

 SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS	CHANGE ORDER JUSTIFICATION	CHANGE ORDER NUMBER
		2
		7/21/2026
		Page 1 of 12

PROJECT NAME: Intermodal Rail Yard Track Expansion Phase 1 **PROJECT NUMBER:** RR8758, UPI 313-014-461
PROJECT ENGINEER: Andy Lentz **FED AID NUMBER:** N/A

WRITTEN JUSTIFICATION

1. DESCRIPTION OF CHANGE.

This Change Order compensates the Contractor for work added to grade subbase, place crushed surfacing base course, and pave hot mix asphalt in the staging area and access road, pave the container laydown area, and extend the west slot drain 187ft to the north as shown in the revised plan sheets attached. This change order revises plan quantities of the associated existing bid items as needed to complete the added work as shown in the revised plan sheets. This change order also adds new bid items to compensate the Contractor for the survey, additional paving subcontractor mobilization, and extended time for the county field office building resulting from the added work. This change order provides full compensation for all additional costs associated with these changes.

2. WHAT IS REQUIRED BY CONTRACT? WHY THE CHANGE? (REFERENCE PLAN SHEETS & SPEC SECTIONS.)

The existing contract does not include any improvements in the areas designated as “staging area” or the “existing access road”. The container laydown area shown in the existing contract calls for 1ft of crushed surfacing base course topped with 0.6ft of crushed surfacing top course as shown on sheet DT03, but no asphalt paving is specified for this area in the Phase 1 contract. This County proposed change adds grading improvements to the staging area and existing access road and includes hot mix asphalt paving over these areas as well as the container laydown area. All the work included in this Change Order was originally to be included in a subsequent Phase 2 contract. Moving this work to the current Phase 1 contract provides several benefits, as follows:

- These changes provide expanded operating area for the Regional Disposal Company (RDC) before project construction operations restrict RDC operating area elsewhere on the site, which is critical to maintain consistent RDC operations during project construction.
- These changes address a regulatory risk. The existing contract only provides a gravel surface for the newly constructed container loading area, which will then see truck traffic and heavy top picking equipment operating on a crushed rock surface directly adjacent and draining to a newly installed slot drain. This would have created a high likelihood for water quality deficiencies resulting from increased turbidity in the stormwater. Paving the container loading area in the Phase 1 contract mitigates the water quality concerns that would be present if the container area was left unpaved until the end of the Phase 2 contract (likely in late 2027).
- These changes eliminate the rework and waste associated with removing and disposing approximately \$80k of Crushed Surfacing Top Course (originally specified in the Phase 1 contract) and replacing it with hot mix asphalt in the Phase 2 contract. By doing the asphalt paving in the Phase 1 contract, the work to install and subsequently remove and dispose of the Crushed Surfacing Top Course is eliminated.

3. HOW IS CHANGE ORDER THE SOLUTION?

A change order is the solution because it allows additional quantities to be added to existing bid items to complete the added work. This change order also provides the additional bid items necessary to compensate the Contractor for the additional survey work, paving subcontractor mobilization costs, and the costs associated with maintaining the County field office building for the added 20 working days.

4. ALTERNATIVE(S) CONSIDERED.

The only alternative that was considered was to construct the project as designed and paving these sections in phase 2.

5. REASON FOR ENTITLEMENT AND WHY IT CANNOT BE PAID UNDER EXISTING CONTRACT.

This work is being performed using existing bid items. This change order revises the quantity of these existing items to reflect the work being performed. The added bid items compensate the Contractor for the costs incurred by the additional bid item work and working days. There is no item in the contract to pay these direct costs.

 SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS	CHANGE ORDER JUSTIFICATION	CHANGE ORDER NUMBER
		2
		7/21/2026
		Page 2 of 12

PROJECT NAME:	Intermodal Rail Yard Track Expansion Phase 1	PROJECT NUMBER:	RR8758, UPI 313-014-461
PROJECT ENGINEER:	Andy Lentz	FED AID NUMBER:	N/A

6. APPROVALS: PROJECT MANAGER, TECHNICAL ADVISOR (TRAFFIC, STRUCTURAL), JURISDICTION, OTHER AGENCY.
Solid Works Director, County Engineer, County Council
7. TIME: INCREASE OR DECREASE WORKING DAYS.
This change order increases the contract time for physical completion by 20 working days.
8. COST: ESTABLISH OR VERIFY INCREASE OR DECREASE. (CONTRACTOR PROPOSAL, ENGINEER’S ESTIMATE, NEGOTIATED, SUPPLIER, BID ITEM, ETC.)
This change order is an increase to the contract of \$885,814.27 using existing bid items based on estimated quantities for the added work and mutually agreed lump sum prices for the added bid items. See Independent Cost Estimate attached.

