


Memorandum

CS Memorandum No. 1324

To: Distribution
From: Susan MacKenzie, Document Control Manager 
Date: January 2, 2013
Reference: Project No. M544.1, Contract No. CS-149
Task No. 1-8.02, Change Control
Subject: Configuration Management Board Meeting No. 105

Attached please find minutes for Configuration Management Board Meeting No. 105 held on December 5 and 6, 2012.

Attachments: CMB Meeting No. 105 Rev. 0 Minutes with attachments

Cc: David Kuehn, STV (w/attachments) david.kuehn@stvinc.com
Brad Lebovitz, STV (w/attachments) bradley.lebovitz@stvinc.com
Luis Zurinaga, SFCTA (w/attachments) luis.zurinaga@sfcta.org
Shahnam Farhangi, SFMTA (w/attachments)
Arthur Wong, SFMTA (w/attachments)
Jane Wang, SFMTA (w/attachments)
Quon Chin, CSP (w/attachments)
Carlos Campillo, CSP (w/attachments)
Chuck Morganson, HNTB/B&C (w/attachments)
Aileen Read, CSDG (w/attachments)
CS File No. M544.1.5.0890

Distribution:

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Joon Park, SFMTA
Roger Nguyen, SFMTA
Richard Redmond, CSP
Ross Edwards, CSP
Mark Latch, CSP
Mark Benson, CSP
Eric Stassevitch, CSP
Beverly Ward, CSP
Sarah Wilson, CSP

CMB Meeting Minutes #105

DATE: December 17, 2012

MEETING DATE: **December 05 & 6, 2012**

LOCATION: 821 Howard St, Main Conference Room

TIME: 3:00 PM – 12/05/12
2:00 PM – 12/06/12

ATTENDEES: J Funghi (JF), A. Hoe (AH), J. Park (JP), R. Nguyen (RN), R. Edwards (RE), R Redmond (RR), M. Benson (MB), M. Latch (ML), E. Stassevitch (ES), B. Ward (BW), S. Wilson (SW), M. Lee (ML)

COPIES TO: Attendees: S. Farhangi (SF), A. Wong (AW), Q. Chin (QC), C. Campillo (CC), J. Wang (JW), C. Morganson (CM), A. Read (AR), L. Zurinaga (LZ), B. Lebovitz (BL) D. Kuehn (DK)
File No. M544.1.5.0890

REFERENCE Project No. M544.1, Contract No. 149 Task 1-8.02
Final Design

SUBJECT: Configuration Management Board Meeting # 105 – Rev. No. 0

RECORD OF MEETING *(Italicized text indicates status update of open items)*

ITEM #	DISCUSSION	ACTION BY DUE DATE
3- 11/14/12	1252 - Sarah Wilson presented Evaluation of Merit of, COR 33 Ret Shaft - 20" Water Line Conflict – Contract drawings depict 20" water line being installed further east to the Muni (MRY) electrical duct bank instead of to the side as depicted on the contractor drawings to be installed to the side. Due to the proximity of MRY duck bank the Contractor must excavate and shore a larger hole in order to demolish the concrete around the duct bank to allow for 18" for welding all around the pipe. Based on the information presented the CMB found some merit for additional labor and material costs but were unable to clearly establish what element of work constituted the change as presented in the COR. RE will proceed with scoping the work to better define and quantify the change. 11/21: COR revisited due to confusion from some members resulting from last week's discussion. 12/05 Status: <i>This item was not discussed at this week's meeting.</i>	
1- 11/28/12	1251 – M. Acosta presented for approval for Additional Work Related to PG&E Facilities. Trends #05 Additional work to work around and shift existing PG&E conduits on Geary Blvd. at 2 locations, #46 Additional cost for enlarging PG&E Vault No. 584 on O'Farrell east of Stockton, #51 Intercept existing PG&E duct bank and terminate into Vault No. 5464 at Market/Ellis, #55 Install Swiveloc lids on 7EA PG&E vaults, #61 Excavate for PG&E service cut-over at 177 Stillman, #63 Excavation and restoration for PG&E gas tie-in and kill holes (Part II) , #66 Intercept PG&E conduits at Vault No. 573 at Geary east of Stockton, #69 Removal of abandoned PG&E gas valve (8EA) and installation of anodes, and #79 Additional work related to the installation of PG&E Vault Nos. 467, 571, 573, 586 and 594 (including joint trench leading to these vaults). The RE reported he has yet to	M. Benson 12/05/12

