

**PALM BEACH COUNTY  
BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY**

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|                                     |   |   |
|-------------------------------------|---|---|
| <b>Meeting Date:</b> April 16, 2019 | <input checked="" type="checkbox"/> Consent | <input type="checkbox"/> Regular        |
|                                     | <input type="checkbox"/> Workshop           | <input type="checkbox"/> Public Hearing |

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|                       |                                    |
|-----------------------|------------------------------------|
| <b>Department:</b>    | Engineering & Public Works         |
| <b>Submitted By:</b>  | Engineering & Public Works         |
| <b>Submitted For:</b> | Construction Coordination Division |

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**I. EXECUTIVE BRIEF**

**Motion and Title:** Staff recommends motion to approve:

- A) Change Order No. 4 with Kiewit Infrastructure South Co. (Kiewit) in the amount of \$255,508.99 to replace the bascule leaves couplers on the Camino Real Road/Boca Club over the Intracoastal Waterway Bridge Rehabilitation Project R2017-1202 (Project), and
- B) Change Order No. 5 with Kiewit in the amount of \$668,000 including a time extension of 70 days, to complete the structural steel repairs for the Project.
- C) A budget transfer of \$1,600,000 in the Road Program Sweep Reserve and appropriate it to the Project's account.

Per PPM CW-F-050, these change orders exceed the \$100,000 threshold relating to staff approvals of change orders to contracts, and requires the Board of County Commissioners' approval.

**SUMMARY:** Approval of these change orders and budget transfer will allow Kiewit to replace the worn mechanical motor couplers, complete the structural repairs, and include a time extension of 70 days to complete the additional work encountered while in the field. The Small Business Enterprise (SBE) goal for all contracts is 15%. Kiewit proposed 15.9% SBE participation. Their SBE participation for this change order is 0% and their cumulative SBE participation to date including this change order is 5%. However, Kiewit expects to meet their SBE goal by completion of the contract. District 4 (YBH)

**Background and Justification:** Upon further evaluation of the structural support system and the existing mechanical components of the bridge, it was determined further restoration and motor repairs are needed to ensure the structural integrity of the bridge. Palm Beach County's Project Construction Engineering and Inspection company (AE Engineering, Inc.), Engineer of Record (Wantman Group, Inc.), and Road and Bridge personnel all have reviewed and agreed on the change order repairs and associated costs.

**Attachments:**

1. Location Map
2. Change Order No. 4 with Exhibits A, B, C and Schedule 1
3. Change Order No. 5 with Exhibits A, B, C and Schedule 1
4. Change Order History for Change Order 4
5. Change Order History for Change Order 5
6. Budget Transfer

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|                        |  |         |
|------------------------|--|---------|
| <b>Recommended by:</b> |  | 3/21/19 |
|                        | County Engineer  | Date    |

|                     |   |        |
|---------------------|---|--------|
| <b>Approved by:</b> |  | 4/2/19 |
|                     | Assistant County Administrator  | Date   |

**II. FISCAL IMPACT ANALYSIS**

**A. Five Year Summary of Fiscal Impact:**

| Fiscal Years                            | 2019             | 2020       | 2021       | 2022       | 2023       |
|---|------------------|------------|------------|------------|------------|
| Capital Expenditures                    | \$923,509        | -0-        | -0-        | -0-        | -0-        |
| Operating Costs                         | -0-              | -0-        | -0-        | -0-        | -0-        |
| External Revenues                       | -0-              | -0-        | -0-        | -0-        | -0-        |
| Program Income (County)                 | -0-              | -0-        | -0-        | -0-        | -0-        |
| In-Kind Match (County)                  | -0-              | -0-        | -0-        | -0-        | -0-        |
| <b>NET FISCAL IMPACT</b>                | <b>\$923,509</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> |
| # ADDITIONAL FTE POSITIONS (Cumulative) |                  |            |            |            |            |

Is Item Included in Current Budget? Yes No X  
 Does this item include the use of federal funds? Yes No X

**Budget Account No:**

Fund 3500 Dept 361 Unit 1449 Object 6551

**Recommended Sources of Funds/Summary of Fiscal Impact:**

Transportation Improvement Fund  
 Camino Real Rd/Boca Club Bridge over the ICWW

Change Order #4 \$255,508.99  
 Change Order #5 \$668,000.00

Transfer \$1,600,000 from Reserves to fund change order #4 and #5 and to provide a contingency for the potential expense of additional work.

C. Departmental Fiscal Review: Alicia Koralan

**III. REVIEW COMMENTS**

**A. OFMB Fiscal and/or Contract Dev. and Control Comments:**

Lisa P... 3/26/19  
 OFMB  
 3/26  
 9/25  
 Jim 8/25  
A. S. ... 4/11/19  
 Contract Dev. and Control  
 4/11/19 CTW

**B. Approved as to Form and Legal Sufficiency:**

M. B. ... 4/2/2019  
 Assistant County Attorney

**C. Other Department Review:**

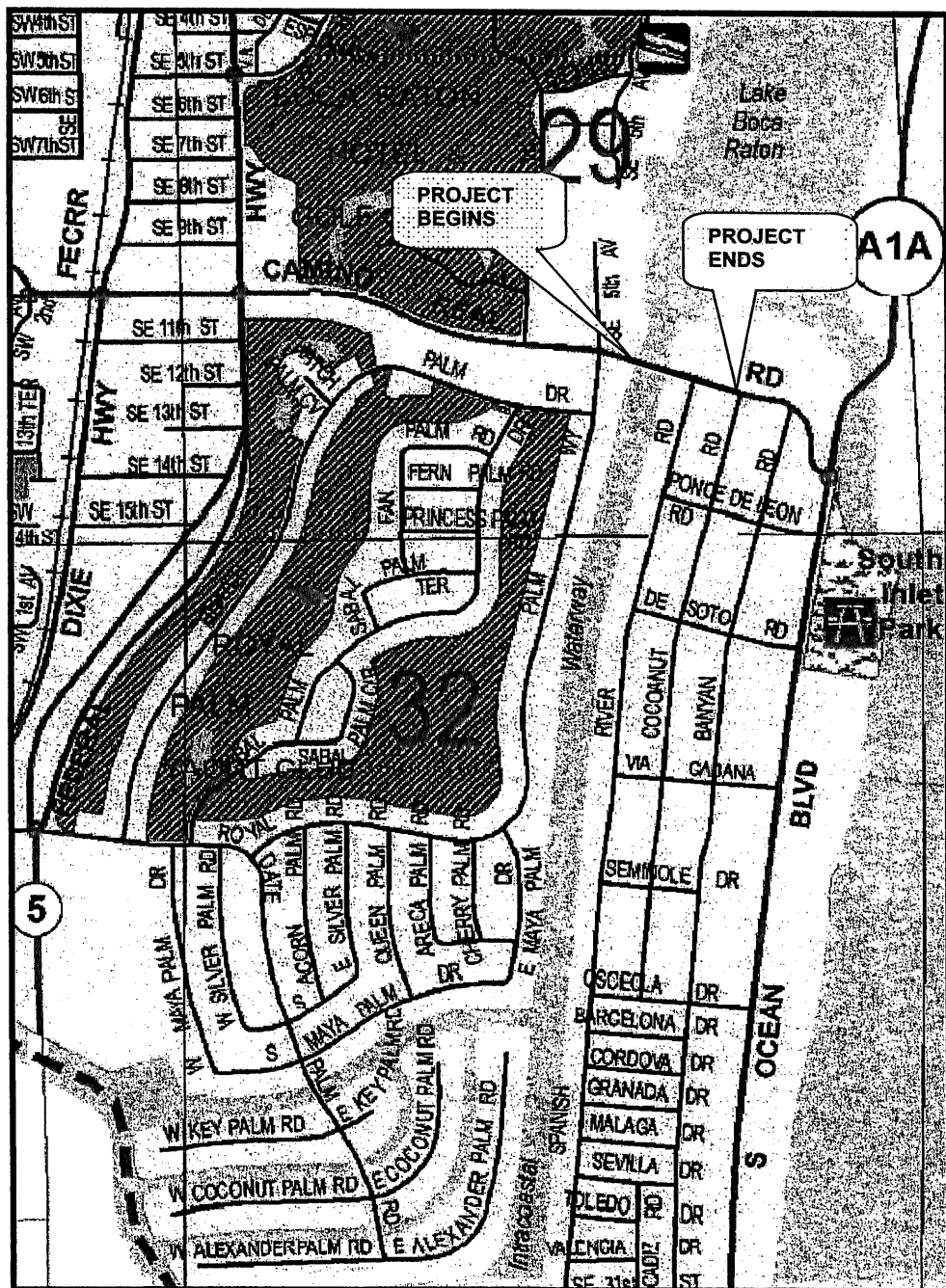
\_\_\_\_\_  
 Department Director

**This summary is not to be used as a basis for payment.**

**PROJECT LOCATION**

**CAMINO REAL ROAD / BOCA CLUB BRIDGE  
OVER  
INTRACOASTAL WATERWAY  
(BRIDGE REHABILITATION)**

**PALM BEACH COUNTY PROJECT NO. 2003501**



**LOCATION MAP**



**PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS  
ENGINEERING & PUBLIC WORKS DEPARTMENT  
P. O. BOX 21229, WEST PALM BEACH, FL 33416-1229**



|   |  |                                  |
|---|--|----------------------------------|
| <b>REQUEST:</b>   | <b>REQUESTING DIVISION:</b>                            | <b>INFORMATION:</b>              |
| <input type="checkbox"/> WORK ORDER NO. _____                 | <input type="checkbox"/> ROAD & BRIDGE                 | DATE <u>November 28, 2018</u>    |
| <input type="checkbox"/> NEW AUTHORIZATION                    | <input type="checkbox"/> TRAFFIC                       | REQUESTOR <u>John Kopelakis</u>  |
| <input checked="" type="checkbox"/> CHANGE ORDER NO. <u>4</u> | <input type="checkbox"/> ROADWAY PRODUCTION            | COMMISSION DISTRICT NO: <u>4</u> |
| <input type="checkbox"/> SUPPLEMENTAL NO. _____               | <input checked="" type="checkbox"/> CONSTRUCTION COOR. | RESOLUTION NO: <u>R2017-1202</u> |
| <input type="checkbox"/> OTHER: _____                         | <input type="checkbox"/> STREETScape                   | PBC PO NUMBER: _____             |

**PROJECT LOCATION/LIMITS:** \_\_\_\_\_  
**PROJECT NUMBER:** 2003501 **BUDGET LINE ITEM:** \_\_\_\_\_  
**CONTRACT NO:** \_\_\_\_\_ **CONTRACT DATE:** 9/26/17

**CONTRACTOR/CONSULTANT/VENDOR:** Kiewit Infrastructure South Co. **VENDOR #** \_\_\_\_\_  
**CONTACT:** Jeff Sullivan **CONTACT PHONE NUMBER:** 301-740-4483

Details: Change Order No. 4 for \$255,508.99 is for replacement of bascule leaves bridge couplers.

Exhibit "A" – Change Order Details  
Exhibit "B" – Contractors backup for coupler replacement  
Exhibit "C" – Bond Rider - includes change order 4 and 5

The total amount of this request, per the attached documentation, is not to exceed \$ 255,508.99  
The Small Business Enterprise (SBE) goal for this contract is 15%. The estimated SBE participation for this request is 0%.  
The cumulative SBE participation to date for this Contract including this request is 5%.

