STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 89 Suppl. No. 1 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.:

To: AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum Price:

Replace section 10-1.59, "Steel Structures," subsection "Shop Welding," subsection "Welding of Closed Ribs to Box Shell Plate," subsection "B. Weld Procedure Trials," item 6, of the Special Provisions as follows:

6. Tack welds shall be incorporated into the final weld and shall not result in hard spots; uneven transverse notches; cracks or tears; or excessive thickness that results in local weld thickness variations greater than 3 mm. However, defects identified at tack welds with NDT may be accepted provided the defect is remedied by excavating the weld to the minimum 80% depth of penetration (9.6mm) of the rib thickness, followed by repair of the weld with a repair welding method and procedure approved by the Engineer for the application.
   Hard spots shall be evaluated on the qualification test by Vickers hardness measurements taken at 2 mm centers in the tack weld heat affected zones of both base plate and rib on the tack weld macrosections specified above. Hardness testing of tack welds will be required for production monitoring tests if a macrosection appears to have a hard spot in the opinion of the Engineer. A hard spot shall be defined as a hardness value in the tack weld HAZ that exceeds 300HV.

For this work, the Contractor agrees to perform this work at no additional cost to the Department. This sum constitutes full compensation, including markups, for this change.

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.

REGISTERED PROFESSIONAL ENGINEER
BRIAN H. MAPONEY
No. 39754
Exp. 12/09
CIVIL
STATE OF CALIFORNIA

Cost of Adjustment of Compensation at Lump Sum Price.....$0.00

Estimated Cost: Increase ☐ Decrease ☐ $0.00

By reason of this order the time of completion will be adjusted as follows: DEFERRED

Submitted by

Signature	Resident Engineer	Date
Gary Pursell	Gary Pursell, Sup.T.E.	12/3/08

Approval Recommended by

Signature	Supervising Bridge Engineer	Date
	Richard Morrow, Sup.T.E.	12/3/08

Engineer Approval by

Signature	Supervising Transportation Engineer	Date
Gary Pursell	for Peter Siegenthaler, Prin.T.E.	7/17/09

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date