ITEM #	DISCUSSION	ACTION BY DUE DATE
	<p>receive confirmation on all the trends related to PG&E's additional work with the exception of Trend #5. The RE reported that PG&E contends Trend #05 could possibly be a MTA engineering error due to the fact that their information was not properly depicted on the As-Built drawing submitted to the Contractor. CMB suggested the RE get PG&E involved immediately in the proposal evaluation submitted by the Contractor if the work involved is at the request of the Utilities. This item will be brought back to the CMB once the RE has met with PG&E and has agreed upon a negotiated cost for the work. Status: 12/05 <i>This item was not discussed at this week's meeting</i></p>	
<p>1- 12/04/12</p>	<p>1252 – Retrieval Shaft Options: Mark Benson reported that the SFMTA did not take action on the Resolution yesterday, however provided direction to The Director of Transportation to proceed with the confirming feasibility of Option 4 and 3 and report back to the Board at the February 5' 2013 meeting. Separate meetings will be held to discuss implementing an action plan for Option 4 or 3.</p>	
<p>1-</p>	<p>1251 – A follow up report of the UMS Utilities Contract trend #14, CMOD #9 - Increase Bid Item WD-10 - Allowance for Additional Excavation Backfilling previously discussed at CMB meeting #48 and partially approved for \$200K, was determined by the RE to not be necessary after all; therefore the current cost estimate will be lower than anticipated.</p>	
<p>2-</p>	<p>1252 - Mark Benson and Sarah Wilson presented for content and structure the Summary Record of Negotiations for COR 007 - Oil filled pipe @ Launch Box. The CMB suggested the RE revise the summary to show the delta between the Contractor's estimate and the final negotiated amount, also to expand on the informational story of the timeline of negotiations. In addition the CMB also recommend the heading "Negotiated Reduction" referring to the incorrectly used labor rates for the subcontractor be revised to read "Disputed Amount".</p>	<p>S. Wilson 12/19/12</p>
<p>3-</p>	<p>1252 - Sarah Wilson presented Evaluation of Merit for COR 011 - MOS - Traffic Signal line re-route south headwall. Cost proposal was previously viewed at (CMB meeting #88) and approved for a 'Not Exceed Value" of \$40K. During utility demo excavation at the MOS south headwall the Contractor discovered three (3) existing live traffic signal conduits running lengthwise across the planned headwall (dwg UD-403 Rev 1). The contract documents do not accurately show the location of the existing signal box and conduit. Field location of the box and conduit prevented the Contractor from performing any utility demo or guide wall work. Relocation of the utilities was necessary in order for the utility demo to be completed. In addition the Contractor submitted under COR 017 cost for standby time awaiting resolution from SFMTA to relocate the traffic signal. The RE rejected justification of merit of, COR 17 due to other work the Contractor could have performed while waiting for a response to RFI #110. The CMB agreed with merit for work associated with re-routing traffic signal lines.</p>	
<p>4-</p>	<p>1252 - Sarah Wilson presented Evaluation of Merit for COR 012 - Archaeological impacts at the Moscone north headwall – While excavating at the MOS north headwall the Contractor discovered archaeological artifacts within the excavation area along 4th St. The Contractor was requested to provide support to the archaeological team for excavation and removal of the artifacts. CMB did not agree with merit, requesting further information be presented regarding the method of dealing with State Historic Preservation Officer (SHPO) concurrence. The CMB also requested knowledge of who dictated the artifacts to be bagged as well as the current location of the bagged items. R. Edwards will take the lead on acquiring more facts on the deciding method of removal of artifacts. This item will be brought back to the CMB at a later date.</p>	<p>S. Wilson/ R. Edwards 12/19/12</p>
<p>5-</p>	<p>1252 - Sarah Wilson presented Evaluation of Merit for COR 024 – Ellis Shaft – Utility Demolition structures – Contractor discovery of utilities which were not shown on the utility demo and composite drawings. The CMB agreed with partial merit for work associated with removal of utility structures not shown to exist within the construction limits of the Ellis shaft. In addition the CMB suggested that a credit for potholing be requested in the merit evaluation due to verification of the location of existing utilities is</p>	