**Palm Beach County Engineering and Public Works Contact:**

|                       |                 |                     |
|-----------------------|-----------------|---------------------|
| <u>Mark Tomlinson</u> | <u>Director</u> | <u>561-684-4180</u> |
| Name                  | Title           | Telephone Number    |

**CONTRACTOR/CONSULTANT/VENDOR APPROVALS**  
Please indicate your receipt of this request by signing and returning this original document to our office.

Please sign below and submit with invoice at the completion of the project. Project completed in compliance with Contract and Project Specifications.

Benjamin J. Carnazzo 3-5-19  
Signature Date

Signature Date

Benjamin J. Carnazzo, Sr. Vice President  
Print Name and Title

Print Name and Title

**PALM BEACH COUNTY APPROVALS**  
[Signature] 3/3/19  
Division Approval Date  
[Signature] 3/11/19  
Deputy County Engineer Date

**BOARD APPROVAL? YES** Date: 4/16/19  
[Signature] 3/8/19  
Budget Approval Date  
PBC Board of Co. Commissioner Date

**ATTEST:** Sharon R. Bock,  
Clerk & Comptroller

**Approved as to Form and Legal Sufficiency:**

\_\_\_\_\_  
(Deputy Clerk) Date

\_\_\_\_\_  
(County Attorney)

**CHANGE ORDER**

**Exhibit "A"**

|  |   |
|--|---|
| <input checked="" type="checkbox"/> Owner Initiated    | <input type="checkbox"/> Quantity Overruns/Underruns                                  |
| <input type="checkbox"/> Differing Site Conditions     | <input type="checkbox"/> Request By Another Agency/Outside Party:                     |
| <input type="checkbox"/> Zoning/Code/Ordinance Changes |   |
| <input type="checkbox"/> Errors/Omissions/In Design    | <input type="checkbox"/> A. Reimbursable <input type="checkbox"/> B. Non-Reimbursable |
|  | <input type="checkbox"/> Other:   |

|  |                            |
|--|----------------------------|
| PROJECT: CAMINO REAL ROAD/BOCA CLUB BRIDGE OVER      | CHANGE ORDER NO: 4 (four)  |
| (Name) INTRACOASTAL WATERWAY (Bridge Rehabilitation) | COUNTY PROJECT NO: 2003501 |
| TO:  | CONTRACT DATE: 09/26/17    |
| (Contractor) Kiewit Infrastructure South Co.         | RESOLUTION NO: R2017-1202  |
|  | DISTRICT NO: 4             |

You are directed to make the following changes in this Contract:

The County and the Contractor agree on the negotiated price of \$255,508.99 as full and complete settlement of all matters herein, including all direct and indirect costs for materials, equipment, manpower, overhead and profit associated with the work outlined on Exhibit "B". -Lump Sum

\$255,508.99

No additional time or adjustment on time will be considered due to the change order.

|   |                |
|---|----------------|
| The original Contract Sum was                                   | \$8,891,974.50 |
| Net change by previous Change Orders                            | \$ 129,606.00  |
| The Contract Sum prior to this Change Order was                 | \$9,021,580.50 |
| The Contract Sum will be increased by this Change Order         | \$ 255,508.99  |
| The new Contract Sum including this Change Order will be        | \$9,277,089.49 |
| The Contract Time will be unchanged by.                         | ( 0 ) Days     |
| The Date of Completion including this Change Order therefore is | May 11, 2019   |

EXECUTION OF THIS CHANGE ORDER ACKNOWLEDGES FINAL SETTLEMENT OF, AND RELEASES ALL CLAIMS FOR, COSTS AND TIME ASSOCIATED, DIRECTLY OR INDIRECTLY, WITH THE ABOVE-STATED MODIFICATION(S). INCLUDING ALL CLAIMS FOR CUMULATIVE DELAYS OR DISRUPTIONS RESULTING FROM, CAUSED BY, OR INCIDENT TO, SUCH MODIFICATION(S), AND INCLUDING ANY CLAIM THAT THE ABOVE-STATED MODIFICATION(S) CONSTITUTES, IN WHOLE OR PART, A CARDINAL CHANGE TO THE CONTRACT.

**Kiewit Infrastructure South Co.**  
 \_\_\_\_\_  
 CONTRACTOR  
 1580 Sawgrass Corporate Pkwy, Ste 300,  
 \_\_\_\_\_  
 Address  
 Sunrise, FL 33323

NAME: Benjamin J. Curran  
 TITLE: Sr. Vice President

DATE: 3-5-19

ENGINEER'S COST ESTIMATE FOR EXTRA WORK

County Palm Beach County Contract #: 2003501 Fed Proj. #: N/A  
 Point of Contact (Name/Phone): ANDRES ATEHORTUA / 7862360791  
 Email Address: aatehortua@aeengineeringinc.com  
 Estimate Prepared By: Andres Atehortua and Ricardo Baraybar  
 Company: AE Engineering Inc  
 SA # or Work Order #: 4 COUPLINGS

\*\*\*\*\*

CONTRACTOR: KISC

a) LABOR and BURDEN

| LABOR                         | TIME    | UNIT | RATE | BURDEN (%) | LABOR plus BURDEN SUB-TOTAL |
|-------------------------------|---------|------|------|------------|-----------------------------|
| SEE LABOR BREAK DOWN ATTACHED | 1104.00 | HR   |      |            | \$ 56,523.67                |
| TOTAL LABOR and BURDEN        |         |      |      |            | \$ 56,523.67                |

b) MATERIALS AND SUPPLIES

| MATERIAL  | QTY.   | UNIT | RATE        | SUB-TOTAL    |
|---|--------|------|-------------|--------------|
| CONTINGENCY   |        |      |             |              |
| C1 Coupling   | 2.00   | EA   | \$ 7,500.00 | \$ 15,000.00 |
| C2 Coupling   | 2.00   | EA   | \$ 7,500.00 | \$ 15,000.00 |
| C3 Coupling gaskets   | 4.00   | EA   | \$ 250.00   | \$ 1,000.00  |
| Gearbox Shaft seals   | 4.00   | EA   | \$ 800.00   | \$ 3,200.00  |
| Access / Platforms / Mat'l  | 1.00   | LS   | \$ 1,700.00 | \$ 1,700.00  |
| Gearbox Oil   | 300.00 | Gal  | \$ 75.00    | \$ 22,500.00 |
| Shipping/ Machining Costs   | 1.00   | LS   | \$ 5,000.00 | \$ 5,000.00  |
| NOTE: For all items under this section the contractor shall submit actual invoice. Final payment for materials shall be adjusted to match actual invoice. |        |      |             | \$ -         |
|   |        |      |             | \$ -         |
| TOTAL MATERIALS AND SUPPLIES  |        |      |             | \$ 63,400.00 |

c) EQUIPMENT

| EQUIPMENT               | OPERATING         |      | STAND-BY / IDLE |  | SUB-TOTAL    |
|-------------------------|-------------------|------|-----------------|--|--------------|
|                         | Daily Rental Rate | Days | Pic/Del         |  |              |
| SEE ATTACHED BREAK DOWN |                   |      |                 |  | \$ 21,930.40 |
|                         |                   |      |                 |  | \$ -         |
| TOTAL EQUIPMENT         |                   |      |                 |  | \$ 21,930.40 |

## d) INDIRECT COST, EXPENSES, AND PROFIT

|   |    |                   |
|---|----|-------------------|
| (1) 17.5% of the sum of a), b), & c) above:   | \$ | 24,824.46         |
| (1)(i) BOND: For any additional bond for the additional or unforeseen work, the Contractor shall provide clear and convincing proof that the bond has actually been provided and paid for a separate bond premium for such additional or unforeseen work. | \$ | 1,017.96          |
| (1)(ii) SUBCONTRACTOR MARKUP:   |    |                   |
| Subcontractor Cost for Extra Work:  | \$ | 81,250.00         |
| First \$50,000      10%   | \$ | 5,000.00          |
| Over \$50,000     5%  | \$ | 1,562.50          |
|   | \$ | <u>87,812.50</u>  |
| (2) No additional time considered   |    | <u>0</u>          |
| TOTAL INDIRECT COSTS, EXPENSES, AND PROFIT  | \$ | 87,812.50         |
| TOTAL   | \$ | <u>255,508.99</u> |

**East and West (East and West) KISC ACCESS**

| Employee # | Employee Name  | Craft/Staff | Setup East Pier |    | Remove East Pier |    | Setup West Pier |    | Remove West Pier |    | Pump Oil |    | TOTAL |    |
|------------|----------------|-------------|-----------------|----|------------------|----|-----------------|----|------------------|----|----------|----|-------|----|
|            |                |             | ST              | OT | ST               | OT | ST              | OT | ST               | OT | ST       | OT | ST    | OT |
|            | Ramon Campos   | SKILLED     | 8               | 4  | 8                | 4  | 8               | 4  | 8                | 4  | 32       | 8  | 64    | 24 |
|            | Lener Castillo | SKILLED     | 8               | 4  | 8                | 4  | 8               | 4  | 8                | 4  | 32       | 8  | 64    | 24 |
|            | Kenneth Moore  | SKILLED     | 8               | 4  | 8                | 4  | 8               | 4  | 8                | 4  | 32       | 8  | 64    | 24 |
| SUBTOTAL   |                |             | 24              | 12 | 24               | 12 | 24              | 12 | 24               | 12 | 96       | 24 | 192   | 72 |

**LABOR HR - LMI Line Item 1 (East)**

| Employee # | Employee Name | Craft/Staff | Line 1-1 |    | Line 1-2 |    | Line 1-3 |    | Line 1-4 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|----------|----|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST       | OT | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 16       | 4  | 24       | 6  | 24       | 6  | 16       | 4  |          |    | 80    | 20 |
|            | Kenneth Moore | SKILLED     | 16       | 4  | 24       | 6  | 24       | 6  | 16       | 4  |          |    | 80    | 20 |
| SUBTOTAL   |               |             | 32       | 8  | 48       | 12 | 48       | 12 | 32       | 8  | 0        | 0  | 160   | 40 |

**LABOR HR - LMI Line Item 1 (West)**

| Employee # | Employee Name | Craft/Staff | Line 1-1 |    | Line 1-2 |    | Line 1-3 |    | Line 1-4 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|----------|----|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST       | OT | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 16       | 4  | 24       | 6  | 24       | 6  | 16       | 4  |          |    | 80    | 20 |
|            | Kenneth Moore | SKILLED     | 16       | 4  | 24       | 6  | 24       | 6  | 16       | 4  |          |    | 80    | 20 |
| SUBTOTAL   |               |             | 32       | 8  | 48       | 12 | 48       | 12 | 32       | 8  | 0        | 0  | 160   | 40 |

**LABOR HR - LMI Line Item 2 (East)**

| Employee # | Employee Name | Craft/Staff | Line 2-1 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 16       | 4  |          |    | 16    | 4  |
|            | Kenneth Moore | SKILLED     | 16       | 4  |          |    | 16    | 4  |
| SUBTOTAL   |               |             | 32       | 8  | 0        | 0  | 32    | 8  |

