

Change Order (CO) No. 003



Owner:

City of Snoqualmie

Project:

Kimball Creek Lift Station Improvements

Project No:

SNQ 22-0040

Engineer:

RH2 Engineering, Inc.

Contractor:

Pease & Sons, Inc.

You are directed to make the following changes in the contract documents.

Description:

Provide the changes outlined in documents PCO #1, #2, #3, #4, #5, #6, #7, #8.

Document(s) Support Changes: PCO #1, #2, #3, #4, #5, #6, #7, #8. Certain PCOs do not apply to Pumps 2 and 3, and therefore only modify the substantial completion date for Pump 1. The table on the following page identifies if the additional working days apply to Pump 1, Pumps 2 and 3, or all Pumps 1, 2 and 3. Based on these PCOs and previously approved change orders, substantial completion for Pumps 2 and 3 shall be achieved within 64 working days, which coincides with September 16, 2025. The lift station shall be completed by this date for Kimball Creek LS to operate permanently on Pumps 2 and 3 allowing the temporary bypass system to be removed from the site. Based on these PCOs and previously approved change orders, substantial completion for Pump 1 shall be achieved within 80 working days, which coincides with October 8, 2025.

Original Contract Price (w/o sales tax):

\$1,130,677

Previously Approved Change Order(s):

\$0

Total Price of Previous Change Orders:

\$0

Total Price of Change Order(s) Approved this Form:

\$78,344

Contract Price with all Approved Change Orders:

\$1,209,021

Original Contract Time:

50 working days

Net Change Approved from Previous Change

Orders for Pump 1:

11 working day

Net Change Approved from Previous Change

Orders for Pumps 2 and 3:

1 working day

Contract Time including Previous Change Orders

for Pump 1:

61 working days

Contract Time including Previous Change Orders

for Pumps 2 and 3:

51 working days

Net Increase (Decrease) of This Change Order for

Pump 1:

19 working days

Net Increase (Decrease) of This Change Order for

Pumps 2 and 3:

13 working days

Contract Time with all Approved Change Orders for Pump 1:

80 working days

Contract Time with all Approved Change Orders for Pump 2 and 3:

64 working days

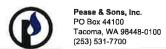
RECOMMENDED:

By Marine Behr Oblic con-Marine Behr Oblic con-Marin

| No. | Proposed Change | Cost | Pump 1 Schedule Additional Days | Pumps 2 & 3 Schedule Additional Days |
|-----|--------------------------------|-----------------|------------------------------------|---|
| 1 | RH2 RFI A | \$ 4,241.76 | 0 | 0 |
| 2 | ISRs | \$ 5,361.27 | 0 | 0 |
| 3 | MCC Conduit and Conductors | \$ 14,803.72 | 2 | 2 |
| 4 | Megaflange and Spool | \$ 12,558.08 | 5 | 0 |
| 5 | Basin Realignment | \$ 12,433.34 | 1 | 0 |
| 6 | Booster Pump Cable Replacement | \$ 5,554.51 | 1 | 1 |
| 7 | Additional Wet Well Demolition | \$ 26,193.35 | 10 | 10 |
| 8 | RH2 RFI B Antenna | \$ -2,801.95 | 0 | 0 |
| | Change Order 3 Subtotal | \$ 78,344.08 | <u>19</u> | <u>13</u> |