ITEM #	DISCUSSION	ACTION BY DUE DATE
	incidental to the work.	
6-	1252 – Sarah Wilson presented Evaluation of Merit for COR 028 – Ellis Asbestos Pipe Abatement at the Ellis Shaft – Contractor discovered a steam pipe wrapped in asbestos insulation. Cost for removal and disposal in accordance with Bid Item GE-8 an allowance has been establish to pay for Environmental Mitigation as need The CMB agreed with merit for work associated with removal and disposal of asbestos pipe. The CMB suggested that when an allowance is used that the change type classification be tracked on the evaluation of merit form as well.	
7-	1252 – Sarah Wilson presented Evaluation of Merit for COR 035 – Demolition of “extra” road base along the west side of 4th street between Harrison and Bryant St. – The Contractor demolished an area of road base they are claiming exceed the anticipated thickness by 30%. In addition the Contractor is claiming additional time and effort encountered to remove the road base. CMB agreed with no merit justification of “extra” road base demolition being a differing site condition.	
8-	1252 – Sarah Wilson presented Evaluation of Merit of, – COR 038 – Demo concrete manhole - The Contractor encountered a manhole foundation and slurry filled pipe, which was not shown on the contract drawings while perform excavation and forming activities. The Contractor had to chip away at the dirt pile foundation which protruded more than expected. CMB agreed with merit for differing site condition work associated with chipping back the manhole concrete foundation.	
9-	1252 – Sarah Wilson presented Evaluation of Merit of, COR 039 – Removal of a 16” Steel Pipe at the North Moscone headwall – Contractor discovered and removed an abandoned 16” steel pipe not shown on the contract drawings. Removal was necessary for headwall construction CMB agreed with merit for differing site condition work associated with removal of pipe.	
10-	1252 – Sarah Wilson presented Evaluation of Merit of, COR 041 – Full time flagger for one night shift of work. Emergency Flagger was provided per the request of the SFMTA in order to facilitate PG&E as required to finish the abandoning of the live power feed to the Launch Box area. CMB agreed with merit for work associated with use of flagger to facilitate the work. The CMB requested signoff be submitted by PG&E and this item be tracked on force account and included in Form B. COR will be re-written to include text “cost will be charged to PG&E”.	S. Wilson 12/19/12
11-	1252 – Sarah Wilson presented Evaluation of Merit of COR 044 – Removal of a 16” Steel Pipe at the South Moscone headwall Contractor discovered and removed an abandoned 16” steel pipe not shown on the contract drawings. Removal was necessary for headwall construction CMB agreed with merit for differing site condition work associated with removal of pipe.	
12-	1252 – Sarah Wilson presented Evaluation of Merit of COR 046 Removal of 6”, 12” and 14” Steel pipes and Concrete duct bank at the UMS South headwall – Contractor discovered and removed abandoned pipes as well as an unknown concrete duct bank. CMB agreed with merit for differing site condition work associated with removal and disposal of abandoned pipes.	
13-	1252 – Sarah Wilson presented Evaluation of Merit of COR 047 – Removal of Unknown Utilities at the Retrieval shaft work area – Contractor discovered an abandoned duct bank and a 10” steel pipe underneath Columbus Avenue between Powell and Union Streets. Steel pipe and duct bank were not shown on the contract drawings. CMB agreed with merit for differing site condition work associated with removal and disposal of duct bank and pipe.	
14-	1252 – Sarah Wilson presented Evaluation of Merit of, COR 048 – Removal of a 3’ x 5’ Brick sewer at the UMS South headwall – Contractor discovered a brick sewer within the utility demolition limits; the contract drawings indicated there would be a 12” pipe. Removal was necessary for construction of headwall. The CMB agreed with merit for	

