

CONTRACT CHANGE ORDER MEMORANDUM

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| 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. No | | | | |
| CCO#: 352 | SUPPLEMENT#: 0 | Category Code: AXZZ | CONTINGENCY BALANCE (incl. this change) \$30,456,644.42 | |
| COST: \$2,470,000.00 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: CIC Painting Impacts -Certified Coatings | | | PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE | |
| Original Contract Time: 2490 Day(s) | Time Adj. This Change: DEF 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) 29 |

THIS CHANGE ORDER PROVIDES FOR:

As directed by the Engineer, revise access and working hours for painting operations, due to changes in the character of work resulting after achieving Seismic Safety Opening (SSO) of the bridge.

Contract Change Order (CCO) 160 "East End Delay Impacts", Section 3 "Readiness for Seismic Safety Opening" established a Readiness for Seismic Safety Opening (SSO) date for opening the bridge to traffic of August 28, 2013. Section 3 of CCO 160 provides for and compensates the Contractor for the minimum amount of work required to be completed in order to achieve SSO while Section 4 of CCO 160 "Post Readiness for Seismic Safety Opening Work" provides for the remaining work to be completed after SSO. The Contractor met the SSO requirement set forth in CCO 160 and traffic was placed on the SAS Structure on September 3, 2013 as planned.

In completing the remainder of the Contract work, Section 4 recognized that the Order of Work specified for in Section 3 would have an effect on the post SSO work as well as recognized the potential changes in the character of the work associated with, amongst other things, the changed condition of having to complete the work under live traffic conditions. While Section 4 identified this concern, the inefficiencies and additional costs associated with the completion of the work under the changed conditions were deferred to a separate change order.

To address the post SSO changes in character of the work, additional costs, and inefficiencies for the remaining work multiple CCO's will be established to provided compensation to the Prime Contractor and each of the affected Subcontractor's. The following CCO's have been identified:

- CCO 342 "Traffic Lane Closures" provides only the revised traffic lane and shoulder closure specifications
- CCO 349 "Traffic Control/Construction Access" will address the additional costs associated with implementing traffic control and construction access measures,
- CCO 351 "Insurance" will address the Prime Contractor's additional insurance costs associated with the completion of the work under the changed condition,
- CCO 352 "Certified Coatings" will address the additional costs in completing painting of SAS structures including: tower, Orthotropic Box Girder (OBG), bikepath, etc.
- CCO 353 "Bleyco" will address the additional costs in completing the electrical work,
- CCO 354 "FW Spencer" will address the additional costs in completing the piping work,
- CCO 355 "USA Hoist" will address the additional costs in completing the tower elevator installation,
- CCO 356 "ABF" will address the additional costs incurred by the Prime Contractor to support all the remaining work.
- CCO 365 "Balance Dehumidification Systems" will address the additional costs to complete the dehumidification system.

This change order (CCO 352) will provide for post SSO impacts to painting operations due to working at night, loss of elevator access to Tower elevations, additional work to build and dismantle heated containments, and extended travel to and from interior OBG locations. Working at night will require premium labor time, lighting, heated containments to control temperature and weather conditions, daily mobilizations, and will result in inefficiencies. Since the temporary tower elevator has been dismantled, the painters will need to climb the tower ladders to reach their work locations. Before the bridge was opened to traffic, workers could drive to access points for the interior of the bridge, however most of these access points have been closed and workers will now need to walk through the interior of the bridge to reach their work locations.

Since the execution of CCO 160 the SAS risk register (3rd Quarter 2013) has included a risk to address the change in

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character of work performed after the SSO. The risk ID No. EEndM3 "Compensation for POST SSO" is carrying a range of \$1M to \$20M (50% Prob = \$9M). Schedule impacts resulting from this are included in a separate risk. Risk ID No. 1 "Schedule: Potential delay during construction - Post Seismic Safety Opening (SSO)" carries a range of \$21M to \$44M (50% Prob = \$32.3M) to address all risks to the schedule including these changes in character.

The total cost of this change order is \$1,044,313.00 lump sum and \$1,425,687.00 force account for a total of \$2,470,000.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time adjustment will be made in accordance with Section 10-1.13, "PROGRESS SCHEDULE (CRITICAL PATH METHOD)" and Section 10-1.14, "TIME-RELATED OVERHEAD" of the Special Provisions, as well as Section 8-1.07, "LIQUIDATED DAMAGES", of the Standard Specifications

This change order has concurrence from William Casey (Supervising TE), Tony Anziano (Program Manager), Rich Foley (HQ Oversight), and Lina Ellis (Maintenance).

Toll Bridge Program Oversight Committee (TBPOC) approved this change order on January 27, 2014, in the not to exceed amount of \$2,470,000.00.

| CONCURRED BY: | | | ESTIMATE OF COST | | |
|-------------------------------------------------------------------------------------|---------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|
| Construction Engineer: | William Casey, Sup TE | Date 11/17/13 | THIS REQUEST | | TOTAL TO DATE |
| Bridge Engineer: | | Date | ITEMS | \$0.00 | \$0.00 |
| Project Engineer: | | Date | FORCE ACCOUNT | \$1,425,687.00 | \$1,425,687.00 |
| Project Manager: | TB Program Manager, Tony Anzian | Date 2/4/14 | AGREED PRICE | \$1,044,313.00 | \$1,044,313.00 |
| FHWA Rep.: | | Date | ADJUSTMENT | \$0.00 | \$0.00 |
| Environmental: | | Date | TOTAL | \$2,470,000.00 | \$2,470,000.00 |
| Other (specify): | HQ, Rich Foley | Date 11/19/13 | FEDERAL PARTICIPATION | | |
| Other (specify): | Struct. Maint, Lina Ellis | Date 11/22/13 | <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 |
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