

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#: 388	SUPPLEMENT#: 0	Category Code: CHPT	CONTINGENCY BALANCE (incl. this change)	\$29,566,128.86
COST: \$200,000.00		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 Service Platform Paint Repair		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 service platform stairs, railings, ladders, the top flange of the support structure under the grating, and conduit and cabinet supports.
- Repair paint on exterior of crossbeam doors.
- Repair galvanizing on service platform grating.
- Revise access and working hours for Certified Coatings' painting operations on service platforms due to changes in the character of work after achieving Seismic Safety Opening (SSO). When painting the service platforms, 3 labor hours for each worker will be paid each day by the Department for change in character work. The remaining labor hours spent on paint repair of the service platforms each day, all equipment costs, and all material costs will be shared 50/50 between the Department and Contractor.

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" provides for the additional overhead up 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.

CONTRACT CHANGE ORDER MEMORANDUM

EA: 0120F4 CCO: 388 - 0

DATE: 8/14/2014

Page 2 of 2

•CCO 388 "Service Platform Paint Repair" will repair damaged paint on the service platforms.

The original contract did not include paint on the galvanized service platforms, however CCO 94 S0 "Additional Painting" applied white paint to the service platforms but did not include any provisions to protect the paint after installation or perform touch up. This change order (CCO 388) will repair paint on service platforms that was damaged by post SSO 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 now use the service platforms to reach the interior of the bridge. The Contractor also has some responsibility for paint damage on the service platforms due to failing to implement proper housekeeping measures and protection methods to protect the completed work from the various ongoing work operations. Therefore paint and galvanizing repair at the service platforms will be a shared cost. Also, CCO 340 "Crossbeam and Elevation 53 M Security" replaced locks on the crossbeam doors and stated that any damaged paint on the exterior of crossbeam doors would be repaired under CCO 388.

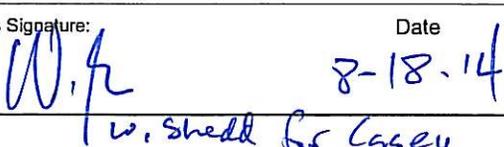
After Bridge opening the SAS Risk Register carried risks to address the potential change in character of work. Two risks in particular were used to address this - "Compensation for POST SSO" and "Schedule: Potential delay during construction - Post Seismic Safety Opening (SSO)". These risks attempt to quantify the possible range of impacts related to the direct cost of the work along with the schedule impacts related to them. The Q3 2013 risk register carries a 50% probable aggregate value of these two risks as \$41M.

In Q1 2014 the change order log carried \$10.2M in direct costs. To date it is anticipated that there will need to be \$17.2M to address direct costs and approximately \$13M to address schedule impacts related to this work. When combined, the known impacts related to the change are on the order of \$30.2M; however a total on the order of \$7M (50% Probable) is expected to be carried in the risk register to address unknowns at the project moves forward.

The total cost of this change order is \$200,000.00 force account, 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 8/12/14	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:		Date	ITEMS	\$0.00
Project Engineer:		Date	FORCE ACCOUNT	\$200,000.00
Project Manager:		Date	AGREED PRICE	\$0.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00
Environmental:		Date	TOTAL	\$200,000.00
Other (specify):	HQ, Rich Foley	Date 8/13/14	FEDERAL PARTICIPATION	
Other (specify):		Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE	
District Prior Approval By:		Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
HQ (Issue Approve) By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
Resident Engineer's Signature:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
			FEDERAL FUNDING SOURCE	PERCENT