| Project No. | 8056 | Source/Ref. Documents: | Buch | ELA | 5.4 | 010/0007 |
|--|--|---|---|------|---------------------|-----------------|
| Contractor: | | apurce/ker. Documents: | RH2 R | ri A | Date: | 6/6/2025 |
| Contractor: | Pease & Sons, Inc. | | | | Contract No. | |
| Description: | changes: A1 Provide pigtail dongle power shutdown | e required and will be processed thro es to adapt the existing (4) Leviton ge any 4-wire equipment fed by MCC-2 | nerator plugs to term | | | |
| RECT CRAFT LA | BOR COST (from attached | cost breakdown form) | | | s | 96 |
| a. crew (appre | ntices, journeymen, & labo | rers) | \$. | | | |
| b. foreman | | | \$ - | | | |
| c. lead forema | n | | \$ 965.12 | | | |
| | | DIRECT LABOR SUBTOTAL | \$ 965.12 | | | |
| Supervision | | | | - | | |
| | vison (0% of 1a) | | \$ - | T | | |
| | safety (0% of lines 1a, b, & | c) | \$ | - | | |
| o. email toolsis | outery (0 /0 Or filles 1a, D, & | <u>-,</u> | Ψ | 1 | | |
| TEDIAL COST (| from attached cost breakdo | nun formi | | | | |
| TENAL COST (I | nom attached cost breakdt | own torin) | | | \$ | |
| UIPMENT COST | (from attached cost break | down form) | | | \$ | _ |
| | | | | | | |
| | | | | | CUDTOTAL 4 AL., 4 P | |
| | | | | | SUBTOTAL 1 thru 4 | 96 |
| FRHEAD & PRO | FIT | | H | | | 96 |
| ERHEAD & PRO a. 10% portion | | | S 96.51 | | SUBTOTAL TIME 4 | |
| | | | S 96.51 | | | |
| a. 10% portion | of 1, 2, 3, & 4 | | S 96.51 | | | ξ |
| a. 10% portion | of 1, 2, 3, & 4 | | \$ 96.51 \$ 3,000.12 | | s | S |
| a. 10% portion WER-TIER SUBC a. Dalton | of 1, 2, 3, & 4 | | po | | s | S |
| a. 10% portion WER-TIER SUBC a. Dalton b. | of 1, 2, 3, & 4 | | \$ 3,000.12 | | s | S |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. | of 1, 2, 3, & 4 | | \$ 3,000.12 \$ | | s | S |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. | of 1, 2, 3, & 4 | | \$ 3,000.12 \$ - | | s | S |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. e. | of 1, 2, 3, & 4 | | \$ 3,000.12 \$ - \$ - | | s | ξ |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. | of 1, 2, 3, & 4 | | \$ 3,000.12 \$ - \$ - \$ - \$ - | | s | S |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 CONTRACTORS | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - \$ - | | s | 96 9 3,00 |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 CONTRACTORS | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - | | \$ | 3,00 |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. e. | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - \$ - | | \$ | 3,00 |
| a. 10% portion NER-TIER SUBC a. Dalton b. C. d. d. e. f. ERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - \$ - \$ - | | \$ | 3,00 |
| a. 10% portion WER-TIER SUBC a. Dalton b. C. d. d. e. f. ERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - \$ - | | \$ | 3,00 |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - \$ - \$ - | | \$ | 3,00 |
| a. 10% portion WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 3,000.12 \$ - \$ - \$ - \$ - \$ - \$ - | | \$ | 3,00 |



| Project No. | 8056 | Source/Ref. Documents: | FAT on 4/22 | | 6/6/2025 |
|--|---|---|---|---|---------------------------------------|
| | | Source/Rei. Documents. | FAT 0h 4/22 | Date: | 6/6/2025 |
| Contractor: | Pease & Sons, Inc. | | | Contract No. | |
| Description: | Provide the (6) ISRs in the specify the (2) intrinsically | Pump Control Panel for pumps 2 & 3 safe seal leak relays, Warrick model 2 | that were previously design 7A1D1, as well as the (4) in | ed to be field installed. Datasheets attached trinsically safe overlemp relays, Turck mod | I to this change of el IM1-12EX-R. |
| RECT CRAFT LA | BOR COST (from attached | cost breakdown form) | | | 5 |
| a. crew (apprer | ntices, journeymen, & labor | rers) \$ | 195 | | |
| b. foreman | | \$ | 3.50 | | |
| c. lead foremar | 1 | \$ | 22 | | |
| | | DIRECT LABOR SUBTOTAL \$ | | | |
| Supervision | | | · | | |
| d. direct superv | vison (0% of 1a) | \$ | | | |
| e. small tools/s | afety (0% of lines 1a, b, & o | s) s | 121 | | |
| TERIAL COST (6 | rom attached cost breakdo | uun form) | | | |
| TERIAL COST (II | rom attached cost breakdo | wn iorm) | | | 5 |
| UIPMENT COST | (from attached cost break | down form) | | 4 | i |
| | | | | L | 5 |
| | | | | L | |
| | | S | • | | |
| a. 10% portion o | of 1, 2, 3, & 4 | s | | 3 | 3 |
| a. 10% portion o | of 1, 2, 3, & 4 | \$ | | | 3 |
| a. 10% portion o VER-TIER SUBC a. Dalton | of 1, 2, 3, & 4 | U.S. | | | 3 |
| a. 10% portion of the state of | of 1, 2, 3, & 4 | \$ | 5,057.80 | | 3 |
| a. 10% portion of the control of the | of 1, 2, 3, & 4 | \$ | 5,057.80 | | 3 |
| a. 10% portion of the control of the | of 1, 2, 3, & 4 | \$ \$ \$ | 5,057.80 | | 3 |
| a. 10% portion of the control of the | of 1, 2, 3, & 4 | \$ \$ \$ \$ | 5,057.80 | | 3 |
| a. 10% portion of NER-TIER SUBC a. Dallon b. c. d. e. f. | of 1, 2, 3, & 4 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | 9 | 5 5,05 |
| a. 10% portion of NER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | | 5 5,05 |
| a. 10% portion of NER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | 9 | 5 5,05 |
| a. 10% portion of NER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON' For each sub | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | | 5,05 |
| a. 10% portion of VER-TIER SUBC a. Dalton b. c. d g. f ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON' for each sub | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | 9 | 5,05 |
| a. 10% portion of VER-TIER SUBC a. Dalton b. c. d g. f ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON' for each sub | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | | 5,05 |
| a. 10% portion of NER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON' for each sub | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | | 5,05 |
| b. c. d. e. f. | of 1, 2, 3, & 4 ONTRACTORS FIT ON SUB-TIER SUBCON' for each sub | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,057.80 | * | 5 5 |





