

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 7/15/2010

Page 1 of 2

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. 139	SUPPLEMENT NO. 0	CATEGORY CODE BZZZ	CONTINGENCY BALANCE (including this change) \$80,869,899.40	
\$17,402,364.16			INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	
SUPPLEMENTAL FUNDS PROVIDED \$ 0.00			HEADQUARTERS APPROVAL REQUIRED? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
CCO DESCRIPTION: Fabrication Delay Mitigation			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
			PROJECT DESCRIPTION CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time 2490 Day(s)	Time Adj.: This Change Deferred Day(s)	Previously Approved CCO Time Adjustments 227 Day(s)	Percentage Time Adjusted: (including this change) 9%	Total # of Unreconciled Deferred Time CCO(s): (including this change) 6

THIS CHANGE ORDER PROVIDES FOR:

The following fabrication delay mitigation measures:

1. Additional Fabricator's Engineering and Technical Resources
2. Dehumidifiers to Expedite Painting
3. Additional Jigs for Fabrication
4. Additional Shop Space and Labor for OBG Fabrication
5. Mobilizing Detailers to Fabrication Facility & Oakland
6. Furnish Impact Guns, Compressors and Tools

The complexity of the design of OBG lifts 13 and 14 (East End OBG), with its widely varying geometry and curvature in all three dimensions, the main cable anchorage system, bearings and shear key supports, and the hinge pipe beam connection to the Skyway, has presented design challenges and constructability issues to be resolved during the development and detailing of shop drawings. Consequently, delivery and approval of the East End OBG shop drawings and the commencement of fabrication has been delayed approximately one year.

In addition, the anticipated complex fabrication of the East End OBG has the potential to introduce further schedule risk; especially access and confinement for welding, inspection and testing in the vicinity of the cable anchorage system inside the deck sections. The critical access areas will require 1) detailed fabrication sequencing to ensure constructability of the work and 2) establishment of a testing protocol in conjunction with the step-by-step fabrication to ensure that adequate QC and QA work will be performed effectively and efficiently during the fabrication process. These additional procedures and protocols are being developed under CCO 127.

To aid in the recovery of schedule delays for the East End (Lift 13 and 14) fabrication and to minimize the risk of future fabrication delays, the Contractor and the Department, in collaboration with the Toll Bridge Program Oversight Committee (TBPOC), have outlined several delay mitigation measures, which have been presented to the TBPOC for consideration and approvals. The above referenced delay mitigation measures were approved by the TBPOC on May 6, 2010 for a not to exceed amount of \$17.0M which included extra shop space for an amount not to exceed of \$13.8M.

The total amount for this CCO is \$17.4M which includes an amount of \$14.0M for the additional shop space and additional labor mobilization cost. The incentive for achieving the target dates as outlined in this change order will be covered in a subsequent supplemental change order for a total not to exceed amount of \$1.7M. The total not to exceed amount for this CCO and the supplement will be \$19.2M.

Additional fabricator's engineering and technical resources will need to be provided to expedite translation, reviews and conformity of the shop production drawings for the East End OBGs. The additional dehumidifiers will improve the efficiency of painting operations and allow painting work to proceed during inclement weather conditions. Mobilization of Candraft –Tensor LLC. (CTLLC) detailers to the ZPMC facility in China and the ABF facility in Oakland will enhance the review response time, thereby expediting start up of fabrication and the rapid resolution of necessary changes. The CCO also sets aside additional shop space that was not originally planned for use in

CONTRACT CHANGE ORDER MEMORANDUM

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

DATE: 7/15/2010

Page 2 of 2

the fabrication of lifts 13 and 14. This added shop space together with the mobilization of additional labor forces will allow the fabricator to increase production and thereby reduce the fabrication duration of the East End OBG. An additional incentive to meet certain fabrication completion dates of the East End OBGs components is included in this CCO. The fabrication incentives are outlined in the change order. Payment of the outlined incentives will be provided in subsequent supplemental change orders as the targeted completion dates are met. Additional jigs are necessary to support fabrication in the additional shop space, and impact tools and equipment will expedite bolting and fit up operations, thereby improving the delivery schedule to the project site.