**LABOR HR - LMI Line Item 2 (West)**

| Employee # | Employee Name | Craft/Staff | Line 2-1 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 16       | 4  |          |    | 16    | 4  |
|            | Kenneth Moore | SKILLED     | 16       | 4  |          |    | 16    | 4  |
| SUBTOTAL   |               |             | 32       | 8  | 0        | 0  | 32    | 8  |

**LABOR HR - LMI Line Item 3 (East)**

| Employee # | Employee Name | Craft/Staff | Line 3-1 |    | Line 3-2 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 32       | 8  | 16       | 4  |          |    | 48    | 12 |
|            | Kenneth Moore | SKILLED     | 32       | 8  | 16       | 4  |          |    | 48    | 12 |
| SUBTOTAL   |               |             | 64       | 16 | 32       | 8  | 0        | 0  | 96    | 24 |

**LABOR HR - LMI Line Item 3 (West)**

| Employee # | Employee Name | Craft/Staff | Line 3-1 |    | Line 3-2 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 32       | 8  | 16       | 4  |          |    | 48    | 12 |
|            | Kenneth Moore | SKILLED     | 32       | 8  | 16       | 4  |          |    | 48    | 12 |
| SUBTOTAL   |               |             | 64       | 16 | 32       | 8  | 0        | 0  | 96    | 24 |

**LABOR HR - LMI Line Item 4 (East)**

| Employee # | Employee Name | Craft/Staff | Line 4-1 |    | Line 4-2 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 16       | 4  | 8        | 2  |          |    | 24    | 6  |
|            | Kenneth Moore | SKILLED     | 16       | 4  | 8        | 2  |          |    | 24    | 6  |
| SUBTOTAL   |               |             | 32       | 8  | 16       | 4  | 0        | 0  | 48    | 12 |

**LABOR HR - LMI Line Item 4 (West)**

| Employee # | Employee Name | Craft/Staff | Line 4-1 |    | Line 4-2 |    | Pump Oil |    | TOTAL |    |
|------------|---------------|-------------|----------|----|----------|----|----------|----|-------|----|
|            |               |             | ST       | OT | ST       | OT | ST       | OT | ST    | OT |
|            | Ramon Campos  | SKILLED     | 16       | 4  | 8        | 2  |          |    | 24    | 6  |
|            | Kenneth Moore | SKILLED     | 16       | 4  | 8        | 2  |          |    | 24    | 6  |
| SUBTOTAL   |               |             | 32       | 8  | 16       | 4  | 0        | 0  | 48    | 12 |

|     |     |      |          |              |
|-----|-----|------|----------|--------------|
| HR  | OT  | HRS  | RT       | LABOR        |
| 864 | 240 | 1104 | \$ 51.20 | \$ 56,523.67 |



| EQUIPMENT COST |                    | LINE ITEM 1 |            | LINE ITEM 2        |            | LINE ITEM 3        |            | LINE ITEM 4        |            | KISC ACCESS        |            | HR                 | \$          |                     |
|----------------|--------------------|-------------|------------|--------------------|------------|--------------------|------------|--------------------|------------|--------------------|------------|--------------------|-------------|---------------------|
| Equip. #       | Description        | Rate        | HR         | \$                 | HR         | \$                 | HR         | \$                 | HR         | \$                 | HR         | \$                 | HR          | \$                  |
|                | 185 Air Compressor | 29.55       | 16         | \$ 472.80          | 16         | \$ 472.80          | 16         | \$ 472.80          | 16         | \$ 472.80          | 16         | \$ 472.80          | 80          | \$ 2,364.00         |
|                | 12K Telehandler    | 49.15       | 16         | \$ 786.40          | 16         | \$ 786.40          | 16         | \$ 786.40          | 16         | \$ 786.40          | 16         | \$ 786.40          | 80          | \$ 3,932.00         |
|                | Ford F-250         | 14.36       | 60         | \$ 861.60          | 50         | \$ 718.00          | 10         | \$ 143.60          | 30         | \$ 430.80          | 15         | \$ 215.40          | 165         | \$ 2,369.40         |
|                | Pump               | 600         |            | \$ -               |            | \$ -               |            | \$ -               | 1          | \$ 600.00          |            | \$ -               | 1           | \$ 600.00           |
|                | Flexi Float        | 6.83        | 20         | \$ 136.60          | 10         | \$ 68.30           | 20         | \$ 136.60          | 10         | \$ 68.30           | 40         | \$ 273.20          | 100         | \$ 683.00           |
|                | Flexi Float        | 6.83        | 20         | \$ 136.60          | 10         | \$ 68.30           | 20         | \$ 136.60          | 10         | \$ 68.30           | 40         | \$ 273.20          | 100         | \$ 683.00           |
|                | Flexi Float        | 6.83        | 20         | \$ 136.60          | 10         | \$ 68.30           | 20         | \$ 136.60          | 10         | \$ 68.30           | 40         | \$ 273.20          | 100         | \$ 683.00           |
|                | Flexi Float        | 6.83        | 20         | \$ 136.60          | 10         | \$ 68.30           | 20         | \$ 136.60          | 10         | \$ 68.30           | 40         | \$ 273.20          | 100         | \$ 683.00           |
|                | Winch              | 4.25        | 20         | \$ 85.00           | 10         | \$ 42.50           | 20         | \$ 85.00           | 10         | \$ 42.50           | 40         | \$ 170.00          | 100         | \$ 425.00           |
|                | Winch              | 4.25        | 20         | \$ 85.00           | 10         | \$ 42.50           | 20         | \$ 85.00           | 10         | \$ 42.50           | 40         | \$ 170.00          | 100         | \$ 425.00           |
|                | Winch              | 4.25        | 20         | \$ 85.00           | 10         | \$ 42.50           | 20         | \$ 85.00           | 10         | \$ 42.50           | 40         | \$ 170.00          | 100         | \$ 425.00           |
|                | Winch              | 4.25        | 20         | \$ 85.00           | 10         | \$ 42.50           | 20         | \$ 85.00           | 10         | \$ 42.50           | 40         | \$ 170.00          | 100         | \$ 425.00           |
|                | Power Pack         | 35          | 20         | \$ 700.00          | 10         | \$ 350.00          | 20         | \$ 700.00          | 10         | \$ 350.00          | 40         | \$ 1,400.00        | 100         | \$ 3,500.00         |
|                | Boat               | 47.33       | 20         | \$ 946.60          | 10         | \$ 473.30          | 20         | \$ 946.60          | 10         | \$ 473.30          | 40         | \$ 1,893.20        | 100         | \$ 4,733.00         |
| <b>TOTALS</b>  |                    |             | <b>292</b> | <b>\$ 4,653.80</b> | <b>182</b> | <b>\$ 3,243.70</b> | <b>242</b> | <b>\$ 3,935.80</b> | <b>163</b> | <b>\$ 3,556.50</b> | <b>447</b> | <b>\$ 6,540.60</b> | <b>1326</b> | <b>\$ 21,930.40</b> |

## Lee Mechanical Incorporated

|   | Hours         | \$/Hr           | Amount                      |
|---|---------------|-----------------|-----------------------------|
| <b>Line Item #1 Replacement of C1 and C2</b>                          | <b>100.00</b> |                 | <b>\$ 16,120.00</b>         |
| <b>1. Disassembly C1 &amp; C2 coupling flanges and remove shaft -</b> |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for two days                 |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for two days                         |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 2,300.00                 |
| 2. Site Time - 20 hrs. x 85.00 = 1,700.00                             | 20.00         | \$ 85.00        | \$ 1,700.00                 |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| <b>2. Remove C1 &amp; C2 both coupling halves -</b>                   |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for three days               |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for three days                       |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 1,000.00                 |
| 2. Site Time  | 30.00         | \$ 85.00        | \$ 2,550.00                 |
| <b>3. Install New Coupling and Align</b>                              |               |                 |                             |
| 1. Install New C1 & C2 Coupling                                       |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for three days               |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for three days                       |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 1,650.00                 |
| 2. Site Time  | 30.00         | \$ 85.00        | \$ 2,550.00                 |
| <b>4. Install Intermediate Drive Shaft and Align</b>                  |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for two days                 |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for two days                         |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 1,650.00                 |
| 2. Site Time - 20 hrs. x 85.00 = 1,700.00                             | 20.00         | \$ 85.00        | \$ 1,700.00                 |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| <b>Line Item #2 Inspect C3 Coupling</b>                               | <b>20.00</b>  |                 | <b>\$ 5,215.00</b>          |
| <b>1. Disassemble C3 Coupling</b>                                     |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for two days                 |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for two days                         |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 2,325.00                 |
| 2. Site Time - 20 hrs. x 85.00 = 1,700.00                             | 20.00         | \$ 85.00        | \$ 1,700.00                 |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| 4. Report Writing - 8 hrs. x 85 = 680.00                              | 8.00          | \$ 85.00        | \$ 680.00                   |
| <b>Line Item #3 Replace Gearbox Shaft Seals</b>                       | <b>60.00</b>  |                 | <b>\$ 10,100.00</b>         |
| <b>1. Disassemble and Remove Existing Seals</b>                       |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for four days                |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for four days                        |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 2,500.00                 |
| 2. Site Time - 40 hrs. x 85.00 = 3,400.00                             | 40.00         | \$ 85.00        | \$ 3,400.00                 |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| 4. Engineering - 8 hrs. x 85 = 680.00                                 | 8.00          | \$ 85.00        | \$ 680.00                   |
| <b>2. Install New Seals and Align Motors and Brakes</b>               |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for two days                 |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for two days                         |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 800.00                   |
| 2. Site Time - 20 hrs. x 85.00 = 1,700.00                             | 20.00         | \$ 85.00        | \$ 1,700.00                 |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| <b>Line Item #4 Inspect Bearings B2, B3, B4 &amp; B5</b>              | <b>50.00</b>  |                 | <b>\$ 7,150.00</b>          |
| <b>1. Disassemble and Inspect Bearings</b>                            |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for two days                 |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for two days                         |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 1,900.00                 |
| 2. Site Time - 20 hrs. x 85.00 = 1,700.00                             | 20.00         | \$ 85.00        | \$ 1,700.00                 |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| <b>2. Assemble and Grease Bearings</b>                                |               |                 |                             |
| a. Kiewit labor required - 2 millwrights for one day                  |               |                 |                             |
| b. LMI Supervisor - 1 supervisor for one day                          |               |                 |                             |
| 1. Millwrights Specialty tools and equipment                          |               |                 | \$ 1,000.00                 |
| 2. Site Time - 10 hrs. x 85.00 = 850.00                               | 10.00         | \$ 85.00        | \$ 850.00                   |
| 3. Travel Time - 12 hr. x 42.50 = 510.00                              | 12.00         | \$ 42.50        | \$ 510.00                   |
| 4. Report Writing - 8 hrs. x 85 = 680.00                              | 8.00          | \$ 85.00        | \$ 680.00                   |
| <b>TOTAL</b>  | <b>210.00</b> |                 | <b>\$ 38,585.00</b>         |
|   |               | <b>2.00</b>     | <b>\$ 77,170.00 2 LEAFS</b> |
| <b>Initial Assessments and measurements</b>                           | <b>48.00</b>  | <b>\$ 85.00</b> | <b>\$ 4,080.00</b>          |
|   |               |                 | <b>\$ 81,250.00</b>         |

Date: April 24, 2018

Mr. Jeff Sullivan, P.E.  
Kiewit Infrastructure South Co.  
1580 Sawgrass Corporate Pkwy Ste 300  
Sunrise, FL 33323

Project No: 2003501  
Description: Bridge Rehabilitation  
County: Palm Beach County

**RE: 2003501 - Camino Real/ Boca Club Bridge over Intracoastal Waterway (Bridge Rehabilitation)  
REQUEST FOR ADDITIONAL PRICING – COUPLER AND MECHANICAL SCOPE**

Mr. Sullivan:

As you are aware, AE Engineering was informed of movement within the bridge couplings in February 2018. The Mechanical Engineer of Record Hardesty and Hanover provided a field evaluation of the existing condition and conveyed recommendations for exploration and possible replacements. After internal deliberation between AE Engineering, H&H, AE's mechanical consultant and Palm Beach County, we request the following line items for additional pricing. Please provide an individual Lump Sum price for each line item.