| Project Name: | Kimbali Creek Pump Station Improvements | | COP/issue #: | 004 |
|---|---|--|---|------------|
| Project No. | 8056 Source/Ref. Documents | : RFI 011 | Date: | 7/11/2025 |
| Contractor: | Pease & Sons, Inc. | | Contract No. | |
| Description: | The conduit and conductors in the MCC that run ovehead are | to short and cannot be reused, 2 add | itional days will be needed to complete | this work. |
| RECT CRAFT LAI | BOR COST (from attached cost breakdown form) | | \$ | 1.026 |
| | rtices, journeymen, & laborers) | \$ | • | 1,930 |
| b. foreman | | \$ | | |
| c. lead foreman | /Superintendent | \$ 1,930.24 | | |
| Supervision | DIRECT LABOR SUBTOTAL | . \$ 1,930.24 | | |
| d. direct superv | rison (0% of 1a) | S | | |
| | afety (0% of lines 1a, b, & c) | s | | |
| | | | | |
| TERIAL COST (fi | rom attached cost breakdown form) | | \$ | 57 |
| UIPMENT COST | (from attached cost breakdown form) | | \$ | 3,00 |
| | | | SUBTOTAL 2 thru 3 \$ | 3 57 |
| ERHEAD & PROF | eit | | SUBTOTAL 2 thru 3 \$ | |
| ERHEAD & PROF | | \$ 193.02 | SUBTOTAL 2 thru 3 \$ | 3,57 47 |
| a. 10% portion | | \$ 193.02 \$ 285.60 | | |
| a. 10% portion of | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | | \$ | 47 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ 285.60 | | 47 |
| a. 10% portion of | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | | \$ | 47 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ 285.60 | \$ | 47 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ 285.60 \$ 8,325,34 \$ - | \$ | 47 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ 285.60 \$ 8,325.34 \$ - \$ - \$ - \$ - | \$ | 47 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ 285.60 \$ 8,325,34 \$ - \$ - \$ - | \$ | 47 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 F 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ 285.60 \$ 8,325.34 \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS | \$ 285.60 \$ 8,325.34 \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 6,325,34 \$ - \$ - \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 6,325,34 \$ - \$ - \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 8,325,34 \$ - \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 8,325,34 \$ - \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. d. e. f. | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 8,325,34 \$ - \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 8,325,34 \$ - \$ - \$ - \$ - \$ - | \$ | 47 8,32 |
| a. 10% portion of b. 8% portion of WER-TIER SUBC a. Dalton b. c. d. e. f. ERHEAD & PROF a. 6% of Line 6 f | of 1, 2, 3, & 4 f 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ 285.60 \$ 8,325,34 \$ - \$ - \$ - \$ - \$ - | \$ \$ TOTAL COST \$ | 47 8,32 |