ATTACHED BACKUP DOCUMENTATION:
 IMF – CO 02 – Independent Cost Estimate, 5 pages
 IMF – CO 02 – NWC Additional Costs, 5 pages



SNOHOMISH
COUNTY
DEPARTMENT OF
PUBLIC WORKS

CHANGE ORDER - INDEPENDENT COST ESTIMATE

CHANGE ORDER NUMBER

2

7/10/2026

PROJECT NAME: INTERMODAL RAIL YARD TRACK EXPANSION PHASE 1

PROJECT NO.: RR8758

PROJECT
ENGINEER: Andy Lentz

FED AID NO.: N/A

ITEM NO.	GROUP NO.	DESCRIPTION	Qty	Unit Price	Amount
17	1	Remove Gravel (CY)	2,098.0	\$ 20.00	\$41,960.00
30	1	Site Grading (SY)	3,930.0	\$ 4.00	\$15,720.00
31	1	Hot Mix Asphalt (TON)	4,288.0	\$ 150.00	\$643,200.00
33	1	Crushed Surfacing Base Course (TON)	2,425.0	\$ 40.00	\$97,000.00
34	1	Crushed Surfacing Top Course (TON)	-2,320.0	\$ 35.00	(\$81,200.00)
35	1	Geogrid (SY)	3,930.0	\$ 3.00	\$11,790.00
36	1	18-IN CMP Slot Drain (LF)	187.0	\$ 370.00	\$69,190.00
43	1	Type 2 Catch Basin (EA)	-1.0	\$ 5,700.00	(\$5,700.00)
63	1	CO 02 Survey (NEW)	1.00	\$ 5,910.04	\$5,910.04
64	1	CO 02 Paving Mobilization (NEW)	1.00	\$ 4,815.00	\$4,815.00
65	1	CO 02 County Field Office Building Extended Duration (NEW)	1.00	\$ 3,333.40	\$3,333.40
		Sales Tax 9.9%			\$79,795.83
		Estimated Change Order Total			\$885,814.27
		This estimate assumes bid item pricing. See following pages for quantity calculations			



SNOHOMISH
COUNTY
DEPARTMENT OF
PUBLIC WORKS

CHANGE ORDER - INDEPENDENT COST ESTIMATE

CHANGE ORDER NUMBER

2

7/10/2026

PROJECT NAME: INTERMODAL RAIL YARD TRACK EXPANSION PHASE 1

PROJECT NO.: RR8758

PROJECT
ENGINEER: Andy Lentz

FED AID NO.: N/A

ITEM NO.	GROUP NO.	DESCRIPTION	Qty	Unit Price	Amount
STAGING AREA					
17	1	Remove Gravel (CY) (17,420 SF x 1.6LF) / 27 = 1032.3 CY	1,034.0	\$ 20.00	\$20,680.00
30	1	Site Grading (SY) 17,420 SF / 9 = 1,935.6 SY	1,936.0	\$ 4.00	\$7,744.00
31	1	Hot Mix Asphalt (TON) (17,420SF x 0.6LF) / 27 = 387.1SY x 2.1 = 812.9	815.0	\$ 150.00	\$122,250.00
33	1	Crushed Surfacing Base Course (TON) (17,420 SF x 1LF) / 27 = 645.2 x 1.85 = 1193.6	1,195.0	\$ 40.00	\$47,800.00
35	1	Geogrid (SY) 17,420 SF / 9 = 1935.6SY	1,936.0	\$ 3.00	\$5,808.00
36	1	18-IN CMP Slot Drain (LF) 187 LF	187.0	\$ 370.00	\$69,190.00
43	1	Type 2 Catch Basin (EA) 1 EA (eliminated in RFI 14)	(1.0)	\$ 5,700.00	(\$5,700.00)
Subtotal for Staging Area					\$267,772.00