**Line Item 1:** Provide additional pricing for the replacement of the existing C1 and C2 couplings at both the East and West Leaves (four couplings total). Our mechanical engineer recommends utilizing a fixed-flex style coupling to alleviate the existing condition. Replacement of the couplings shall follow all requirements shown on TSP T468. Submit the proposed coupling cut sheets and shop drawings including hub, bore and keyway measurements and a replacement procedure for approval prior to installation.

**Line Item 2:** Provide additional pricing to inspect the existing C3 couplings on both the East and West Leaves (2 couplings total). The inspection should be done as follows:

- Obtain recommended misalignment tolerations and measurement means and methods from gear coupling manufacturer prior to start of work.
- Recommended gear coupling inspection procedure is as follows:
  - Lock/hold shaft in position.
  - Disassemble gear coupling. Take care not to damage coupling spline teeth.
  - Visually inspect lubricant for metal particles
  - Thoroughly clean spline teeth per the manufacturer's recommendation
  - Measure angular misalignment; compare to manufacturers recommended operational limits.
  - Measure parallel misalignment; compare to manufacturers recommended operational limits.
  - Examine interior for spline tooth breakage.
  - Measure and compare wear of spline tooth to a location on the tooth with no contact or wear.
  - Inspect flange seals for damage
  - Submit an inspection report that includes photos of the deficiencies, sketches and all measurements obtained. Await for review to determine if existing coupling will remain or if replacement will be recommended.
  - Furnish new gaskets and reassemble coupling hubs.
  - Re-lubricate coupling with new grease.

**Line Item 3:** Provide additional pricing to replace reducer input and output shaft seals on both the East and West Leaves (8 seals total). The seals shall be replaced with the reducer manufacturer's recommended seal. Submit the proposed seal cut sheet for approval. Include the costs for possible drainage and replacement of reducer lubrication to conduct the work. Lubrication to be added to the provided Lubrication Charts as required per TSP T458.

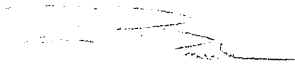
**[REDACTED]: Provide additional pricing to inspect the existing B2, B3, B4, B5 bearings on both the East and West Leaves (8 bearings total). The inspection should be done as follows:**

- Remove instrumentation drive sprocket hub bolted on pinion shaft
- Measure bearing clearances and compare with RC9 fit tolerances
- Remove bearing caps, inspect bushings, and shaft for signs of wear.
- Submit an inspection report that includes photos of the deficiencies, sketches and all measurements obtained. Await for review to determine if existing bushings will remain or if replacement will be recommended. Protect the locations submission period.

All work shall be conducted under the guidance of the approved Millwright Supervisor and in accordance to TSP T465 and T468. In addition, the requested additional scope must be conducted in accordance to the Damage Recovery provision on SP-24A, in that no additional contract days and no additional road closure days will be provided to perform the additional scope.

Should you have any questions or comments please feel free to contact me.

Sincerely,



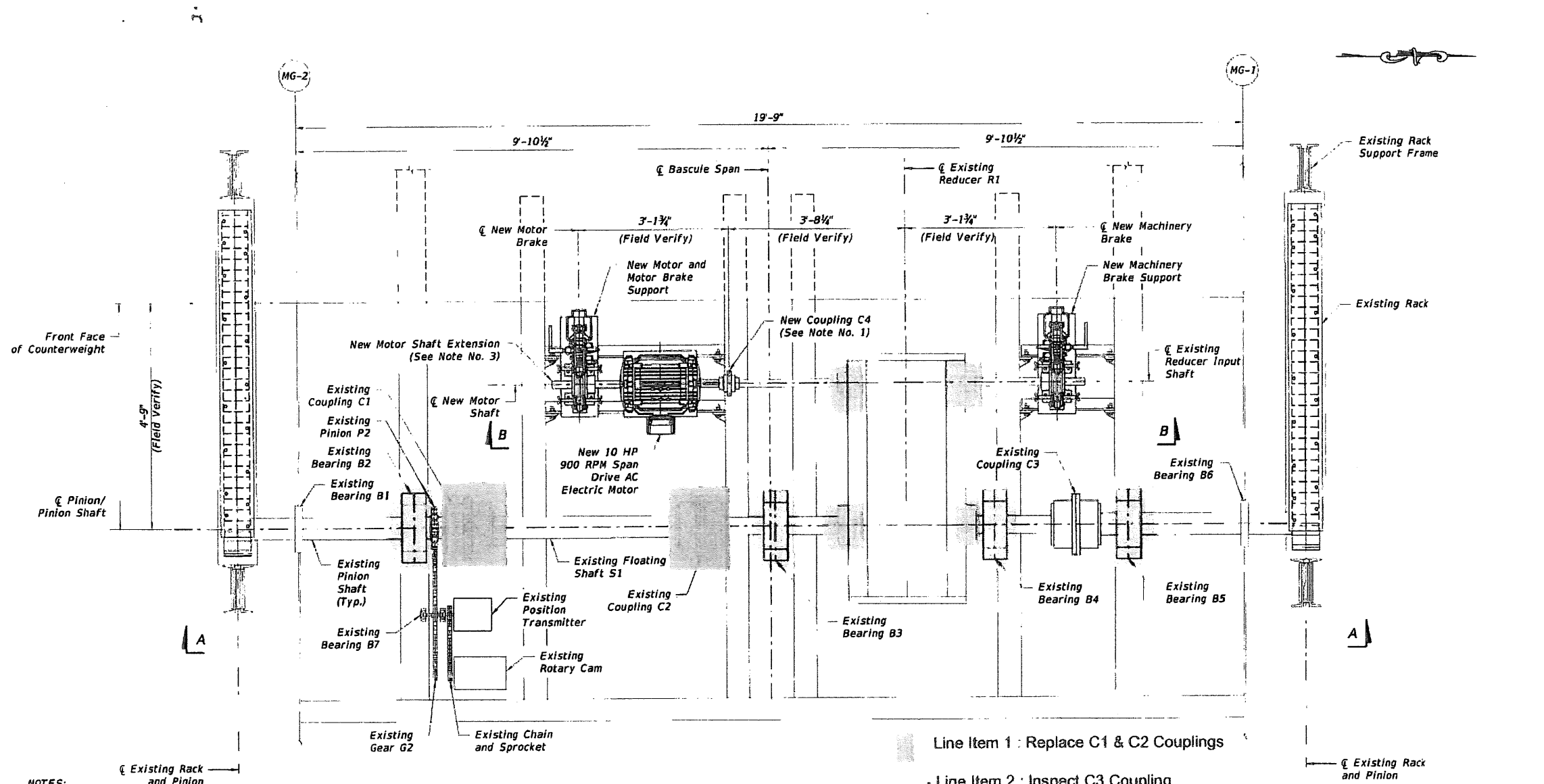
Ricardo Baraybar, P.E.  
Senior Project Engineer  
(813) 235-3056

Attachments :

- Color coded additional scope guide
- Hardesty and Hanover initial recommendation.

Cc: Andres Atehortua, Project Administrator; Roderick Myrick, P.E; Sandra M. Ospina, P.E - PM PBC; Kristine Frazell-Smith, P.E. - PBC; John Kopelakis - PBC; AE - Doc Control

2/23/2017 11:15:36 AM C:\PROJECTS\2025 Camino Real Boca Club Bridge\3D Final Design\CADD\Struct\B1Drw\hessm01.dwg



- NOTES:**
1. Refer to TSP T468 for new Coupling C4 installation requirements.
  2. Clean and paint all new and existing machinery, supports, non-contact surfaces of open gearing, bearing assemblies, shafts, couplings, and tread plate assemblies per TSP T468.
  3. Extend motor shaft through brake and brake enclosure for motor brake testing. Provide a hex head end.
  4. Refer to Sheet No. B1-123 for View A-A.
  5. Refer to Sheet No. B1-124 for View B-B.
  6. Existing components to remain unless otherwise noted.

- Line Item 1 : Replace C1 & C2 Couplings
- Line Item 2 : Inspect C3 Coupling
- Line Item 3 : Replace Reducer Seals
- Line Item 4- Inspect B2,B3, B4, B5 Bearings

**PLAN VIEW**  
**EAST LEAF AND WEST LEAF**

PBC PROJECT NO. 2003501 BRIDGE NO. 934408



| VERIFY SCALE  | NO. | REVISION | DATE | BY |
|---|-----|----------|------|----|
| 1" = 1'   |     |          |      |    |
| BAR IS ONE INCH ON ORIGINAL DRAWINGS. ADJUST SCALES AS NECESSARY. |     |          |      |    |

**HARDESTY & HANOVER, LLC**  
 1000 SAWGRASS CORPORATE PARKWAY, SUITE 644  
 SUNNYVALE, FLORIDA 33525



**PALM BEACH COUNTY ENGINEERING AND PUBLIC WORKS ROADWAY PRODUCTION**  
 P.O. BOX 21229  
 WEST PALM BEACH, FLORIDA (561) 854-4070

**SPAN DRIVE MACHINERY PLAN**  
 Proposed Bridge Rehabilitation of:  
 Boca Club (a.k.a. Camino Real) Bascule Bridge  
 over the Intracoastal Waterway  
 Palm Beach County, Florida

DRAWN: RA  
 CHECKED: AAA  
 DATE: 12/1/18  
 SCALE:

Arka A. Roderick PE-15527  
 FLORIDA P.E. NAME & NUMBER

SHEET  
**B1-122**  
 PROJECT NO.  
 12-507

Exhibit "B" (page 8 of 10)

**PALM BEACH COUNTY, FLORIDA**  
Engineering and Public Works  
**CAMINO REAL/BOCA CLUB BRIDGE OVER INTRACOASTAL WATERWAY**  
**PROJECT NUMBER 2003501**  
**RECOMMENDED ADDITIONAL WORK FOR BASCULE SPAN OPERATING MACHINERY**

**Coupling and Tread Plate Issue**

On February 9<sup>th</sup> 2018 H&H and Palm Beach County Public Works observed the operation of the Camino Real Bridge bascule span. During the operation of the near and far leaves, substantial movement was observed at the floating shaft double flex gear couplings. A typical floating shaft connection requires a rigid/flex configuration gear coupling. Due to greater than normal misalignment between the reducer output shaft and the motor, the County approved the use of a flex/flex coupling to allow for increased angular and parallel misalignment tolerances during a 1983 Rehabilitation Contract. The excessive movement could be indication of damage to the coupling, a sudden increase in operating torque, or increased misalignment of the shafts. The County indicated that the excessive coupling movement has been observed since the new flex-flex gear couplings were installed in 1983. Movement at the near leaf floating shaft couplings appeared to be greater than the coupling movement observed at the far leaf.