Pease & Sons, Inc. PO Box 44100 Tacoma, WA 98448-0100 (253) 531-7700

| | | on Improvements | | COP/Issue # | ¥: 006 |
|---|--|--|---|--|--|
| Project No. | 8056 | Source/Ref. Documents: | RFI 009 | Date | e: 7/17/2025 |
| Contractor: | Pease & Sons, Inc. | | | Contract No | o. |
| Description: | 2100 megalfange be used | joint were not able to be used due to I, This will be installed after the bypar 2-5 weeks, Contractor will request m | s system has been take | flange bolt orintation. Engineer requested a FL an off line. 5 additonal days will be needed for t elayed. | _GxPE spool wilh a this work, Estimated |
| DIRECT CRAFT LA | BOR COST (from attached | cost breakdown form) | | | \$ 6,2 |
| a. crew (appre | ntices, journeymen, & labo | rers) | \$ 6,286.16 | | |
| b. foreman | | | \$ | | |
| c. lead forema | n/Superintendent | | \$ | | |
| | | DIRECT LABOR SUBTOTAL | \$ 6,286.16 | | |
| Supervision | | | | | |
| | vison (0% of 1a) | | \$ - | | |
| e. small tools/s | safety (0% of lines 1a, b, & o | =) | \$ | | |
| MATERIAL COST (| from attached cost breakdo | wn form) | | | \$ 3,42 |
| · | | | | | , 21 |
| EQUIPMENT COST | (from attached cost break | down form) | | | \$ 1,33 |
| | • | | | | ,,,,, |
| | | | | | |
| | | | | SUBTOTAL 1 thru 4 | \$ 11,03 |
| | | | | | |
| | | | | | |
| OVERHEAD & PRO | | | | | \$ 1,10 |
| OVERHEAD & PRO a. 10% portion | | | \$ 1,103.10 | | \$ 1,10 |
| a. 10% portion | of 1, 2, 3, & 4 | | \$ 1,103.10 | | |
| a. 10% portion | of 1, 2, 3, & 4 | | \$ 1,103,10 | | \$ 1,10 |
| a. 10% portion | of 1, 2, 3, & 4 | | | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's | of 1, 2, 3, & 4 | | \$ 400.00 | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. | of 1, 2, 3, & 4 | | \$ 400.00 \$ - | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. | of 1, 2, 3, & 4 | | \$ 400.00 \$ - \$ - | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. | of 1, 2, 3, & 4 | | \$ 400.00 \$ - \$ - \$ - | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. | of 1, 2, 3, & 4 | | \$ 400.00 \$ - \$ - \$ - \$ - | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - | | |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - | | \$ 40 |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - | | \$ 40 |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. VERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - | | \$ 40 |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. VERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - | | \$ 46 \$ |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - \$ - | | \$ 46 \$ |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. VERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - \$ - | | \$ 46 \$ |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - \$ - | | \$ 46 \$ |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. VERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - \$ - | TOTAL COST | \$ 40 \$ \$ |
| a. 10% portion OWER-TIER SUBC a. Hunncutt's b. c. d. e. f. VERHEAD & PROI a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS (Shop Coating) FIT ON SUB-TIER SUBCON for each sub | TRACTORS | \$ 400.00 \$ - \$ - \$ - \$ - \$ - \$ - | TOTAL COST | \$ 40 \$ \$ |