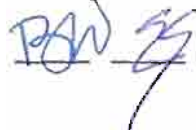
ITEM #	DISCUSSION	ACTION BY DUE DATE
	work associated with removal and disposal of the brick sewer.	
15-	1256 – R. Edwards presented material as an informational outline of the work to be completed for Pre - 4th and King Track & Systems Installation (Bus Bridge). At the request of SFMTA Operations a bus bridge will be deployed, which goes between Mission Rock bus stop and the "temporary platform". Additionally a bus bridge will be deployed during the weekend that the temporary platform is being built to service the traffic going to the Caltrans station (T-Line). Scope of work will include: 1) Construct a temporary (N-Line) Platform and a temporary crossover, prior to the first work window SEQ. No.1, 2) Utility relocation, 3) Pavement saw cutting, 4) Install new signal case for train control equipment, 5) Provide 120V electric power to vicinity of existing turnouts, which have switch machines replaced, 6) Install OCS section insulators (see attached exhibit). Information regarding the cost of the bus bridges and will be brought back to the CMB at a later date.	

ACTION ITEMS

ITEM #	MTG DATE	MTG ACTION DATE	DESCRIPTION	BIC	DUE DATE	STATUS
5	08/08/12	08/29/12	1252 – PCC 1252-02 UMS Headwalls	M. Benson	10/10/12	Open
1	11/07/12	11/07/12	1300 – WP 1254 – SF Planning Request	R. Edwards	11/28/12	Open
3	11/14/12	11/14/12	1252 – COR 033 – Retrieval Shaft – 20" Water Line	S. Wilson	11/21/12	Open
1	11/28/12	11/28/12	1251 – Negotiated cost for additional work Related to PG&E Facilities - Trends #05, 46, 51, 55, 61, 63, 66, 69 & 79	M. Acosta	12/05/12	Open
2	12/05/12	12/05/12	1252 – COR 007 – Summary Record of Negotiations – rewrite	S. Wilson	12/19/12	Open
4	12/05/12	12/05/12	1252 – COR 012 - Archaeological impacts at the MOS north headwall – SHPO Concurrence	S. Wilson/ R. Edwards	12/19/12	Open
10	12/05/12	12/05/12	1252 – COR 041 - Full time flagger – Re-write "to be charged to PG&E"	S. Wilson	12/19/12	Open

Meeting adjourned at 5:15pm 12/05/12 and 4:00pm 12/06/12

These meeting minutes have been prepared by B. Ward and reviewed by, E. Stassevitch and are the preparer's interpretation of discussions that took place. If the reader's interpretation differs, please contact the author in writing within four (4) days of receipt of these minutes.

Signed:  [initials of preparer & reviewer] Date: 21 Dec 12 [Date review completed]

Meeting Agenda

Project No. M544.1, Contract No. CS-149
Program/Construction Management
Configuration Management Board (CMB) Meeting No. 105
December 05, 2012
3:00pm – 5:00pm
 Central Subway Project Office
 821 Howard St. 2nd Floor
 Main Conference Room

Attendees:

Mark Benson	Albert Hoe	Matt Lee	Beverly Ward
Ross Edwards	Jim Kelly	Roger Nguyen	Arthur Wong
Shahnam Farhangi	David Kuehn	Joon Park	Luis Zurinaga
John Funghi	Mark Latch	Richard Redmond	
John Haley	Brad Lebovitz	Eric Stassevitch	

