire length of the project. The existing roadway crown was "rounded" and did not support the design cross-section. The additional amount of hot mix asphalt re-establishing roadway crown was not anticipated during final engineering plan preparation.

Quantity over runs in beam guard rail, posts, non-flared terminals, anchors, labor and traffic control were also experienced when guardrail sections were added, or field adjusted due tosite conditions not anticipated during final plan preparation.

Cost analysis:

The contractor offered extensions of unit costs on all material over runs, which was deemed reasonable by Public Works. The unit costs are the same as those submitted by the contractor in the original bid as awarded by the Board of County Commissioners.