

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONTRACT CHANGE ORDER MEMORANDUM

DATE: 8/30/2011 Page 1 of 1

TO: Pete Siegenthaler, Prin TE /			FILE: E.A. 04 - 0120F4	
FROM: Kannu Balan, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
FED. NO.				
CCO#: 200	SUPPLEMENT#: 0	Category Code: CHPT	CONTINGENCY BALANCE (incl. this change) \$162,544,614.11	
COST: \$72,112.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: SAS Vertical Clearance at PP 98			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 3

THIS CHANGE ORDER PROVIDES FOR:

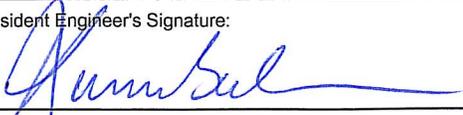
Fabricating build-out barrier for use at Panel Point (PP) 98.

Under the direction of the Department, a Cable Engineering Risk Management (CERM) team was formed in July 2008 to identify risks associated with the cable engineering of the SAS with particular focus on how to mitigate such risks that may impact the schedule. The CERM team identified the following risk: The design of the SAS provided for the required 5.1 m traffic vertical clearance between the roadway barriers, however the SAS main cable geometry depends on the weight of the Orthotropic Box Girder (OBG) and the suspender loads. Current estimates by the Contractor indicate that the OBG weight has increased by 3% and may reach up to 6%. Analysis indicates that this weight increase may result in a cable encroachment into the 5.1 m vertical clearance by (50 to 100 mm) horizontally and (250 to 600 mm) vertically at PP 98. This CCO fabricates an alternative build-out barrier so that it will be available for use should the vertical clearance not be met after load transfer and therefore not delay the opening of the bridge. If needed, additional field work to install this alternative build-out barrier will be addressed in a supplemental change order.

The total cost of this change order is \$72,112.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

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

This change order has concurrence from Peter Siegenthaler (Principal TE), William Casey (Supervising BE), Wenyi Long (Design Oversight), Lina Ellis (Maintenance), and Jing Chen (District Design).

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer: PCE, Pete Siegenthaler, Prin TE	Date	5/10/11	THIS REQUEST		TOTAL TO DATE
Bridge Engineer: William Casey, Sup TE	Date	5/4/11	ITEMS	\$0.00	\$0.00
Project Engineer: CT Oversight, Wenyi Long, P.E.	Date	4/20/11	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Date		AGREED PRICE	\$72,112.00	\$72,112.00
FHWA Rep.:	Date		ADJUSTMENT	\$0.00	\$0.00
Environmental:	Date		TOTAL	\$72,112.00	\$72,112.00
Other (specify): District Design, Jing Chen	Date	4/20/11	FEDERAL PARTICIPATION		
Other (specify): Struct. Maint, Lina Ellis	Date	4/20/11	<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		
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE		PERCENT
		8-30-11	_____		_____
			_____		_____