

**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 2/9/2011

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TO: Pete Siegenthaler, Prin TE /		FILE: E.A. 04 - 0120F4		
FROM: Kannu Balan, Senior TE		CO-RTE-PM SF-80-13.2/13.9		
FED. NO.				
CCO#: <b>24</b>	SUPPLEMENT#: <b>1</b>	Category Code: <b>CHPK</b>	CONTINGENCY BALANCE (incl. this change) <b>\$171,531,330.81</b>	
COST: <b>\$3,703,527.54</b>		INCREASE <input checked="" type="checkbox"/>	DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
<b>CCO DESCRIPTION:</b> Traveler Modifications		<b>PROJECT DESCRIPTION:</b> CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE		
Original Contract Time: <b>2490</b> Day(s)	Time Adj. This Change: <b>DEF</b> Day(s)	Previously Approved CCO Time Adjustments: <b>501</b> Day(s)	Percentage Time Adjusted: (including this change) <b>20</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>3</b>

**THIS CHANGE ORDER PROVIDES FOR:**

1. Redesign of the maintenance traveler system components, providing test track, and performance testing of the travelers. Traveler system changes consist of modifying; trolleys, paint and protective coatings, pneumatics, stair risers, suspension arms, connection welds, and sump buckets, and also providing an anti-skew and dynamic brake system. Testing of two of the travelers will be performed on a test track, prior to shipping and installation.
2. Revising Special Provisions Section 10-1.63 "TRAVELER SCAFFOLDS."
3. Revising Special Provisions Section 10-1.64 "TRAVELER SUPPORT RAILS."

Many of these changes were initially prepared and proposed for incorporation into the contract bid documents as part of Addendum No. 8 on January 31, 2006 and were intended to supplement changes made by Addendum No. 6 which had already been incorporated into the bid documents. The Toll Bridge Project Oversight Committee (TBPOC) subsequently directed that Addendum No. 8 not be issued and that these (and other) changes instead be incorporated into the Contract by change order after Contract Award. This change order incorporates details proposed in the resulting Design Change Request ("CR") Nos. 8 and 13 as well as subsequently identified traveler design clarifications and RFI's.

Reasons for the key element changes in this change order include:

- Motorized and passive trolleys are modified as a result of changes to the braking system.
- The original coating specification of the trolleys is modified to keep the manufacturer recommended coating as it exceeds the Department's requirements. The material and coating specifications for the pneumatic components are clarified to reflect design assumptions and service life requirements. The traveler framing paint requirement is clarified to match the rest of the bridge and the Skyway bridge travelers.
- The pneumatic control system is revised to incorporate the anti-skew system, revised trolley and brake configuration, and elevating platform operational requirements. Component specifications are revised to match components shown on the contract plans.
- Various structural modifications to elements such as stair risers, suspension arms, connection welds, and sump buckets are made to address conflicts and provide safe operation of the traveler.
- Anti-skew devices and dynamic brake systems are required to be added to the travelers to mitigate operational and safety concerns, pursuant to lessons learned on other Toll Bridge contracts.
- The Contractor will build a temporary test track and conduct performance tests to proof test the traveler systems before incorporation into the work.
- Specifications for sliding bearings in the traveler rail supports were relocated in the Special Provisions to clarify that they apply to the traveler rail and not the traveler.

This change order includes resolutions for Contractor Request for Information (RFI) Nos. 226R1, 1050R0, 1066R0, 1112R0, 1112R1, 1598R0, 1599R0, 1713R0, 1763R0, 1918R0, 1944R0, 1946R0, 1950R0, 1953R0, 1955R0, 1968R0, 1969R0, 1970R0, 1971R0, 1972R0, 2117R0, 2123R0, 2126R0, 2127R0, 2140R0, 2151R0, 2155R0, 2164R0, and 2190R0.

The change work is to be paid as an adjustment of compensation at lump sum. Elements of the testing are to be paid as extra work at force account. This supplemental change is estimated to total \$3,703,527.54, which can be financed from the contingency fund. This will result in a cumulative amount of \$5,236,084.65 for CCO 24S0 and 24S1. A detailed cost estimate is on file.

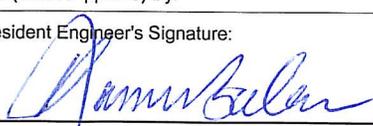
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As the travelers are mounted under the bridge, the work will not affect the Seismic Safety Opening of the bridge, but installation and testing of the travelers can potentially impact the early Contract Completion date. Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time adjustment will be made in accordance with Section 10-1.13, "PROGRESS SCHEDULE (CRITICAL PATH METHOD)" and Section 10-1.14, "TIME-RELATED OVERHEAD" of the Special Provisions, as well as Section 8-1.07, "LIQUIDATED DAMAGES", of the Standard Specifications.

This change order has concurrence from Peter Siegenthaler (Principal Engineer), William Casey (Structure Rep.), Rich Foley (HQ Liaison), Wenyi Long (Design Oversight), Lina Ellis (Maintenance), and Ken Terpstra (Project Manager).

This change order will be presented to the Toll Bridge Program Oversight Committee (TBPOC) in February 2011 for their approval.

The Resident Engineer requests Headquarters CCO Desk "Issue and Approve".

CONCURRED BY:		ESTIMATE OF COST	
Construction Engineer:	PCE, Pete Siegenthaler, Prin TE	Date	9/1/09
Bridge Engineer:	Struct Rep, Bill Casey, Sup TE	Date	2/8/11
Project Engineer:	CT Oversight, Wenyi Long, P.E.	Date	9/1/09
Project Manager:	Proj Manager, Ken Terpstra	Date	9/1/09
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	HQ, Rich Foley	Date	9/1/09
Other (specify):	Struct. Maint, Lina Ellis	Date	9/9/09
District Prior Approval By:		Date	
HQ (Issue Approve) By:		Date	
Resident Engineer's Signature:		Date	2-9-2011
		THIS REQUEST	TOTAL TO DATE
ITEMS		\$0.00	(\$487,676.00)
FORCE ACCOUNT		\$1,000,000.00	\$1,950,000.00
AGREED PRICE		\$0.00	\$170,485.40
ADJUSTMENT		\$2,703,527.54	\$3,603,275.25
<b>TOTAL</b>		<b>\$3,703,527.54</b>	<b>\$5,236,084.65</b>
<b>FEDERAL PARTICIPATION</b>			
<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING			
FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)			
<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS			
FEDERAL FUNDING SOURCE		PERCENT	
_____		_____	
_____		_____	