

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#: 384	SUPPLEMENT#: 0	Category Code: CHPT	CONTINGENCY BALANCE (incl. this change) \$32,643,743.86	
COST: \$290,000.00			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>				
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 Paint Repair Behind Barrier			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: 630 Day(s)	Percentage Time Adjusted: (including this change) 25 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 1

THIS CHANGE ORDER PROVIDES FOR:

Repair paint on the Ductile Iron Pipe (DIP) and apply one additional finish coat on the top half of the entire ductile iron pipeline. Repair paint on barrier rails. Repair nonskid surface behind the barrier rails. Paint black stenciled labels on pipelines following ANSI/ASME A13.1 size requirements.

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. This section (Section 3) provides for and compensates the Contractor for the minimum amount of work required to be completed in order to achieve SSO while Section 4 "Post Readiness for Seismic Safety Opening Work" provides for the remaining work to be completed after SSO. The Contractor met the SSO requirement 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" includes 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 measures,
- CCO 352 "Certified Coatings" will address the additional costs in completing painting the Tower interior, the inside and underside of the Orthotropic Box Girder (OBG), and the bikepath.
- 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 "Dehumidification Systems" will address the additional costs to complete the dehumidification system.
- CCO 375 "Extended Overhead" extends contract completion date to August 24, 2014 due to inefficiencies associated with the performance of post-SSO work.
- CCO 379 "Traveler Rail Gap Modifications" will address the additional costs to complete the traveler rails.
- CCO 382 "Tower Painting Completion" will address the additional costs to cleaning and paint repair on the Tower.
- CCO 384 "Paint Repair Behind Barrier" will repair paint damaged behind and on the barrier rails.
- CCO 388 "Service Platform Paint Repair" will repair damaged paint on the service platforms.

This change order (CCO 384) will repair paint and nonskid surface behind and on the barrier rails that was damaged after application. Painting behind the barrier rails was completed prior to SSO but has since been damaged by construction operations. Before the bridge was opened to traffic, workers could drive to access points for work on the bridge, however most of these access points were closed and workers had to walk behind the barrier rails and on the DIP to reach their work