| a. crew (appren | Pease & Sons, Inc. Pump and basin needed to be relocated for pump to be dire well conection. 1 new spool is need for connection between and touchup of existing spool to be reused, and installation additional spools will be delivered and picked together. Addi | ectly undern the check of guide rai | vavle and plug va I support bracket | orall hoist, 1 new spool and meg ve. 1 additional day is needed for Note: cost for delivery and pickup | r field measuring/ | verification, cut |
|---|---|---|--|--|--------------------|-------------------|
| Description: RECT CRAFT LAB a. crew (appren b. foreman | Pump and basin needed to be relocated for pump to be dire well conection. 1 new spool is need for connection between and touchup of existing spool to be reused, and installation additional spools will be delivered and picked together. Additional spools will be delivered and picked together. | the check of guide rai | vavle and plug va I support bracket | orall hoist, 1 new spool and megive. 1 additional day is needed for Note: cost for delivery and pickup | allgange are need | verification, cut |
| ECT CRAFT LAB a. crew (appren b. foreman | well conection. 1 new spool is need for connection between and touchup of existing spool to be reused, and installation additional spools will be delivered and picked together. Additional spools will be delivered and picked together. Additional spools will be delivered and picked together. | the check of guide rai | vavle and plug va I support bracket | ve. 1 additional day is needed for Note: cost for delivery and pickup | r field measuring/ | verification, cut |
| a. crew (appren b. foreman | | | | | | |
| b. foreman | tices, journeymen, & laborers) | | | | \$ | 2,60 |
| | | \$ | 2,608,40 | | | |
| c. lead foreman | | \$ | | | | |
| | /Superintendent | \$ | | | | |
| | DIRECT LABOR SUBTOT | TAL \$ | 2,608.40 | | | |
| Supervision | | | | | | |
| d. direct superv | | \$ | * | | | |
| s. smail toois/s: | afety (0% of lines 1a, b, & c) | \$ | 20 | | | |
| TERIAL COST (fr | om attached cost breakdown form) | | | | \$ | 6,21 |
| UDMENT COCT | (from attached cost breakdown form) | | | | \$ | 1,66 |
| | , | | | | • | .,,00 |
| | | | | | | 7.00 |
| | | | | SUBTOT | AL 2 thru 3 \$ | 7,89 |
| DUEAD & DOOR | | | | SUBTOT | | 7,89 |
| | | s | 260.84 | SUBTOT | AL 2 thru 3 | 7,89 |
| a. 10% portion o | FIT of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ | 260.84 631.90 | SUBTOT | | |
| а. 10% portion o | of 1, 2, 3, & 4 if b. does not apply | | | SUBTOT | | |
| a. 10% portion of | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. | | | SUBTOT | | 89 |
| a. 10% portion of b. 8% portion of | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. | | | SUBTOT | s | 89 |
| a. 10% portion of b. 8% portion of VER-TIER SUBC a. Hunncult's (| of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS | \$ | 631.90 | SUBTOT | s | 89 |
| a. 10% portion of . 8% portion of /ER-TIER SUBC | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS | \$ | 631.90 975.00 | SUBTOT | s | 89 |
| a. 10% portion of b. 8% portion of VER-TIER SUBCO a. Hunnoutt's (b. 5. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS | \$ \$ | 631.90 975.00 | SUBTOT | s | 89 |
| a. 10% portion of b. 8% portion of VER-TIER SUBCO a. Hunnoutt's (b. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS | \$ \$ \$ | 975.00 | SUBTOT | s | 89 |
| a. 10% portion of b. 8% portion of VER-TIER SUBCO i. Hunnoutt's (i i. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS | \$ \$ \$ \$ | 975.00 | SUBTOT | s | 89 |
| a. 10% portion of b. 8% portion of VER-TIER SUBCG a. Hunncutt's (b. c. d. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS Shop Coating) | \$ \$ \$ \$ \$ | 975.00 | SUBTOT | \$ | 97 |
| a. 10% portion of b. 8% portion of /ER-TIER SUBCG a. Hunncult's (b. c. f. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS Shop Coating) IT ON SUB-TIER SUBCONTRACTORS | \$ \$ \$ \$ \$ | 975.00 | SUBTOT | s | 97 |
| b. 8% portion of VER-TIER SUBC a. Hunncult's (b. c. c. d. e. e. f. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS Shop Coating) IT ON SUB-TIER SUBCONTRACTORS | \$ \$ \$ \$ \$ | 975.00 | SUBTOT | \$ | 89 |
| a. 10% portion of b. 8% portion of VER-TIER SUBC a. Hunncult's (b. c. d. e. f. | of 1, 2, 3, & 4 if b. does not apply 2 & 3 if 2 & 3 are greater than 50% of total cost. ONTRACTORS Shop Coating) IT ON SUB-TIER SUBCONTRACTORS or each sub | \$ \$ \$ \$ \$ | 975.00 | SUBTOT | \$ | 97 |