The initial strain gage balance test was performed on March 6<sup>th</sup>, 2018. The results exhibit a spike in torque at leaf opening angles of 0, 18, and 55 degrees during opening and closing at both near and far leaves. Opening angles of 18 and 55-degree correspond to the start and end locations of the curved tread plate segments. There are raised plastic flow indications on the flat tread plates which correspond to the start and end locations of the curved tread plates (opening angles of 18 and 55 degrees). Therefore, the raised indications on the flat tread plates cause an increase in operating torque due to rolling friction as the bridge operates. Coupling movement occurs during the increase in operating torque. The raised indications on the flat tread plates are similar in size at all four tread plates, however the operating torque spikes at the near leaf is greater than that of the far leaf. This is an indication that the machinery misalignment is greater at the near leaf. Machinery misalignment of the near leaf operating machinery is evident by visual examination of the gear coupling hubs.

**Recommended Modification to Rehabilitation Plans**

An analysis was performed to determine if the torque spikes surpass the allowable design load of the existing machinery due to the increase in load from the current rehabilitation. The limiting factor is the span drive reducer which has a 10 HP rating at a service factor of 1.13. Operating resistance calculations incorporating the spikes at intervals mentioned above were performed with an overload limit of 113% FLT of the motor. The results were compared to the maximum allowable wind load, final state of imbalance as shown in the Contract Plans for the current rehabilitation work, and the interim balance state limits stated in TSP T468 and RFI 006. According to the calculations the operating resistance ratings are acceptable except when considering the interim balance state limits. Also, the results of the coupling misalignment measurements will need to be considered in the analysis. The interim balance should be modified to a maximum imbalance torque of 150 kip\*ft at for all opening angles. The recommended corresponding interim balance state is a maximum of 1.5kips per girder and an alpha angle range of 25 to 50 degrees.

**Additional Work**

Below is the recommended additional work for the Contractor to add to the current rehabilitation based on our findings from the bridge site visit and evaluation summarized above. The objective of the additional work is to assess the operating machinery in order to identify other issues stemming from or causing the movement of the floating shaft couplings.

The recommended work below shall occur during the full bridge closure. Before start of work, lock bascule span in open position utilizing a chock block to secure leaf for safety. Submit a detailed procedure for review by the Engineer. The work below shall be observed by the Engineer and the EOR.

- Inspect all north pillow block bearing assemblies
  - Remove instrumentation drive sprocket hub bolted on pinion shaft
  - Measure bearing clearances and compare with RC9 fit tolerances
  - Remove bearing caps and inspect bushings and shaft for signs of wear.
- Inspect reducer input and output shaft seals.
  - Check for tightness, excessive leakage, dryness, dislodging or distortion of seals.
  - Replace seals if required after review of findings by the Engineer.
- Inspect all 4 floating shaft gear couplings (Kop-Flex Waldron®)
  - Obtain recommended misalignment tolerations and measurement means and methods from gear coupling manufacturer prior to start of work).
  - Recommended gear coupling inspection procedure is as follows:
    - Lock/hold floating shaft in position.
    - Disassemble gear couplings. Take care not to damage coupling spline teeth. Open and inspect only one coupling at a time.
    - Visually inspect lubricant for metal particles
    - Thoroughly clean spline teeth per the manufacturer's recommendation
    - Measure angular misalignment, compare to manufacturers recommended operational limits.
    - Measure parallel misalignment, compare to manufacturers recommended operational limits.
    - Examine interior for spline tooth breakage.
    - Measure and compare wear of spline tooth to a location on the tooth with no contact or wear.
    - Inspect flange seals for damage
    - Furnish new gaskets and reassemble coupling hubs.
    - Re-lubricate coupling with new grease.

**Submittals**

Submit results of the additional scope of work services stated above to EOR for review. Submittal shall include photos of deficiencies, sketches and all measurements obtained.

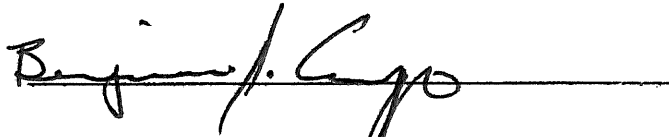
**INCREASE RIDER**

**BOND NO.** 106741207 **Amount of Bond:** \$9,021,580.50  
**PRINCIPAL:** Kiewit Infrastructure South Co. **Hereby increased to:** \$9,945,089.49  
**SURETY:** Travelers Casualty and Surety Company of America  
**OBLIGEE:** Palm Beach County

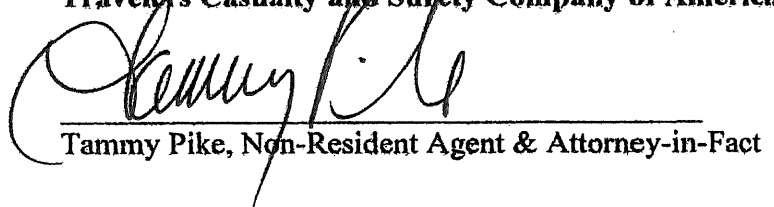
As of January 10, 2019, the amount of the above described bond is increased from the sum of \$9,021,580.50 to the sum of \$9,945,089.49 but the aggregate liability for any and all acts and defaults, whenever committed, shall in no event exceed the sum last named, it being the intent hereof to preclude cumulative liability.

Signed, sealed and dated: January 10, 2019

**Kiewit Infrastructure South Co.**



**Travelers Casualty and Surety Company of America**



Tammy Pike, Non-Resident Agent & Attorney-in-Fact





Travelers Casualty and Surety Company of America  
Travelers Casualty and Surety Company  
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint Philip G. Dehn, Tammy Pike, Paul A. Foss, Marle Huggins, Traci Sutton, and Deanne Jones of Omaha, Nebraska their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

Any and all consents required by the Department of Transportation, or the Central Florida Expressway Authority, State of Florida, incident to the release of retained percentages and/or final estimates.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 3rd day of February, 2017.



State of Connecticut

City of Hartford ss.

By: [Signature]  
Robert L. Raney, Senior Vice President

On this the 3rd day of February, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021



Marie C Tetreault  
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 10th day of January, 2019



Kevin E. Hughes  
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.  
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

**OEBO SCHEDULE 1**

**LIST OF PROPOSED CONTRACTOR/CONSULTANT AND SUBCONTRACTOR/SUBCONSULTANT PARTICIPATION**

**SOLICITATION/PROJECT/BID NAME:** Camino Real Road/Boca Club Bridge Over Inter-coastal Waterway      **SOLICITATION/PROJECT/BID No.:** KISC 103551 / PBC 2003501  
**NAME OF PRIME RESPONDENT/BIDDER:** Kiewit Infrastructure South Co.      **ADDRESS:** 1580 Sawgrass Corporate Parkway Suite 300 Sunrise, Florida  
**CONTACT PERSON:** Jeff Sullivan      **PHONE NO.:** 954-835-2228      **E-MAIL:** jeffrey.sullivan@kiewit.com  
**SOLICITATION OPENING/SUBMITTAL DATE:** \_\_\_\_\_      **DEPARTMENT:** Palm Beach County Construction Coordination

**PLEASE LIST THE DOLLAR AMOUNT OR PERCENTAGE OF WORK TO BE COMPLETED BY THE PRIME CONTRACTOR/CONSULTANT ON THIS PROJECT.  
PLEASE ALSO LIST THE DOLLAR AMOUNT OR PERCENTAGE OF WORK TO BE COMPLETED BY ALL SUBCONTRACTORS /SUBCONSULTANTS  
ON THE PROJECT.**

| Name, Address and Phone Number | (Check all Applicable Categories) |                                     |                          | DOLLAR AMOUNT OR PERCENTAGE OF WORK |          |       |           |                           |
|--------------------------------|-----------------------------------|-------------------------------------|--------------------------|-------------------------------------|----------|-------|-----------|---------------------------|
|                                | Non-SBE                           | M/WBE<br>Minority/Women<br>Business | SBE<br>Small<br>Business | Black                               | Hispanic | Women | Caucasian | Other<br>(Please Specify) |
| 1      N/A                     | <input type="checkbox"/>          | <input type="checkbox"/>            | <input type="checkbox"/> | _____                               | _____    | _____ | _____     | _____                     |
| 2.                             | <input type="checkbox"/>          | <input type="checkbox"/>            | <input type="checkbox"/> | _____                               | _____    | _____ | _____     | _____                     |
| 3.                             | <input type="checkbox"/>          | <input type="checkbox"/>            | <input type="checkbox"/> | _____                               | _____    | _____ | _____     | _____                     |
| 4.                             | <input type="checkbox"/>          | <input type="checkbox"/>            | <input type="checkbox"/> | _____                               | _____    | _____ | _____     | _____                     |
| 5.                             | <input type="checkbox"/>          | <input type="checkbox"/>            | <input type="checkbox"/> | _____                               | _____    | _____ | _____     | _____                     |

(Please use additional sheets if necessary)

Total \_\_\_\_\_

Total Bid Price \$ \$255,508.99      Total SBE - M/WBE Participation N/A

- Note:**
- The amount listed on this form for a Subcontractor/subconsultant must be supported by price or percentage listed on the properly executed Schedule 2 or attached signed proposal.
  - Firms may be certified by Palm Beach County as an SBE and/or M/WBE. If firms are certified as both an SBE and/or M/WBE, please indicate the dollar amount under the appropriate category.
  - Modification of this form is not permitted and will be rejected upon submittal.

