STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 7/6/2012

TO: Tony Anziano, Program Manager /	FILE: **E.A.** 04 - 0120F4
FROM: Darryl Schram, Senior TE	**CO-RTE-PM** SF-80-13.2/13.9
	FED. NO.
CCO#: **188** SUPPLEMENT#: **0** Category Code: **CHPA**	CONTINGENCY BALANCE (incl. this change) **$105,960,047.58**
COST: **$990,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: OBG Safety Railing (Furnish)	**PROJECT DESCRIPTION:** CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
2490 Day(s)	**0** Day(s)	**501** Day(s)	**20** %	**3**

THIS CHANGE ORDER PROVIDES FOR:

Procuring revised inboard and outboard cable railing, crossbeam railing, and Pier W2 cap beam railing.

The inboard cable railing posts at the edge of the deck are being raised to 42 inches above the highest utility pipe so if someone stands on the pipe adequate safety measures are in place to prevent an accidental fall. Clive Endress (Bridge Architect) requested that highly visible lateral post cross-bracing be removed and replaced with other means so as to provide a cleaner aesthetic appearance. Lockable gates are added at the crossbeams to provide maintenance access and prohibit unauthorized access. The hinged safety railings on the Pier W2 cap beam and Orthotropic Box Girder crossbeams will be replaced with cable railing since they did not fully meet the access and aesthetic requirements of the completed work. To address both aesthetic concerns with the look of the cable railing and maintenance concerns for a durable coating, the cable safety railing will be encased with a white plastic sheath. The changes to the cable railing will preserve the aesthetic vision of the final structure and provide maintenance with safe access with which to conduct periodic inspections. This change order compensates the contractor for the additional railing fabrication costs. A supplement change order will be issued to compensate the Contractor for any additional installation costs.

This work will be paid as extra work at force account and the Department estimates it to total $990,000.00, which can be financed from the contingency fund.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from William Casey (Supervising TE), Rich Foley (HQ Oversight), Ken Terpstra (Proj. Manager), Wenyi Long (Bridge Design), Lina Ellis (Maintenance), and Jing Chen (District Design).

CONCURRED BY:

Construction Engineer:	William Casey, Sup TE	Date	6/27/12
Bridge Engineer:	CT Oversight, Wenyi Long, P.E.	Date	6/28/12
Project Engineer:	District Design, Jing Chen	Date	6/27/12
Project Manager:	Proj Manager, Ken Terpstra	Date	6/28/12
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	HQ, Rich Foley	Date	6/27/12
Other (specify):	Struct. Maint, Lina Ellis	Date	6/27/12
District Prior Approval By:		Date	
HQ (Issue Approve) By:		Date	
Resident Engineer's Signature:		Date	9-9-12

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$990,000.00	$990,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$990,000.00	$990,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

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