| a. crew (apprenting the foreman of the foreman | Pease & Sons, Inc. The existing booster pump conductors were too short and additional day. OR COST (from attached cost breakdown form) ces, journeymen, & laborers) Superintendent DIRECT LABOR SUBTO | d either needed to | RFI 018 be replaced or spliced. 965.12 965.12 | Date: Contract No. The owner elected to have them replaced | 8/12/2025 I. This will requi |
|---|---|----------------------|--|---|---------------------------------|
| DIRECT CRAFT LABO a. crew (apprenti b. foreman c. lead foreman/S Supervision d. direct supervis e. small tools/sal | The existing booster pump conductors were too short and additional day. OR COST (from attached cost breakdown form) ces, journeymen, & laborers) Superintendent DIRECT LABOR SUBTO | \$ \$ \$ \$ | 965.12 965.12 | The owner elected to have them replaced | |
| DIRECT CRAFT LABO a. crew (apprenti b. foreman c. lead foreman/s Supervision d. direct supervis e. small tools/sal | additional day. OR COST (from attached cost breakdown form) ces, journeymen, & laborers) Superintendent DIRECT LABOR SUBTO | \$ \$ \$ \$ | 965.12 965.12 | | |
| a. crew (apprenting to foreman) c. lead foreman/S Supervision d. direct supervise. small tools/sal | ces, journeymen, & laborers) Superintendent DIRECT LABOR SUBTO Son (0% of 1a) | \$ \$ \$ COTAL \$ | 965.12 965.12 | S | 965 |
| a. crew (apprenting to foreman) c. lead foreman/S Supervision d. direct supervise. small tools/sal | ces, journeymen, & laborers) Superintendent DIRECT LABOR SUBTO Son (0% of 1a) | \$ \$ \$ COTAL \$ | 965.12 965.12 | • | 000 |
| c. lead foreman/S Supervision d. direct supervis e. small tools/sal | DIRECT LABOR SUBTO | S S | 965.12 965.12 | | |
| Supervision d. direct supervis e. small tools/sal | DIRECT LABOR SUBTO | DTAL \$ | 965,12 | | |
| d. direct supervis e. small tools/sal | son (0% of 1a) | \$ | | | |
| d. direct supervis e. small tools/sal | | | | | |
| e. small tools/sal | | | | | |
| | | | | | |
| | | | | | |
| WATERIAL COST (fro | m attached cost breakdown form) | | | \$ | 28 |
| EQUIPMENT COST (1 | rom attached cost breakdown form) | | | \$ | 1,688 |
| | | | | SUBTOTAL 1 thru 4 | 1,97 |
| OVERHEAD & PROFI | | • | 00.54 | \$ | 254 |
| a. 10% portion of | 1, <i>2</i> , 3, 6, 4 2 & 3 if 2 & 3 are greater than 50% of total cost. | \$ | 96.51 157.84 | | |
| 5. 5.6 p 5.115.115.1 | | • | 701.01 | | |
| LOWER-TIER SUBCO | PACTORS | | | \$ | 2,228 |
| a. Dalton | NIRACIONS | S | 2,228.34 | • | 2,22 |
| b. | | \$ | | | |
| | | \$ | | | |
| c. | | | | | |
| c. d. | | \$ | | | |
| d. e. | | \$ \$ | | | |
| d. | | \$ | | | |
| d. e. f. | ON SUB-TIER SUBCONTRACTORS | \$ \$ \$ | | \$ | 133 |
| d. e. f. | | \$ \$ | | \$ | 13: |

100

| Pease & Sons, Inc. PO Box 44100 |
|--|
| Tacoma, WA 98448-010 (253) 531-7700 |

| Duntant Na | Kimball Creek Pump Station Improvements | | COP/Issue #: | 005 |
|--|--|--|------------------------------------|-----------------|
| Project No. | 8056 Source/Ref. Documents: | Written Authorization dated 6/30/25 | Date: | 8/4/2025 |
| Contractor: | Pease & Sons, Inc. | | Contract No. | |
| Description: | Per plans, grout is to be demoed at the bottom of the wet well concrete with reinforcement as well as higher in elevation than and noted that additional cost would be incurred to demo conclhis work. | what was shown on the drawings. Contract | ctor was given authorization or pr | oceed with demo |
| . DIRECT CRAFT LA | BOR COST (from attached cost breakdown form) | | \$ | 17,940.8 |
| a. crew (appre | ntices, journeymen, & laborers) | \$ 17,940.89 | | |
| b. foreman | | \$ | | |
| c. lead forema | n/Superintendent | \$ | | |
| | DIRECT LABOR SUBTOTAL | \$ 17,940.89 | | |
| Supervision | | | | |
| | vison (0% of 1a) | \$ | | |
| e. small tools/s | safety (0% of lines 1a, b, & c) | \$ | | |
| . MATERIAL COST (1 | from attached cost breakdown form) | | \$ | 1,824.8 |
| . EQUIPMENT COST | (from attached cost breakdown form) | | \$ | 4,046.3 |
| | | | SUBTOTAL 1 thru 4 \$ | 23,812.14 |
| | | | | |
| | | | | |
| A STATE OF THE STA | | 0.004.04 | \$ | 2,381,2 |
| overHEAD & PRO a. 10% portion | | \$ 2,381,21 | \$ | 2,381,2 |
| a. 10% portion | of 1, 2, 3, & 4 | \$ 2,381,21 | \$ | 2,381,2 |
| a. 10% portion LOWER-TIER SUBC | of 1, 2, 3, & 4 | | | |
| a. 10% portion LOWER-TIER SUBC a. b. | of 1, 2, 3, & 4 | \$ | | |
| a. 10% portion LOWER-TIER SUBC a. b. c. | of 1, 2, 3, & 4 | \$ \$ | | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. | of 1, 2, 3, & 4 | \$ - \$ - | | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. | of 1, 2, 3, & 4 | \$ - \$ - \$ - | | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. | of 1, 2, 3, & 4 | \$ - \$ - | | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. | of 1, 2, 3, & 4 | \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS | \$ - \$ - \$ - | | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS | \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBC a. b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ - \$ - \$ - \$ - | \$ | e e |
| a. b. c. d. e. f. OVERHEAD & PROI a. 6% of Line 6 | Of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ - \$ - \$ - \$ - | \$ | |





