

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. No				
CCO#: 383	SUPPLEMENT#: 0	Category Code: CKPX	CONTINGENCY BALANCE (incl. this change) \$18,850,714.79	
COST: \$58,000.00 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: Barrier Rail Painting			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) 40

THIS CHANGE ORDER PROVIDES FOR:

Repair damaged paint on the SAS and Skyway barrier rails that existed prior to August 26, 2013. Paint repairs were performed on or before August 26, 2013 in accordance with Special Provisions Section 10-1.69 "Clean and Paint Structural Steel." This change order resolves Request for Change Order (RFCO) 90.

The Contractor submitted a Request for Change Order (RFCO 90) to provide compensation for performing paint repair work to the steel barrier rails on the Self Anchored Suspension Span (SAS) and Skyway Structures. The Contractor cited a number of Department directed Contract Change Orders (CCO), the Department's personnel and job tours, and third parties working in and around the SAS job limits as the cause of the damage to the rails. The Department reviewed this RFCO and determined partial merit. This CCO compensates the Contractor for the Department's responsibility for the barrier rail paint repairs.

The barrier rails were painted and accepted at the fabrication shop prior to shipment. Barrier rail installation was originally one of the last items of work. 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 and changed the sequence of work such that barrier installation was to be performed prior to load transfer. This change to the installation sequence exposed the barrier rails to follow on damage from the remaining bid item and change order work. The Contractor performed all paint repairs on the barrier rail prior to achieving SSO.

The Contractors RFCO references amongst other things, multiple Department directed CCOs as being responsible for the damage to the barrier rail paint. Of the reference CCOs, the Department identified a series of CCOs that were fully known at the time of the issuance of CCO 160 (listed in CCO 160 Appendix 2). CCO 160 Section 3 changed the timing of barrier rail installation and provided compensation to the Contractor for all costs associated with barrier installation prior to load transfer. Therefore damage related to these CCOs listed in Appendix 2 was compensated for in CCO 160. However, there were a number of CCOs that were issued well after and not identified in the CCO 160 agreement. The Department reviewed these CCOs and where these CCOs did not include a scope of work for paint repair, additional compensation is warranted. The following is the list of CCOs warranting additional compensation:

- 43 S1 State Furnished Light Poles
- 73 Bikepath Conduit
- 187 S0-S3 MEP Structural Interferences
- 194 S1 Skyway Steel Barrier Caulk
- 195 S1 Bikepath Railing Tolerances (Field)
- 228 S1-S2 Bikepath Leveling
- 240S2 Suspender Socket Shim Orientation
- 292 Elastomeric Collar Adhesion
- 315 Steel Barrier Caulk
- 325 Pier E2 Concrete Demolition
- 326 Pier E2 Concrete Coring
- 327 S0-S2 Pier E2 Falsework/Install Saddle
- 328 Pier E2 Bar Reinforcing Steel
- 329 S0-S1 Pier E2 Shear Key Concrete

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This CCO will provide compensation for the barrier rail paint repairs associated with the CCOs listed above.

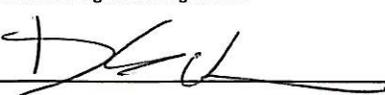
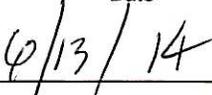
In addition the Contractor's operations and demobilization activities just prior to SSO damaged the finish paint on the steel barrier rails of the Skyway steel transition section. Responsibility for the repairs of the damaged paint (sanding, feathering, and reapplication of primer) remains the responsibility of the Contractor. This change order only compensates the Contractor for the application of a new finish coat of paint on the Skyway barriers to provide for a uniform and seamless appearance tying in the SAS and the Skyway Structures. This new (updated) coat of finish paint was not a requirement of the SAS Contract and was performed in order to ensure a uniform aesthetic appearance with the SAS Structure as the Skyway barrier rails were painted some 7 years earlier.

This change order fully resolves RFCO 90 and provides for an equitable sharing of responsibility for the SAS and Skyway barrier rail paint completion.

The total cost of this change order is \$58,000.00 lump sum, 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).

CONCURRED BY:			ESTIMATE OF COST				
Construction Engineer:	William Casey, Sup TE	Date 6/12/14		THIS REQUEST	TOTAL TO DATE		
Bridge Engineer:		Date	ITEMS	\$0.00	\$0.00		
Project Engineer:		Date	FORCE ACCOUNT	\$0.00	\$0.00		
Project Manager:		Date	AGREED PRICE	\$58,000.00	\$58,000.00		
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00		
Environmental:		Date	TOTAL	\$58,000.00	\$58,000.00		
Other (specify):	HQ, Rich Foley	Date 6/12/14	FEDERAL PARTICIPATION				
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)				
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			
							
			_____			_____	
			_____			_____	