

**CONTRACT CHANGE ORDER MEMORANDUM**

TO: Pete Siegenthaler, Prin TE /			FILE: <b>E.A.</b> 04 - 0120F4	
FROM: Gary Pursell, Sup. TE			<b>CO-RTE-PM</b> SF-80-13.2/13.9	
			<b>FED. NO.</b>	
CCO#: <b>142</b>	SUPPLEMENT#: <b>0</b>	Category Code: <b>BZZZ</b>	CONTINGENCY BALANCE (incl. this change) <b>\$48,665,011.40</b>	
COST: <b>\$1,954,669.00</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> Additional Cable Compact/Wrapping Equip			<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>227</b> Day(s)	Percentage Time Adjusted: (including this change) <b>9 %</b>	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>6</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Procurement of the following equipment:

1. Additional Cable Compacting Machines (2 each)
2. Additional Cable Wrapping Machines (4 Each)

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.

To recover schedule delays due to the East End OBG and find the shortest route to the bridge opening, 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 supported by the TBPOC on July 29, 2010, meeting.

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 procurement of the additional compacting and wrapping machines will help in the mitigation of the 56 day, TIA 9 delay caused by the installation of the "Lift 12 leave out section". Upon completion of cable compaction and wrapping operations, the additional equipment provided herein will become the property of the Contractor and any salvage value will be credited to the State. The equipment cost in CCO 142 is a part of the final mitigation/acceleration settlement that will be covered in CCO 160.

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

For this change, the Contractor will be paid the agreed upon lump sum of \$1,954,669.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

This change order has 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 July 29, 2010, and an Issue and Approve from Headquarter Construction on July 27, 2010.