CHANGE ORDER HISTORY

PALM BEACH COUNTY PROJECT Camino Real Road/Boca Club Bridge over Intracoastal Waterway (Bridge Rehilitation)

| C.O. # | DATE APPROVED                                 | COUNTY ENGINEER  |                      | C.R. COMMITTEE  |                      | TOTAL DEPT. & C.R. APPROVALS  |                                       | BOARD OF CO. COMM. |      |
|--------|---|--|----------------------|---|----------------------|---|---------------------------------------|--------------------|------|
|        |   | AMOUNT   | TIME                 | AMOUNT  | TIME                 | AMOUNT  | TIME                                  | AMOUNT             | TIME |
| 1      | 6/15/2018                                     | 1,485.00   | 0                    |   |                      |   |                                       |                    |      |
| 2      | 10/10/2018                                    |  |                      | 84,620.00   |                      |   |                                       |                    |      |
| 3      | 2/15/2019                                     | 43,501.00  |                      |   |                      |   |                                       |                    |      |
|        |   |  |                      |   |                      |   |                                       |                    |      |
|        |   |  |                      |   |                      |   |                                       |                    |      |
|        |   |  |                      |   |                      |   |                                       |                    |      |
|        |   |  |                      |   |                      |   |                                       |                    |      |
|        |   |  |                      |   |                      |   |                                       |                    |      |
|        | TOTAL   | 44,986.00  | 0                    | 84,620.00   | 0                    | 129,606.00  | 0                                     |                    |      |
|        | CUMULATIVE TOTAL                              | 44,986.00  | 0                    | 84,620.00   | 0                    | 129,606.00  | 0                                     |                    |      |
|        | As of PPM CW-F-050<br>Dated February 24, 2016 | SINGLE AMT.<br>\$50,000.00<br>MAX. AMT.<br>\$250,000.00 or<br>5% of contract | MAX. TIME<br>30 DAYS | SINGLE AMT.<br>\$100,000.00<br>MAX. AMT.<br>\$250,000.00 or<br>5% of contract | MAX. TIME<br>90 DAYS | MAXIMUM CUMULATIVE<br>CO. ENG. & C.R. COMM.<br>\$250,000.00 or 5% of contract | MAX. CUM.<br>CO.ENG.&C.R.<br>120 DAYS |                    |      |

Attachment 4

Attachment 4

**PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS  
ENGINEERING & PUBLIC WORKS DEPARTMENT  
P. O. BOX 21229, WEST PALM BEACH, FL 33416-1229**



|   |  |                                  |
|---|--|----------------------------------|
| <b>REQUEST:</b>   | <b>REQUESTING DIVISION:</b>                            | <b>INFORMATION:</b>              |
| <input type="checkbox"/> WORK ORDER NO. _____                 | <input type="checkbox"/> ROAD & BRIDGE                 | DATE <u>November 28, 2018</u>    |
| <input type="checkbox"/> NEW AUTHORIZATION                    | <input type="checkbox"/> TRAFFIC                       | REQUESTOR <u>John Kopelakis</u>  |
| <input checked="" type="checkbox"/> CHANGE ORDER NO. <u>5</u> | <input type="checkbox"/> ROADWAY PRODUCTION            | COMMISSION DISTRICT NO: <u>4</u> |
| <input type="checkbox"/> SUPPLEMENTAL NO. _____               | <input checked="" type="checkbox"/> CONSTRUCTION COOR. | RESOLUTION NO: <u>R2017-1202</u> |
| <input type="checkbox"/> OTHER: _____                         | <input type="checkbox"/> STREETScape                   | PBC PO NUMBER: _____             |

**PROJECT LOCATION/LIMITS:** Camino Real Road, Boca Club Bridge over Intracoastal Waterway (Bridge Rehabilitation)  
**PROJECT NUMBER:** 2003501 **BUDGET LINE ITEM:** \_\_\_\_\_  
**CONTRACT NO:** \_\_\_\_\_ **CONTRACT DATE:** 09/26/17

**CONTRACTOR/CONSULTANT/VENDOR:** Kiewit Infrastructure South Co. **VENDOR #** \_\_\_\_\_  
**CONTACT:** Jeff Sullivan **CONTACT PHONE NUMBER:** 301-740-4483

Details: Change Order No. 5 is for \$668,000.00 for costs to complete the structural steel repairs along with a 70-day time extension.  
See Exhibit "A" – Change Order Details  
See Exhibit "B" – Contractors Assessment Report and email acceptance of negotiated price  
See Exhibit "C" – Bond Rider – includes change order 4 and 5

The total amount of this request, per the attached documentation, is not to exceed \$ 668,000.00

The Small Business Enterprise (SBE) goal for this contract is 15%. The estimated SBE participation for this request is 0 %.  
The cumulative SBE participation to date for this Contract including this request is 5 %.

**Palm Beach County Engineering and Public Works Contact:**

|                          |                 |                     |
|--------------------------|-----------------|---------------------|
| <u>Mark A. Tomlinson</u> | <u>Director</u> | <u>561-684-4180</u> |
| Name                     | Title           | Telephone Number    |

**CONTRACTOR/CONSULTANT/VENDOR APPROVALS**  
Please indicate your receipt of this request by signing and returning this original document to our office.

Please sign below and submit with invoice at the completion of the project. Project completed in compliance with Contract and Project Specifications.

Benjamin J. Carnazzo 3-5-19  
Signature Date

Signature Date

Benjamin J. Carnazzo, Sr. Vice President  
Print Name and Title

Print Name and Title

**PALM BEACH COUNTY APPROVALS**  
[Signature] 3/8/19  
Division Approval Date  
[Signature] 3/11/19  
Deputy County Engineer Date

**BOARD APPROVAL? YES** Date: 4/16/19  
[Signature] 3/8/19  
Budget Approval Date  
PBC Board of Co. Commissioner Date

**ATTEST:** Sharon R. Bock,  
Clerk & Comptroller

**Approved as to Form and Legal Sufficiency:**

\_\_\_\_\_  
(Deputy Clerk) Date

\_\_\_\_\_  
(County Attorney)

CHANGE ORDER

Exhibit "A"

- Owner Initiated
- Differing Site Conditions
- Zoning/Code/Ordinance Changes
- Errors/Omissions/In Design
- Quantity Overruns/Underruns
- Request By Another Agency/Outside Party:
- A. Reimbursable     B. Non-Reimbursable
- Other:

PROJECT: CAMINO REAL ROAD/BOCA CLUB BRIDGE OVER CHANGE ORDER NO: 5 (five)  
 (Name) INTRACOASTAL WATERWAY (Bridge Rehabilitation) COUNTY PROJECT NO: 2003501  
 TO: CONTRACT DATE: 09/26/17  
 (Contractor) Kiewit Infrastructure South Co. RESOLUTION NO: R2017-1202  
 DISTRICT NO: 4

You are directed to make the following changes in this Contract:

Palm Beach County and Kiewit Infrastructure South Co. have agreed that the Contract Time adjustment of 70 calendar days and the sum of \$668,00.00 constitute a full and complete settlement of the matters set forth herein, including all direct and indirect costs for equipment, manpower, materials, overhead, profit and delays relating to the completion of the structural steel repairs outlined in Exhibit "B".

Lump Sum \$ 668,000.00

|   |                |
|---|----------------|
| The original Contract Sum was                                   | \$8,891,974.50 |
| Net change by previous Change Orders                            | \$ 385,114.99  |
| The Contract Sum prior to this Change Order was                 | \$9,277,089.49 |
| The Contract Sum will be increased by this Change Order         | \$ 668,000.00  |
| The new Contract Sum including this Change Order will be        | \$9,945,089.49 |
| The Contract Time will be increased by.                         | ( 70 ) Days    |
| The Date of Completion including this Change Order therefore is | July 20, 2019  |

EXECUTION OF THIS CHANGE ORDER ACKNOWLEDGES FINAL SETTLEMENT OF, AND RELEASES ALL CLAIMS FOR, COSTS AND TIME ASSOCIATED, DIRECTLY OR INDIRECTLY, WITH THE ABOVE-STATED MODIFICATION(S). INCLUDING ALL CLAIMS FOR CUMULATIVE DELAYS OR DISRUPTIONS RESULTING FROM, CAUSED BY, OR INCIDENT TO, SUCH MODIFICATION(S), AND INCLUDING ANY CLAIM THAT THE ABOVE-STATED MODIFICATION(S) CONSTITUTES, IN WHOLE OR PART, A CARDINAL CHANGE TO THE CONTRACT.

Kiewit Infrastructure South Co.  
 CONTRACTOR  
1580 Sawgrass Corporate Pkwy, Ste 300  
 Address  
Sunrise, FL 33323

NAME: Benjamin J. Casazza  
 TITLE: Sr. Vice President

DATE: 3-5-19

**Andres Atehortua**

---

**From:** Jeffrey.Sullivan <Jeff.Sullivan@kiewit.com>  
**Sent:** Friday, November 30, 2018 12:03 PM  
**To:** Andres Atehortua  
**Cc:** Ricardo Baraybar; James Mount; Rod Myrick; Zachery.Wood; Mandi.Tennyson  
**Subject:** RE: 2003501 - CO 5 STRUCTURAL STEEL REPAIRS  
**Attachments:** Structural Steel Section Loss.pdf; Structural Steel Change Order (Final Version).pdf

Andres – I agree with the price as you have indicated below.



**Jeff Sullivan, P.E.**  
Project Manager

**KIEWIT INFRASTRUCTURE SOUTH CO.**  
601 E. Camino Real Road  
Boca Raton, FL 33432  
(301) 740-4483  
[kiewit.com](http://kiewit.com)

**From:** Andres Atehortua [mailto:aatehortua@aeengineeringinc.com]  
**Sent:** Friday, November 30, 2018 11:50 AM  
**To:** Jeffrey.Sullivan <Jeff.Sullivan@kiewit.com>  
**Cc:** Ricardo Baraybar <rbaraybar@aeengineeringinc.com>; James Mount <jmount@aeengineeringinc.com>; Rod Myrick <rod@aeengineeringinc.com>  
**Subject:** [EXTERNAL] 2003501 - CO 5 STRUCTURAL STEEL REPAIRS  
**Importance:** High

Jeff,

Confirm KISC's acceptance on the negotiated amount of \$668,000 and contract time adjustment of 70 calendar days to account for all direct and indirect costs for equipment, manpower, materials, overhead, profit and delays relating to the completion of the structural steel repairs outlined on the AE Engineering report attached and KISC's breakdown provided for the costs. It is agreed that the duration of the bridge closure can be extended for up 70 calendar days. All other provisions and effects of the contract shall remain.

Thank you

*Andres Atehortua*  
CEI Project Administrator  
PBC 2003501 / Camino Real Bridge

  
601 E Camino Real  
Boca Raton FL 33432  
Cell: (786)236-0791



November 29, 2018

John Kopelakis  
Chief Construction Coordinator  
Roadway Production Division  
Palm Beach County  
2300 North Jog Road  
3rd Floor, West Wing  
West Palm Beach, FL 33411

RE: **2003501-CO5 STRUCTURAL STEEL REPAIRS**

Dear Mr. Kopelakis:

AE Engineering Inc. negotiated the contractor's proposed quote for the Structural Steel repairs to the amount of \$ 668,000 to cover costs reflected per the estimated breakdown attached to this letter. This amount compensates the contractor (KISC) for all the work required to complete the repairs needed per AE Engineering Section Loss Assessment Report on the existing structural steel (Attachment "C"). The amount further compensates the contractor for all labor, equipment, and materials needed including direct and indirect costs.

AE and the contractor (KISC) agreed to extend the bridge closure and contract time 70 calendar days to account for the additional time needed to incorporate the work into the proposed critical path of the construction baseline schedule.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Andres Atehortua', is written over a horizontal line.

