

PROJECT KWRL BUS FACILITY
CONTRACTOR NUTTER CORPORATION
ENGINEER OLSON ENGINEERING

OEI PROJECT NO. 8524.01.03
DATE OCTOBER 14, 2013

CONSTRUCTION CHANGE DIRECTIVE NO. 3

FROM: (Name, Co.)
Chad McMurry, Olson Engineering

TO: (Name, Co.)
Carey Ross, Nutter Corporation

TO CONTRACTOR:

You are hereby directed to make the following change(s) in this Contract:

Address unsuitable soil conditions as described in the following documents (attached):

- October 8, 2013 letter Re. Unsuitable Soils from Nutter Underground to Olson Engineering
- October 9, 2013 Cement Treatment Change Order Request from Nutter Underground to Olson Engineering.
- October 11, 2013 letter Re. Miller Nash Letter Response from Nutter Underground to Olson Engineering

Proposed Adjustments:

1. The proposed basis of adjustment to the Contract Sum is a Lump Sum ☒ increase ☐ decrease
of \$ 87,927.
2. The Contract Time adjustment, if any, is to be determined (an updated schedule is expected at this
Thursday's construction meeting).

When signed by the Owner and the Engineer and received by the Contractor, this document becomes effective IMMEDIATELY as a Construction Change Directive (CCD), and the Contractor shall proceed with the change(s) described above.



ENGINEER

Olson Engineering, Inc.

OWNER

KWRL Transportation Coop.

CONTRACTOR

Nutter Corporation

14 OCTOBER 2013
Date

Date

Date



Nutter Corporation

7211-A NE 43rd Avenue
Vancouver, WA 98661-1311

(360) 573-2000
(360) 576-8484

October 8, 2013

SL #01

Attn: **Peter Tuck**
Olson Engineering
1111 Broadway
Vancouver, WA 98660

Re: **KWRL Bus Facility Phase 1**
Unsuitable Soils

Dear Peter,

In efforts to move forward with the earthwork on this project it is obvious that the moisture content level of the existing material will not be suitable to embank in the structural areas. Having excavated to depths of up to 13 feet searching for suitable material, we have come up with material that is still too wet to embank. This forces us to look at two alternate options for building the site:

1.) Import structural fill (Sand) to build the fills with and then cement treat (5.5%) the top 12" of the cut areas. This option works out to a price of \$75,442.00 to cement treat the cut areas, PLUS \$80,000.00 to export the existing fill material and purchase sand or common borrow to build the fills. **Total = \$155,442.00.**

2.) Cement treat (5.5%) the top 12" of the cut areas as well as the onsite existing fill material. The second option works out to a price of \$75,442.00 to cement treat the cut areas PLUS \$54,400.00 to cement treat the existing fill material. **Total = \$129,842.00.**

With cement treating the site we should be able to reduce the rock sections. If we take 3" out of both the bus parking asphalt section and the light asphalt section the savings would equate to **\$26,413.00.**

Please note that these figures are assuming the storm access road fill material will be treated but the cut areas will not. Also, I have included cement treating the cut areas of 31st street and there is no fill in this area to treat.

One possible issue to consider with importing sand for fill is that if we build the fills on that East side with sand there will be nothing to hold that material in place. With the nature of sand, water will find a way to permeate through and potentially wash the sand out. It would be possible to "encase" the sand fill with an earth berm along the East edge to contain it, but it would be necessary to install some form of drainage veins (drain rock) to allow the water to pass through.

As discussed at our meeting yesterday, we consider this to be a change to the contract. The above proposal does not address the potential need for additional contract days. When it can be determined we will advise you of the time impacts to the contract. Please provide direction as to how you would like us to proceed.

If you have any questions or require further clarifications please feel free to contact me to discuss.
Sincerely,

A handwritten signature in black ink, appearing to read 'Carey Ross', with a long, sweeping horizontal line extending to the right.