SNOHOMISH
COUNTY
DEPARTMENT OF
PUBLIC WORKS

CHANGE ORDER - INDEPENDENT COST ESTIMATE

CHANGE ORDER NUMBER

2

7/10/2026

PROJECT NAME: INTERMODAL RAIL YARD TRACK EXPANSION PHASE 1

PROJECT NO.: RR8758

PROJECT
ENGINEER: Andy Lentz

FED AID NO.: N/A

ITEM NO.	GROUP NO.	DESCRIPTION	Qty	Unit Price	Amount
CONTAINER LAYDOWN AREA					
31	1	Hot Mix Asphalt (TON) Container Laydown Area (56,425 SF x 0.6LF) / 27 = 1253.9SY x 2.1 = 2633.2 TON	2,635.0	\$ 150.00	\$395,250.00
34	1	Crushed Surfacing Top Course (TON) ((-56,425SF) x 0.6LF) / 27 = (-1253.9) x 1.85 = (-2319.7 TON)	(2,320.0)	\$ 35.00	(\$81,200.00)
Subtotal for Container Laydown Area					\$314,050.00



SNOHOMISH
COUNTY
DEPARTMENT OF
PUBLIC WORKS

CHANGE ORDER - INDEPENDENT COST ESTIMATE

CHANGE ORDER NUMBER

2

7/10/2026

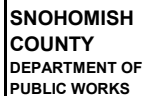
PROJECT NAME: INTERMODAL RAIL YARD TRACK EXPANSION PHASE 1

PROJECT NO.: RR8758

PROJECT
ENGINEER: Andy Lentz

FED AID NO.: N/A

ITEM NO.	GROUP NO.	DESCRIPTION	Qty	Unit Price	Amount
ACCESS ROAD					
17	1	Remove Gravel (CY) (17,943 SF x 1.6LF) / 27 = 1,063.3 CY	1,064.0	\$ 20.00	\$21,280.00
30	1	Site Grading (SY) 17,943 SF / 9 = 1993.6 SY	1,994.0	\$ 4.00	\$7,976.00
31	1	Hot Mix Asphalt (TON) (17,943 SF x 0.6LF) / 27 = 398.7 x 2.1 = 837.3 TON	838.0	\$ 150.00	\$125,700.00
33	1	Crushed Surfacing Base Course (TON) (17,943 SF x 1LF) / 27 = 664.6 x 1.85 = 1,229.5 TON	1,230.0	\$ 40.00	\$49,200.00
35	1	Geogrid 17,943 SF / 9 = 1993.6 SY	1,994.0	\$ 3.00	\$5,982.00
Subtotal for Access Road					\$210,138.00



CHANGE ORDER NUMBER

2

7/10/2026

PROJECT NAME: INTERMODAL RAIL YARD TRACK EXPANSION PHASE 1

PROJECT NO.: RR8758

PROJECT ENGINEER: Andy Lentz

FED AID NO.: N/A

CHANGE ORDER #2
7/21/26
Justification Attachment 1
Page 7 of 12



Date: July 1, 2026

To: Snohomish County

Project: RR8758 Intermodal Rail Yard Track Expansion Phase 1

Attn: Andy Lentz
andy.lentz@snoco.org

Subject: Change Order 1 Additional Costs

NWC PCO No.: 05

Dear Andy Lentz,

As previously discussed, Northwest Construction anticipates that the majority of the costs associated with Change Order No. 1 will be compensated using the contract bid item unit prices. However, the revised scope also requires work that is not included in, nor reasonably compensated by, the existing unit price bid items. Accordingly, Northwest Construction requests the following additional lump sum compensation:

Description	Amount
Revision of the survey model, GPS machine control model, and additional field staking required to support the revised design.	\$6,311 \$5,910.04
Additional asphalt paving mobilization resulting from the increased paved area included in Change Order No. 1. This additional mobilization was not included in the original bid and is beyond the scope contemplated by the contract unit prices.	\$5,040 \$4,815.00
Additional costs to supply the county temporary field office building for the additional duration.	\$3,572 \$3,333.40

Total Requested Lump Sum Amount: ~~\$14,923~~ \$14,058.44

Total Requested Additional Working Days: 20 days

Please feel free to contact me about any questions you may have.