Andres Atehortua  
Project Administrator  
PBC 2003501

Cc: Roderick Myrick, P.E – AE QA  
Ricardo Baraybar, P.E – Resident Engineer  
Sandra Ospina, P.E – PBC PM  
Kristine Frazell-Smith, P.E. – PBC  
Siva Kumar – AE CSS

**EXTRA WORK SHEET**

|                                     |                        |   |                         |
|-------------------------------------|------------------------|---|-------------------------|
| Co. No. <u>44</u>                   | Job. No. <u>103551</u> | <b>Kiewit Infrastructure South Co.</b><br>(Issued by)<br>1580 Sawgrass Corporate Parkway, Suite 300   | Number: <u>5</u>        |
| Project: <u>Camino Real</u>         |                        | Sunrise, FL 33323<br>(Address)  | Date: <u>11/27/2018</u> |
| Bid No. <u>2003501</u>              |                        |   |                         |
| To: <u>AE Engineering Inc.</u>      |                        | <input type="checkbox"/> Material or Subcontractor<br><input type="checkbox"/> Owner Force Account Work<br><input checked="" type="checkbox"/> Extra Work<br><input type="checkbox"/> Equipment Lease or Vendor Invoice | } Check One             |
| <u>14411 Commerce Way Suite 206</u> |                        |   |                         |
| (Address)                           |                        |   |                         |
| <u>Miami Lakes, FL 330616</u>       |                        |   |                         |
| Attn: <u>Andres Atehortua</u>       |                        |   |                         |

Description of Work Done Additional Structural Steel Repairs

| Prime Contractor<br>Detail of Equipment, Materials and Labor | Hours<br>or<br>Quantity | Hrly Rate<br>or<br>Unit Price | Equipment<br>Cost | Material<br>Cost | Labor<br>Cost            | Total<br>Amount      |
|--|-------------------------|-------------------------------|-------------------|------------------|--------------------------|----------------------|
| <b>LABOR</b>   |                         |                               |                   |                  |                          |                      |
| Labor - See backup   | 3632                    | \$ 44.24                      |                   |                  | \$ 160,683.22            | \$ 160,683.22        |
|  |                         |                               |                   |                  | <b>Subtotal Labor</b>    | <b>\$ 160,683.22</b> |
| <b>MATERIAL</b>  |                         |                               |                   |                  |                          |                      |
| Misc. Specialty Tools and Access                             | 1.00                    | \$ 7,889.79                   |                   | \$ 7,889.79      |                          | \$ 7,889.79          |
| Structural Steel   | 1.00                    | \$ 29,000.00                  |                   | \$ 29,000.00     |                          | \$ 29,000.00         |
| Non-Shrink Grout   | 1.00                    | \$ 319.50                     |                   | \$ 319.50        |                          | \$ 319.50            |
| Epoxy Grout  | 1.00                    | \$ 260.93                     |                   | \$ 260.93        |                          | \$ 260.93            |
| Anchor Bolts   | 1.00                    | \$ 298.20                     |                   | \$ 298.20        |                          | \$ 298.20            |
|  |                         |                               |                   | \$ -             |                          | \$ -                 |
|  |                         |                               |                   |                  | <b>Subtotal Material</b> | <b>\$ 37,768.42</b>  |
| <b>EQUIPMENT</b>   |                         |                               |                   |                  |                          |                      |
| Telehandler  | 550.00                  | \$ 49.15                      | \$ 27,032.50      |                  |                          | \$ 27,032.50         |
| Crew Boat  | 550.00                  | \$ 47.30                      | \$ 26,015.00      |                  |                          | \$ 26,015.00         |
| Marine Equipment   | 550.00                  | \$ 79.32                      | \$ 43,626.00      |                  |                          | \$ 43,626.00         |
| 3/4 Ton Pickup   | 550.00                  | \$ 14.36                      | \$ 7,898.00       |                  |                          | \$ 7,898.00          |
| Telehandler  | 800.00                  | \$ 49.15                      | \$ 39,320.00      |                  |                          | \$ 39,320.00         |
| Generator  | 1500.00                 | \$ 6.63                       | \$ 9,945.00       |                  |                          | \$ 9,945.00          |
| 185CFM Air Compressor  | 1500.00                 | \$ 29.55                      | \$ 44,325.00      |                  |                          | \$ 44,325.00         |
| 3/4 Ton Pickup   | 800.00                  | \$ 14.36                      | \$ 11,488.00      |                  |                          | \$ 11,488.00         |
| Manlift  | 1600.00                 | \$ 51.08                      | \$ 81,728.00      |                  |                          | \$ 81,728.00         |
| Crane 90 Ton   | 30.00                   | \$ 279.71                     | \$ 8,391.30       |                  |                          | \$ 8,391.30          |
| Rivet Buster   | 12.00                   | \$ 165.08                     | \$ 1,980.96       |                  |                          | \$ 1,980.96          |
|  |                         |                               |                   |                  |                          | \$ -                 |
|  |                         |                               |                   |                  |                          | \$ -                 |
|  |                         |                               |                   |                  | <b>Subtotal Equip.</b>   | <b>\$ 301,749.76</b> |
| <b>SUBS</b>  |                         |                               |                   |                  |                          |                      |
| Gemstone - Palnt East Leaf (Self-Perform)                    |                         |                               |                   |                  |                          | \$ -                 |
|  |                         |                               |                   |                  | <b>Subtotal Subs.</b>    |                      |
| <b>INDIRECTS</b>   |                         |                               |                   |                  |                          |                      |
| Project Manager  | 10.00                   | \$3,092                       |                   |                  |                          | \$ 30,920.00         |
| Project Engineer   | 10.00                   | \$2,473                       |                   |                  |                          | \$ 24,730.00         |
| Field Engineer   | 10.00                   | \$2,195                       |                   |                  |                          | \$ 21,952.00         |
|  |                         |                               |                   |                  | <b>Subtotal Subs.</b>    | <b>\$77,602.00</b>   |
| <b>MARKUP</b>  |                         |                               |                   |                  |                          |                      |
| Labor Markup =   | \$160,683.22            | X                             | 17.50%            |                  |                          | \$28,119.56          |
| Material Markup =  | \$37,768.42             | x                             | 17.50%            |                  |                          | \$6,609.47           |



|  |              |   |        |                      |  |  |  |                                       |                     |
|--|--------------|---|--------|----------------------|--|--|--|---------------------------------------|---------------------|
| Subcontractor Markup=                              |              | x | 10.00% |                      |  |  |  |                                       |                     |
| Equipment Markup =                                 | \$301,749.76 | x | 17.50% |                      |  |  |  | \$52,806.21                           |                     |
|  |              |   |        |                      |  |  |  | <b>Subtotal Markup:</b>               | <b>\$87,535.24</b>  |
|  |              |   |        |                      |  |  |  | <b>Extra Work Sheet SUBTOTAL:</b>     | <b>\$665,338.64</b> |
| Total Liability & Bond =                           | \$665,338.64 | X | 0.400% |                      |  |  |  | \$2,661.35                            |                     |
|  |              |   |        |                      |  |  |  |                                       |                     |
|  |              |   |        |                      |  |  |  | \$ -                                  |                     |
|  |              |   |        |                      |  |  |  | \$ -                                  |                     |
| Total Amount ( Earnings to Cost Account No. _____) |              |   |        |                      |  |  |  | <b>Extra Work Sheet OVERAL TOTAL:</b> | <b>\$668,000.00</b> |
| Approved for Owner, Material or Sub-Contractor     |              |   |        | Approved for Company |  |  |  |                                       |                     |
| By _____   |              |   |        | By _____             |  |  |  |                                       |                     |

**CAMINO REAL ROAD/ BOCA CLUB BRIDGE  
OVER  
INTRACOASTAL WATERWAY  
(BRIDGE REHABILITATION)**

**PALM BEACH COUNTY, FLORIDA**

**PROJECT NO. 2003501**

**EXISTING STRUCTURAL STEEL  
SECTION LOSS ASSESSMENT REPORT**

---



| EAST           |   |  |                                   |                  |                        |                           |                 |  |                   |                |       |       |
|----------------|---|--|-----------------------------------|------------------|------------------------|---------------------------|-----------------|--|-------------------|----------------|-------|-------|
|                | Location  | Member   | Depth, h<br>(in.)                 | Width<br>(in.)   | Web Thickness<br>(in.) | Flange Thickness<br>(in.) | Length<br>(in.) | Volumetric Weight<br>(lb/in <sup>3</sup> ) | Weight<br>(lb/ft) | Weight<br>(lb) |       |       |
| Machinery Room | 8   | NE Gusset Plate connecting Machinery Cross Beam to MG-1          |                                   | 22.00            |                        |                           | 19.50           | 0.284                                      |                   | 60.92          |       |       |
|                | 9   | Bottom flange of the stitch machinery cross beam                 |                                   |                  |                        |                           | 228             |  | 53                | 1007.00        |       |       |
|                | 10  | Machinery Platform Stringer-7 to Counter-weight interface        | Remove deteriorated flange        |                  |                        |                           |                 |  |                   |                |       |       |
|                | 11  | No.7 Machinery Stringer  | Remove deteriorated flange        |                  |                        |                           |                 |  |                   |                |       |       |
|                | 12  | N0.7 Machinery Stringer  | Remove unistrut and grind         |                  |                        |                           |                 |  |                   |                |       |       |
|                | 13  | Machinery Platform Double Angle Bracing                          | New WT6 X 13                      |                  |                        |                           | 30              |  | 13                | 32.50          |       |       |
|                | 14  | Machinery Platform Stringer-1 to counter weight interface        | Included in contract Plans        |                  |                        |                           |                 |  |                   |                |       |       |
|                | 15  | SE Gusset Plate connecting stitched machinery cross beam to MG-2 | New Gusset Plate                  |                  | 22.00                  |                           | 0.50            | 19.50                                      | 0.284             |                | 60.92 |       |
|                |   |  | New 1/2 X 4 X 6 1/2 Plate         |                  | 4.00                   |                           | 0.5             | 6.5  | 0.284             |                | 3.69  |       |
|                | 16  | Front SE main rack column to existing concrete interface         | Section to be Encased in concrete |                  |                        |                           |                 |  |                   |                |       |       |
|                | 17  | Front SE main rack column to existing concrete interface         | Section to be Encased in concrete |                  |                        |                           |                 |  |                   |                |       |       |
|                | 18  | Front SE main rack column to existing concrete interface         | Section to be Encased in concrete |                  |                        |                           |                 |  |                   |                |       |       |
|                | 19  | MG-2 Counter weight stiffener                                    | Section to be Encased in concrete |                  |                        |                           |                 |  |                   |                |       |       |
|                | 20  | Rear flange of SE main rack column                               | New 4X31/2X1/2                    | 3.50             | 4.00                   | 0.50                      | 0.50            | 12.00                                      |                   | 11.90          | 11.90 |       |
|                |   |  | New 31/2X21/2X1/2                 | 2.50             | 3.50                   | 0.50                      | 0.50            | 12.00                                      |                   | 9.40           | 9.40  |       |
|                |   |  | New 4X31/2X1/2                    | 3.50             | 4.00                   | 0.50                      | 0.50            | 12.00                                      |                   | 11.90          | 11.90 |       |
|                |   |  | New 31/2X21/2X1/2                 | 2.50             | 3.50                   | 0.50                      | 0.50            | 12.00                                      |                   | 9.40           | 9.40  |       |
|                | Leaf  | 21   | FB-4 at MG-2 interface            | New L5 X 5 X 5/8 | 5                      | 5                         | 5/8             | 5/8  | 30                |                | 20    | 50.00 |
|                |   |  |                                   | New L8 X 6 X 5/8 | 8                      | 6                         | 5/8             | 5/8  | 30                |                | 28.5  | 71.25 |
|                |   | 22   | FB-1 at MG-2 interface            | Grind            |                        |                           |                 |  |                   |                |       |       |
| 23             |   | FB-3 West web near MG-2  | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 12   |                   | 20             | 20.00 |       |
|                |   |  | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 12   |                   | 20             | 20.00 |       |
| 24             |   | FB-3 at MG-2 interface   | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 24   |                   | 20             | 40.00 |       |
| 25             |   | FB-3 Top Flange  | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 24   |                   | 20             | 40.00 |       |
|                |   |  | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 24   |                   | 20             | 40.00 |       |
|                |   |  | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 24   |                   | 20             | 40.00 |       |
| 26             |   | FB-2 at MG-1 interface   | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 24   |                   | 20             | 40.00 |       |
| 27             |   | FB-2 bottom flange at MG-1                                       | New L5 X 5 X 5/8                  | 5                | 5                      | 5/8                       | 5/8             | 30   |                   | 20             | 50.00 |       |
| 28             |   | MG-1 top flange near FB-2  | New 3/8 strap plate               |                  | 6                      |                           | 0.38            | 72   | 0.284             |                | 46.01 |       |
|                |   |  | New 3/8 strap plate               |                  | 6                      |                           | 0.38            | 72   | 0.284             |                | 46.01 |       |
| 29             |   | FB-2 top flange on east web                                      | Need submittal                    |                  |                        |                           |                 |  |                   |                |       |       |
| 30             | stiffeners on MG-1 next to FB-4                   | new 3/8 X 6  |                                   | 6                |                        | 0.38                      | 6               | 0.284                                      |                   | 3.83           |       |       |
|                |   | new 3/8 X 6  |                                   | 6                |                        | 0.38                      | 6               | 0.284                                      |                   | 3.83           |       |       |
| 31             | Holes at stiffeners on MG-1 next to FB-3 and FB-4 | new 3/8 X 6  |                                   | 6                |                        | 0.38                      | 6               | 0.284                                      |                   | 3.83           |       |       |

