

**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 11/06/2009

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DC-CEM-4903 (OLD HC-39 REV. 6/93) CT# 7541-3544-0

TO Pete Siegenthaler, Principal TE			FILE 04-0120F4	
FROM Gary Pursell, STE / Richard Morrow, SBE			04-SF-80-13.2/13.9	
CCO NO. <b>123</b>	SUPPLEMENT NO. <b>0</b>	CATEGORY CODE <b>CHXX</b>	CONTINGENCY BALANCE (including this change) <b>\$59,159,378.40</b>	
<b>\$5,850,000.00</b>			HEADQUARTERS APPROVAL REQUIRED? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
SUPPLEMENTAL FUNDS PROVIDED \$			PROJECT DESCRIPTION CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
CCO DESCRIPTION: East End Detailing				
Original Contract Time <b>2490</b> Day(s)	Time Adj.: This Change <b>Deferred</b>	Previously Approved CCO Time Adjustments <b>150</b> Day(s)	Percentage Time Adjusted: (including this change) <b>6 %</b>	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>6</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Preliminary compensation for the development of shop drawings for the east end of the Orthotropic Box Girder (OBG). It is understood that these drawings have taken longer to complete and that the Department may be responsible for additional compensation due to but not limited to, completeness of working drawing submittals, timeliness of preparation, submittal, review, and approval of working drawings, completeness of design, and clarifications and decisions involving constructability and construction means and methods. In addition, the time required to develop these drawings is much longer than originally intended and are now behind schedule.

The responsibility for this work and the delay has not yet been established and it is thought that full resolution will not be able to occur until the shop drawings are completed (current estimated March 2010). This change order is issued to address the Department's estimated portion of the direct costs of the extra work required to complete these shop drawings.

This change order was proposed by the Toll Bridge Project Oversight Committee as a way to provide a down payment to the Contractor and keep all parties focused on completion of the required work and not entitlement. Upon completion of the work, all parties will be able to identify all issues and resolve this matter. Final resolution will occur through a supplement or separate change order.

This work is not covered by any contract items. To date, the Department's exposure in this matter is in the order of \$5,850,000.00. Therefore, payment for this work will be at Adjustment of Compensation at Lump Sum for a cost of \$5,850,000.00, which can be financed from the contingency fund. This exposure is based on the Department being responsible for a portion of the extra work claimed by the Contractor. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may affect the controlling operation. Although detailing overhead cost is included in Contract Item 5, "Time-Related Overhead," the additional unanticipated work is resulting in a longer than originally scheduled duration. The Department has estimated that additional merited compensation, impacts and overhead, will equal or exceed \$5,850,000.00. If a future change order increases the number of working days in Contract Item 5, "Time-Related Overhead," and includes delays associated with detailing the east end Orthotropic Box Girder and/or other working drawings, the parties agree that the TRO daily value will be offset \$2,788.00 for each additional working day. It is also agreed that after February 28, 2009, detailing work subject to this change order will be compensated at a rate of \$105 per hour, inclusive of TRO.

This change order received concurrences from Gary Pursell (Resident Engineer), Pete Siegenthaler (Principal Engineer), Ken Terpstra (Project Manager), Tony Anziano (Toll Bridge Manager) and Jon Tapping (SFOBB Project Risk Manager). Maintenance and Design concurrences are not required for this change.

This change order received approval from TBPOC on October 29, 2009 and an Issue and Approve from Headquarter Construction on November 4, 2009.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
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CONCURRED BY:		ESTIMATE OF COST	
CONSTRUCTION ENGINEER	DATE	THIS REQUEST	TOTAL TO DATE
Res. Eng. Gary Pursell, Sup. TE	10/15/09		
SR. BRIDGE ENGINEER	DATE	ITEMS	\$0.00 \$0.00
FHWA REPRESENTATIVE	DATE	FORCE ACCOUNT	\$0.00 \$0.00
PROJECT MANAGER	DATE	AGREED PRICE	\$0.00 \$0.00
Proj. Manager, Ken Terpstra	10/15/09	ADJUSTMENT	\$5,850,000.00 \$5,850,000.00
OTHER (SPECIFY)	DATE	<b>TOTAL</b>	<b>\$5,850,000.00 \$5,850,000.00</b>
HQ Project Risk Manager, Jon Tapping	10/15/09	<b>FEDERAL PARTICIPATION</b>	
Toll Bridge Manager, Tony Anziano	10/15/09	<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	
TBPOC	10/29/09	<b>FEDERAL SEGREGATION (IF MORE THAN ONE FUNDING SOURCE OR P.I.P. TYPE)</b>	
Principia TE, Peter Siegenthaler	10/15/09	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
DISTRICT PRIOR APPROVAL BY	DATE	<b>FEDERAL FUNDING SOURCE</b>	<b>PERCENT</b>
HQ (ISSUE & APPROVE) (TO PROCEED) BY	DATE	_____	_____
<i>Larry Salzman</i>	11/4/09	_____	_____
RESIDENT ENGINEER SIGNATURE	DATE	_____	_____
<i>Gary Pursell</i>	11/6/09	_____	_____