| | Kimball Creek Pump Station Improvements | | COP/Issue #: | 009 |
|--|--|---|----------------------|-----------|
| Project No. | 8056 Source/Ref. Documents | : RFI 016 | Date: | 8/12/2025 |
| Contractor: | Pease & Sons, Inc. | | Contract No. | |
| Description: | The City completed this portion of work prior to contractor star | ting onsite. | | |
| DIRECT CRAFT LA | BOR COST (from attached cost breakdown form) | | \$ | |
| | ntices, journeymen, & laborers) | \$ +1 | | - |
| b. foreman | | \$ | | |
| c. lead forema | n/Superintendent | \$ | | |
| Supervision | DIRECT LABOR SUBTOTAL | \$ | | |
| | vison (0% of 1a) | s , | | |
| | safety (0% of lines 1a, b, & c) | \$ | | |
| | | | | |
| MATERIAL COST (| from attached cost breakdown form) | | s | - |
| EOI IIDMENT COS | Γ (from attached cost breakdown form) | | \$ | |
| EQUI IIIEITI COS | (Non attached cost breakdown form) | | 3 | • |
| | | | | |
| | | | SUBTOTAL 1 thru 4 \$ | |
| | | | 300101AL I IIII 4 3 | |
| | | | SUBTOTAL TURBU | |
| | | | SUBTOTAL TURB | |
| | | | \$ | |
| OVERHEAD & PRO a. 10% portion | | S | | |
| | | \$ | | |
| a. 10% portion | of 1, 2, 3, & 4 | \$ | | |
| a. 10% portion LOWER-TIER SUB(| of 1, 2, 3, & 4 | \$ (2,801,95) | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. | of 1, 2, 3, & 4 | \$ (2,801,95) \$ | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. c. | of 1, 2, 3, & 4 | \$ (2,801.95) \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. c. d. | of 1, 2, 3, & 4 | \$ (2,801.95) \$ - \$ - \$ | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. c. | of 1, 2, 3, & 4 | \$ (2,801.95) \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. c. d. e. | of 1, 2, 3, & 4 | \$ (2,801.95) \$ - \$ - \$ 5 \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. | of 1, 2, 3, & 4 | \$ (2,801.95) \$ - \$ - \$ 5 \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS | \$ (2,801.95) \$ - \$ - \$ 5 \$ - | \$ | (2,801. |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS | \$ (2,801.95) \$ - \$ - \$ 5 \$ - | \$ | (2,801.1 |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801.95) \$ - \$ - \$ 5 \$ - | \$ | (2,801. |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | (2,801.9 |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801.95) \$ - \$ - \$ 5 \$ - | \$ | (2,801.9 |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | (2,801.9 |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | (2,801. |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | (2,801. |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | (2,801.1 |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | |
| a. 10% portion LOWER-TIER SUBG a. Dalton b. c. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ | (2,801.5 |
| a. Dalton b. C. d. e. f. OVERHEAD & PRO a. 6% of Line 6 | of 1, 2, 3, & 4 CONTRACTORS FIT ON SUB-TIER SUBCONTRACTORS for each sub | \$ (2,801,95) \$ - \$ - \$ - \$ - \$ - | \$ \$ TOTAL COST \$ | (2,801.9 |