It is anticipated these mitigation measures will reduce risk of further delays to the completion of the project, and recover and/or improve the schedule by mitigating past delays. The delay mitigation measures will be implemented prior to the start of applicable fabrication activities to assure successful early completion of the controlling activities involved. Contractor shall notify the Engineer immediately if the work directed herein will in any way delay completion of planned fabrication activities.

Consideration of adjustment of contract time will be deferred until completion of fabrication work involved when actual overall schedule benefits are analyzed and agreed upon with the Contractor.

Final responsibility for shop drawing delays has not been determined or resolved. Therefore, the change order includes a disclaimer that issuance of this change order is not an acknowledgement of liability by the Department for past East End OBG delays.

This work is not covered by any contract items. Therefore, payment for this work will be financed from the contingency fund. A cost analysis is on file.

This change order received concurrences from Gary Pursell (Resident Engineer), Bill Casey (Actg Sup Bridge 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 July 14, 2010, and an Issue and Approve from Headquarter Construction on July 8, 2010.

CONCURRED BY:		ESTIMATE OF COST	
CONSTRUCTION ENGINEER	DATE	THIS REQUEST	TOTAL TO DATE
Res. Eng. Gary Pursell, Sup. TE	3/24/10		
SR. BRIDGE ENGINEER	DATE	ITEMS	\$0.00
Bill Casey Actg Sup BE.	3/24/10	FORCE ACCOUNT	\$900,000.00
FHWA REPRESENTATIVE	DATE	AGREED PRICE	\$2,495,860.00
		ADJUSTMENT	\$14,006,504.16
PROJECT MANAGER	DATE	TOTAL	\$17,402,364.16
Proj. Manager, Ken Terpstra	3/24/10		\$17,402,364.16
OTHER (SPECIFY)	DATE	FEDERAL PARTICIPATION	
Rich Foley (HQ Liaison)	6/29/10	<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	
PCE, Peter Siegenthaler, Prin TE	DATE	FEDERAL SEGREGATION (IF MORE THAN ONE FUNDING SOURCE OR P.I.P. TYPE)	
DISTRICT PRIOR APPROVAL BY	3/24/10	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
HQ (ISSUE & APPROVE) (TO PROCEED) BY	DATE	FEDERAL FUNDING SOURCE	PERCENT
Larry Sathaney	7/8/10		
RESIDENT ENGINEER SIGNATURE	DATE		
	7/15/10		

TBPOC MEETING OUTCOME
July 13, 2010, 9:00am – 11:00am
Public Information Office, Building 1, Room 169
410 Avenue of the Palms, Treasure Island, CA

Topic	Presenter	Outcome
1. CHAIR'S REPORT	S. Heminger, BATA	Information
2. CONSENT CALENDAR a. TBPOC Meeting Minutes: 1) June 3, 2010 Meeting Minutes 2) June 28, 2010 Conference Call Minutes b. Contract Change Orders (CCOs): 1) Yerba Buena Island Detour CCO 105-S1 (Steel Fabrication for Viaduct Design Modifications), \$250,000 2) Self-Anchored Suspension (SAS) Superstructure CCO 139 (Partial for Mitigation Opportunities of East End Fabrication Strategy), \$402,364.16 (for a total of \$17,402,364.16)	A. Fremier, BATA A. Fremier, BATA D. Noel, CTC	Information APPROVED APPROVED APPROVED APPROVED
3. PROGRESS REPORTS a. Final June 2010 Project Progress and Financial Update	A. Fremier, BATA	APPROVED
4. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Yerba Buena Island Detour 1) Update b. Yerba Buena Island Transition Structures No. 1 1) Update c. Oakland Touchdown No. 1 1) Update d. Mechanical, Electrical & Piping (MEP) Update 1) Bridge Lighting Assembly Procurement Contract Addendum No. 1	T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT	Information Information Information APPROVED
5. DUMBARTON/ ANTIOCH BRIDGE SEISMIC RETROFIT UPDATE	T. Anziano, CT	Information
6. OTHER BUSINESS		
7. TBPOC/ ABF/ TYLMN DISCUSSION a. Self-Anchored Suspension (SAS) Superstructure Mitigation and Acceleration Update	PMT	Information