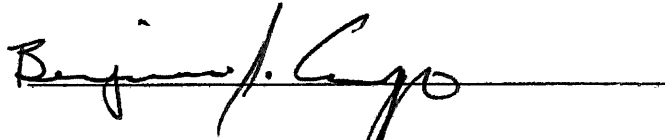
**INCREASE RIDER**

**BOND NO.** 106741207 **Amount of Bond:** \$9,021,580.50  
**Hereby increased to:** \$9,945,089.49  
**PRINCIPAL:** Kiewit Infrastructure South Co.  
**SURETY:** Travelers Casualty and Surety Company of America  
**OBLIGEE:** Palm Beach County

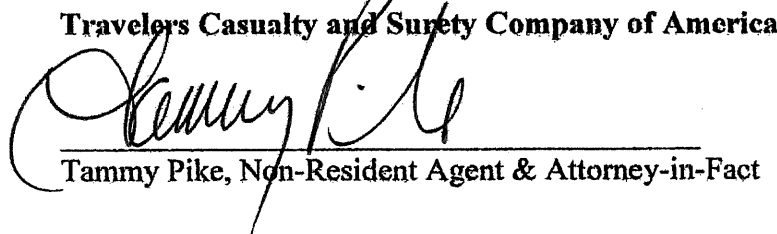
As of January 10, 2019, the amount of the above described bond is increased from the sum of \$9,021,580.50 to the sum of \$9,945,089.49 but the aggregate liability for any and all acts and defaults, whenever committed, shall in no event exceed the sum last named, it being the intent hereof to preclude cumulative liability.

Signed, sealed and dated: January 10, 2019

**Kiewit Infrastructure South Co.**



**Travelers Casualty and Surety Company of America**



Tammy Pike, Non-Resident Agent & Attorney-in-Fact



**Travelers Casualty and Surety Company of America  
Travelers Casualty and Surety Company  
St. Paul Fire and Marine Insurance Company**

**POWER OF ATTORNEY**

**KNOW ALL MEN BY THESE PRESENTS:** That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Philip G. Dehn, Tammy Pike, Paul A. Foss, Marle Huggins, Traci Sutton, and Deanne Jones of Omaha, Nebraska** their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

**Any and all consents required by the Department of Transportation, or the Central Florida Expressway Authority, State of Florida, incident to the release of retained percentages and/or final estimates.**

**IN WITNESS WHEREOF,** the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 3rd day of February, 2017.

State of Connecticut  
City of Hartford ss.



By:   
Robert L. Raney, Senior Vice President

On this the 3rd day of February, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

**In Witness Whereof,** I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021



  
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED,** that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

**FURTHER RESOLVED,** that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED,** that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED,** that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 10th day of January, 2019



  
Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.  
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**

**OEBO SCHEDULE 1**

**LIST OF PROPOSED CONTRACTOR/CONSULTANT AND SUBCONTRACTOR/SUBCONSULTANT PARTICIPATION**

**SOLICITATION/PROJECT/BID NAME:** Camino Real Road/Boca Club Bridge Over Inter-coastal Waterway **SOLICITATION/PROJECT/BID No.:** KISC 103551 / PBC 2003501  
**NAME OF PRIME RESPONDENT/BIDDER:** Kiewit Infrastructure South Co. **ADDRESS:** 1580 Sawgrass Corporate Parkway Suite 300 Sunrise, Florida  
**CONTACT PERSON:** Jeff Sullivan **PHONE NO.:** 954-835-2228 **E-MAIL:** jeffrey.sullivan@kiewit.com  
**SOLICITATION OPENING/SUBMITTAL DATE:** \_\_\_\_\_ **DEPARTMENT:** Palm Beach County Construction Coordination

**PLEASE LIST THE DOLLAR AMOUNT OR PERCENTAGE OF WORK TO BE COMPLETED BY THE PRIME CONTRACTOR/CONSULTANT ON THIS PROJECT.  
PLEASE ALSO LIST THE DOLLAR AMOUNT OR PERCENTAGE OF WORK TO BE COMPLETED BY ALL SUBCONTRACTORS /SUBCONSULTANTS  
ON THE PROJECT.**

| Name, Address and Phone Number              | ( Check all Applicable Categories) |                                     |                          | DOLLAR AMOUNT OR PERCENTAGE OF WORK        |          |       |           |                           |
|---|------------------------------------|-------------------------------------|--------------------------|--|----------|-------|-----------|---------------------------|
|   | Non-SBE                            | M/WBE<br>Minority/Women<br>Business | SBE<br>Small<br>Business | Black                                      | Hispanic | Women | Caucasian | Other<br>(Please Specify) |
| 1. N/A                                      | <input type="checkbox"/>           | <input type="checkbox"/>            | <input type="checkbox"/> | _____                                      | _____    | _____ | _____     | _____                     |
| 2.  | <input type="checkbox"/>           | <input type="checkbox"/>            | <input type="checkbox"/> | _____                                      | _____    | _____ | _____     | _____                     |
| 3.  | <input type="checkbox"/>           | <input type="checkbox"/>            | <input type="checkbox"/> | _____                                      | _____    | _____ | _____     | _____                     |
| 4.  | <input type="checkbox"/>           | <input type="checkbox"/>            | <input type="checkbox"/> | _____                                      | _____    | _____ | _____     | _____                     |
| 5.  | <input type="checkbox"/>           | <input type="checkbox"/>            | <input type="checkbox"/> | _____                                      | _____    | _____ | _____     | _____                     |
| (Please use additional sheets if necessary) |                                    |                                     |                          | Total                                      | _____    | _____ | _____     | _____                     |
| Total Bid Price \$ <u>\$668,000.00</u>      |                                    |                                     |                          | Total SBE - M/WBE Participation <u>N/A</u> |          |       |           |                           |

- Note:**
- The amount listed on this form for a Subcontractor/subconsultant must be supported by price or percentage listed on the properly executed Schedule 2 or attached signed proposal.
  - Firms may be certified by Palm Beach County as an SBE and/or M/WBE. If firms are certified as both an SBE and/or M/WBE, please indicate the dollar amount under the appropriate category.
  - Modification of this form is not permitted and will be rejected upon submittal.

CHANGE ORDER HISTORY

PALM BEACH COUNTY PROJECT Camino Real Road/Boca Club Bridge over Intracoastal Waterway (Bridge Rehibition)

| C.O. # | DATE APPROVED                                 | COUNTY ENGINEER  |                      | C.R. COMMITTEE  |                      | TOTAL DEPT. & C.R. APPROVALS  |                                      | BOARD OF CO. COMM. |      |
|--------|---|--|----------------------|---|----------------------|---|--------------------------------------|--------------------|------|
|        |   | AMOUNT   | TIME                 | AMOUNT  | TIME                 | AMOUNT  | TIME                                 | AMOUNT             | TIME |
| 1      | 6/15/2018                                     | 1,485.00   | 0                    |   |                      |   |                                      |                    |      |
| 2      | 10/10/2018                                    |  |                      | 84,620.00   |                      |   |                                      |                    |      |
| 3      | 2/15/2019                                     | 43,501.00  |                      |   |                      |   |                                      |                    |      |
| 4      | Pending                                       |  |                      |   |                      |   |                                      | 255,508.99         | 0    |
|        |   |  |                      |   |                      |   |                                      |                    |      |
|        |   |  |                      |   |                      |   |                                      |                    |      |
|        |   |  |                      |   |                      |   |                                      |                    |      |
|        |   |  |                      |   |                      |   |                                      |                    |      |
|        | TOTAL   | 44,986.00  | 0                    | 84,620.00   | 0                    | 129,606.00  | 0                                    | 255,508.99         | 0    |
|        | CUMULATIVE TOTAL                              | 44,986.00  | 0                    | 84,620.00   | 0                    | 129,606.00  | 0                                    | 255,508.99         | 0    |
|        | As of PPM CW-F-050<br>Dated February 24, 2016 | SINGLE AMT.<br>\$50,000.00<br>MAX. AMT.<br>\$250,000.00 or<br>5% of contract | MAX. TIME<br>30 DAYS | SINGLE AMT.<br>\$100,000.00<br>MAX. AMT.<br>\$250,000.00 or<br>5% of contract | MAX. TIME<br>90 DAYS | MAXIMUM CUMULATIVE<br>CO. ENG. & C.R. COMM.<br>\$250,000.00 or 5% of contract | MAX. CUM.<br>CO.ENG.&C.R<br>120 DAYS |                    |      |



**BOARD OF COUNTY COMMISSIONERS  
PALM BEACH COUNTY  
BUDGET Transfer**

FUND Transportation Improvement

BGEX 032019\*1154

| ACCOUNT NUMBER  | ACCOUNT NAME               | ORIGINAL BUDGET | CURRENT BUDGET | INCREASE  | DECREASE         | ADJUSTED BUDGET | EXPENDED/ ENCUMBERED AS OF 03/20/19 | REMAINING BALANCE |
|---|----------------------------|-----------------|----------------|-----------|------------------|-----------------|-------------------------------------|-------------------|
| <b><u>Camino Real Rd/Boca Club Bridge over the ICWW</u></b> |                            |                 |                |           |                  |                 |                                     |                   |
| 3500-361-1449-6551  | Road & Street Improvements | 8,142,916       | 5,298,933      | 1,600,000 | 0                | 6,898,933       | 4,730,513                           | 2,168,420         |
| <b><u>RESERVES-Road Program Sweeps</u></b>                  |                            |                 |                |           |                  |                 |                                     |                   |
| 3500-361-9997-9908  | Res-New Projects           | 135,466,236     | 53,433,985     | <u>0</u>  | <u>1,600,000</u> | 51,833,985      |                                     |                   |
|   |                            |                 |                | 1,600,000 | 1,600,000        |                 |                                     |                   |

Engineering & Public Works

Administration / Budget Approval

OFMB Department – Posted

SIGNATURE

*Alice Kovalainen*

DATE

3/25/19

By Board of County Commissioners  
At Meeting of \_\_\_\_\_

Deputy Clerk to the  
Board of County Commissioners

ATTACHMENT #4