Carey Ross
Project Manager
Nutter Corporation

Quantities for Fill CY - & Cut SF

Structural

	Cubic Yds Cut	Cubic Yds Fill	Sq. Footage - CUT	Sq. Footage - FILL
Building Pad	0.00	55.00	0.00	1,202.00
Asphalt Pavement 31st	308.00	0.00	12,662.00	11.00
Bus Asphalt Pavement	4,629.00	2,426.00	56,513.00	30,491.00
Future Building	0.00	167.00	0.00	2,742.00
Light AC Pavement	1,340.00	35.00	27,357.00	3,059.00
Sidewalk	76.00	93.00	1,330.00	3,443.00
Storm Facility Acc. Rd	582.00	111.00	5,422.00	1,477.00
Asphalt 31st	308.00	0.00	12,878.00	0.00

2" Landscape
Berm
Landscape
Pond Bottom
Pond Slope

7,243.00

2,887.00

Total Cut =

Total Fill =

7,243.00 CY

2,887.00 CY

Cement Treat = 2,887.00 CY

Cement Treat = 116,762.00 SF

Without Storm Acc. Rd Cement Treat = 111,340.00 SF

Non-Structural

Cut	Fill	Sq. Footage - CUT	Sq. Footage - FILL
157.00	4,015.00	5,953.00	36,360.00
9.00	1,980.00	501.00	20,328.00
200.00	1,454.00	4,493.00	17,179.00
1,354.00	0.00	3,675.00	0.00
2,449.00	0.00	13,234.00	0.00
4,169.00	7,449.00		

**NUTTER CORPORATION**

7211-A NE 43RD AVE.
Vancouver, WA 98661

(360) 573-2000
Fax (360) 576-8484

LETTER OF TRANSMITTAL

TO:

Olson Engineering
1111 Broadway
VANCOUVER, WA 98660

Date: October 9, 2013	Nutter Job #: 13-0130
Attn: Peter Tuck	
RE: KWRL SCHOOL BUS FACILITY PH. 1	
Transmittals No.: 01	

WE ARE SENDING YOU: ATTACHED UNDER SEPARATE COVER VIA

☐ SHOP DRAWINGS ☐ PRINTS ☐ SUBMITTALS PAGE 1 of 1
☐ COPY OF LETTER ☒ CHANGE ORDER ☐ OTHER ☐ SAMPLE ☐ PLANS & SPECS

COPIES	DATE	NO.	DESCRIPTION
1	10/09/2013	1	CEMENT TREATMENT CHANGE ORDER REQUEST

THESE ARE TRANSMITTED AS CHECKED BELOW:

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REMARKS:

COPY TO _____

SIGNED _____

Carey Ross, Project Manager



KWRL Bus Facility Phase 1

CCD#

Date

10/9/2013

Contract Change Order Request Pricing Proposal

Description : Change request for cement treating the existing onsite fill material and cement treating the subgrade of the cut areas. Cement treatment is priced at 5.5% treatment with the cut areas treated to a depth of 12". If the percentage of treatment changes, this pricing will need to be adjusted. Quantity includes fill treatment quantity of 2,900 CY, and cut area quantity of 111,340 SF. Per conversations with the geo-tek this pricing assumes a reduction in rock section in the bus parking area from 12" down to 9", and the light asphalt paving section from 8" down to 6". If these reductions change, this pricing will need to be adjusted.

Cement Treatment of Fill Material =	\$54,400.00
Cement Treatment of Cut Area Material =	\$75,442.00
Credit for Reduced Rock Section =	-\$23,988.00

Total Price = \$105,854.00

Please issue a change order in the amount listed above for this work. Please feel free to contact me if you have any questions or need further information.

Thank you,


Signed
Carey Floss
Project Manager
Nutter Corporation

10/9/13



Nutter Corporation

7211-A NE 43rd Avenue
Vancouver, WA 98661-1311

(360) 573-2000
(360) 576-8484

October 11, 2013

SL #02

Attn: **Peter Tuck**
Olson Engineering
1111 Broadway
Vancouver, WA 98660

Re: **KWRL Bus Facility Phase 1**
Miller Nash Letter Response

Dear Peter,

We do not agree that Nutter is responsible for the additional cost of amending the onsite existing soil. However, in the interest of continued relations, we are willing to split the difference between the \$105,854.00 and the \$70,000.00 KWRL is putting on the table and proceed with the cement amending for the price of \$87,927.00. We risk being unable to complete this project by the specified completion date if we do not move forward quickly on a decision. We have not cancelled the cement amending scheduled for Monday October 14th, and are currently working diligently onsite today and tomorrow preparing the site for amendment. We request an agreement response as soon as possible.

If you have any questions or require further clarifications please feel free to contact me to discuss.
Sincerely,

Carey Ross
Project Manager
Nutter Corporation