

**CONTRACT CHANGE ORDER MEMORANDUM**

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#: 295	SUPPLEMENT#: 0	Category Code: CXXX	CONTINGENCY BALANCE (incl. this change) <b>\$92,285,273.99</b>	
COST: \$500,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input 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: IERBYS Pile Investigation			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: <b>2490</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>501</b> Day(s)	Percentage Time Adjusted: (including this change) <b>20</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>3</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Performing foundation investigation at the Interurban Electric Railway Bridge Yard Shop (IERBYS) to determine existing pile diameters, depths, and conditions of the existing wood piling.

The Department is in the process of constructing a new maintenance facility for the San Francisco-Oakland Bay Bridge East Spans. This new facility, which will be constructed over several phases, was planned to include a storage warehouse and maintenance training facility. Construction of the warehouse will begin this year, but timing of the completion of the training facility will not coincide with the completion of the major East Span construction projects including the SAS Project. Additionally, planning for the new warehouse did not anticipate the level of storage of materials, parts and engineering documentation that will actually be required for the new East Span. To address the immediate concern of the large amount of materials being primarily furnished by the SAS Project needing proper storage, the IERBY's building, an existing state-owned maintenance facility constructed in 1938, has been identified as a solution.

The IERBY's building will be used to store the unique equipment, materials, and engineering documents furnished from the East Span Project needed for use in maintaining the Structure. This equipment, materials, and engineering documents include but are not limited to such items as: additional cable bands, cable clamps, cable band bolts, cable band bolt tensioning equipment, cable S-wire wrapping equipment, replacement suspender ropes, tower replacement struts, deck joint replacement materials, design and construction documents, etc. All of these items are specific to the SAS Structure and will be needed for proper maintenance over time and/or restoration of bridge service after a major earthquake event. Additionally, as the SAS Structure is placed into service and transferred into the maintenance inventory, this facility will provide a venue to transfer construction knowledge and train maintenance personnel in how to maintain the new Structure.

The Toll Bridge Program Oversight Committee (TBPOC) Project Management Team (PMT) brought this issue to the February 6, 2013, TBPOC meeting for discussion and approval. The TBPOC approved the use of the IERBY's building. The TBPOC provided approval for change orders to the SAS Contract to perform the early work to relocate a portion of the maintenance personnel currently occupying the IERBY's building, to perform an initial geotechnical foundation investigation to determine the condition of the existing wood piling foundation, and to perform soft demolition to remove all the interior non-structural partitions. As part of the approval, this early work will be funded through Bay Area Toll Authority (BATA) Rehabilitation Funds. A supplemental funds request will be prepared to transfer these funds into the SAS Contract

This change order provides the early work foundation investigation to determine the condition of the existing wood piling. Geotechnical Design has requested the extraction of an interior foundation pile to confirm pile diameter, pile length and pile condition.

The remaining early work, relocation of maintenance personnel and soft demolition, will be provided for under separate change orders.

The Department estimates an additional cost of \$500,000.00 extra work at force account for this change, 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.

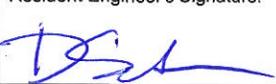
This change order has concurrence from William Casey (Supervising TE) and Rich Foley (HQ Oversight).

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The TBPOC approved this change order work for a not to exceed amount of \$900,000.00 on February 6, 2013.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	William Casey, Sup TE	Date	2/19/13	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:		Date		ITEMS	\$0.00
Project Engineer:		Date		FORCE ACCOUNT	\$500,000.00
Project Manager:		Date		AGREED PRICE	\$0.00
FHWA Rep.:		Date		ADJUSTMENT	\$0.00
Environmental:		Date		<b>TOTAL</b>	<b>\$500,000.00</b>
Other (specify):	HQ, Rich Foley	Date	2/19/13	<b>FEDERAL PARTICIPATION</b>	
Other (specify):		Date		<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) <input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
HQ (Issue Approve) By:		Date		FEDERAL FUNDING SOURCE      PERCENT _____ _____ _____	
Resident Engineer's Signature:		Date	2/20/13		