Riley Anderson
Project Manager, NWC
425.389.3194
randerson@northwestconstruction.com

CONTRACTORS
EXTRA WORK ORDER

CHANGE ORDER #2
7/21/26
Justification Attachment 2
Page 9 of 12

CONTRACTORS
EXTRA WORK ORDER

CHANGE ORDER #2
7/21/26
Justification Attachment 3
Page 10 of 12

ATTACHMENT A

GRANITE CONSTRUCTION COMPANY

PROPOSAL AND CONSTRUCTION SUBCONTRACT

Contractor: **General Contractor**
 Project: **Intermodal Rail Yard Track Expansion Phase 1,
 Snohomish County, WA #RR8758, PW-25-0619SB**

Proposal Date: **04/14/2026**
 Estimate No.: **26-0082**
 Estimator: **Phillip Navert
 425.359.6392**
 Bid Date: **04/14/2026**
 Addendum: **5**

Scope of Work: Asphalt Paving
Plans and Specifications: Per bid set plans and specifications.

Bid Item	Description	Quantity	Unit	Unit Price	Ext Price
31	Hot Mix Asphalt Pavement	1,952.00	TON	\$ 144.00	\$281,088.00
32	2-IN Mill and Overlay Hot Mix Asphalt (Partial)	127.00	TON	\$ 144.00	\$18,288.00
Grand Total:					\$299,376.00

SITE SPECIFIC CLARIFICATIONS:

- BI No 32 is for the placement of the Overlay Hot Mix Asphalt only. 2-IN Mill to be completed by Prime Contractor.
- Prime Contractor to provide rail car, to construct the 2" recess in the asphalt next to track rail as shown in the typical section details.

CLARIFICATIONS:

- Pricing is confidential.
- Working Days: 5 days
- Use tax on permanent materials is excluded.
- Washington State retail sales tax is not included. Applicable sales tax will be added to the invoiced amount unless a current resale certificate is on file with Granite Construction Company.
- Quote is valid for 30 days.
- Bid is contingent upon mutually agreeable contract terms and conditions.
- Bid Includes 3 mobilization. **Additional mobilizations add \$ 4,500 per each.**
- Subgrade / CSBC / CSTC / Milled Asphalt to be prepared by others and ready for placement of HMA.
- Performance of the work is based on crew availability and a mutually agreeable schedule.
- Bond is excluded; add at \$2.20/\$1,000 if needed.
- Traffic control is excluded and to be provided by others.
- Granite is not responsible for ponding if grades are less than 1.5%.
- Prime Contractor to provide water source.
- Paving to be completed between April 1 and October 31. If paving is outside of these dates, opening fees may apply.
- Excludes all maintenance for temporary patching.
- Retention shall be 5% or less and subcontractor shall have the right, in its own discretion, to provide a retainage bond in lieu of having retention held.
- Quote is subject to Granite's COVID provisions (available upon request).
- If Prime contract includes Asphalt Oil Escalation protection, Granite's quote will be subject to the Prime contract Asphalt Oil Escalation language.
- When quote is agreed to and signed within 15 days after owner Notice of Intent to Award, pricing will be valid through 05/31/2027. After this date, price may be subject to increases associated with escalation.

STANDARD EXCLUSIONS: Material Transfer Device, night / holiday / weekend work, testing, permits, survey, asphalt milling and grinding, sawcutting, temporary pavement wedge, TESC, pervious testing, overtime costs, permanent and/or temporary striping / pavement marking, wheel stops, cleaning / sweeping prior to overlay, prime coat, utility adjusting or patching, extruded curbing, removals, soil sterilization / herbicide, temporary asphalt patching, dewatering, utility locate, installation / purchase of fabric reinforcement, road restoration, placing or grading aggregate, topsoil backfill, crack filler, preparation work for frontage improvements, stamped asphalt concrete, concrete protection, preparation for connection to existing pavements, steel plates/other measures to protect subgrade, surface treatments over asphalt, any items not specifically included.

Riley Anderson

From: Robert Brand <robertb@redlaserconstruction.com>
Sent: Friday, June 26, 2026 4:12 PM
To: Riley Anderson; Jose Diaz
Subject: RE: PRELIMINARY 260615_Ph1 Intermodal_CO1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

USE CAUTION: This email originated from outside of Northwest Construction. **Do not click links or open attachments** unless you recognize the sender and know the content is safe. Call the sender to verify or delete if you do not recognize the sender.

We will add 1 day of field and 1 day of office additional. Please let me know if you have any questions. \$3,120.

Robert Brand

Project Surveyor PLS

T : 360-691-5406 **C** : 425-273-4864