1. **1250** – Nothing to Report
2. **1251** – CMOD #K – Trended as Potential Trend Nos. 14, 48 and 71
3. **1252** – COR 007- Launch Box – Oil Filled Pipe
 - COR 011 - Re-routing traffic signal lines at the Moscone south headwall – *Approval*
 - COR 012 - MOS - Archaeological Standby North Headwall - *Merit*
 - COR 024 - Ellis - Utility demolition - *Merit*
 - COR 028 - Ellis – Asbestos Pipe Abatement - *Merit*
 - COR 035 - Additional Road Base on Fourth Street - *Merit*
 - COR 038 - Manhole in West Guidewall Footprint - *Merit*
 - COR 039 - MOS - 16" Steel Pipe removal @ northeast headwall – *Merit*
 - COR 041 - For providing a full time flagger for one night shift of work – *Merit*
 - COR 044 - OS - 16" steel pipe removal @ southeast headwall - *Merit*
 - COR 046 - UMS - Unmarked steel pipes (6", 12", 14") / Duct Bank - *Merit*
 - COR 047 - Ret Shaft - unmarked 10" steel pipe/duct bank - *Merit*
 - COR 048 - UMS - 3'x5' brick sewer at south headwall – *Merit*
4. **1253 (UMS)** – Nothing to Report
5. **1254 (CTS)** – Nothing to Report
6. **1255 (MOS)** – Nothing to Report
7. **1256 (STS)** – 4th and King Track Systems Installation (Previously viewed at CMB Mtg. #72 03/21/12) - *Update*
8. **Trend/Change Log** –
9. **Other Business** –

Meeting Attendance Sheet

Project No. M544.1, Contract No. 149
 Program/Construction Management
 Configuration Management Board Meeting No. 105
 December 05, 2012
 3:00 p.m. – 5:00 p.m.
 Central Subway Project Office
 821 Howard, 2nd Floor
 Main Conference Room

Deliver Meeting Attendance Sheet with original signatures/initials to Document Control.

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Please enter initials if your name is listed below. Please enter name, affiliation, phone number and email address if your name is not listed below.				
Benson, Mark	CSP	(415) 701-4295	Mark.Benson@sfmta.com	<i>MB</i>
Edwards, Ross	CSP	(415) 701-5296	Ross.Edwards@sfmta.com	<i>RE</i>
Farhangi, Shahnam	SFMTA	(415) 554-0721	Shahnam.Farhangi@sfmta.com	
Funghi, John	SFMTA	(415) 701-4299	John.Funghi@sfmta.com	
Haley, John	SFMTA		John.Haley@sfmta.com	
Hoe, Albert	SFMTA	(415) 701-4289	Albert.Hoe@sfmta.com	<i>AH</i>
Kelly, Jim	SFMTA		Jim.Kelly@sfmta.com	
Kuehn, David	STV/PMOC	(510) 464-8053	David.kuehn@stvinc.com	
Latch, Mark	CSP	(415) 701-5294	Mark.Latch@sfmta.com	<i>ML</i>
Lebovitz, Brad	STV/PMOC	(510) 464-8052	Bradley.lebovitz@stvinc.com	
Lee, Matt	SFCTA	(415) 522-4813	matt@sfcta.org	<i>ML</i>
Nguyen, Roger	SFMTA	(415) 701-4312	Roger.Nguyen@sfmta.com	

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Park, Joon	SFMTA	(415) 701-4742	Joon.Park@sfmta.com	<i>J.P.</i>
Redmond, Richard	CSP	(415) 701-4288	Richard.Redmond@sfmta.com	<i>RR</i>
Stassevitch, Eric	CSP	(415) 701-4426	Eric.Stassevitch@sfmta.com	<i>E</i>
Ward, Beverly	CSP	(415) 701-5291	Beverly.Ward@sfmta.com	<i>BW</i>
Wilson, Sarah	CSP	(415) 243-0950	Sarah.Wilson@sfmta.com	<i>SW</i>
Wong, Arthur	SFMTA	(415) 701-4305	Arthur.Wong@sfmta.com	
Zurinaga, Luis	SFCTA	(415) 716-6956	Luis.zurinaga@sfcta.org	

Meeting Attendance Sheet

Project No. M544.1, Contract No. 149
 Program/Construction Management
 Continuation Configuration Management Board Meeting No. 105
 December 06, 2012

~~3:00 p.m.~~ - 4:00 p.m.
 Central Subway Project Office
 821 Howard, 2nd Floor
 Main Conference Room

Deliver Meeting Attendance Sheet with original signatures/initials to Document Control.

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Please enter initials if your name is listed below. Please enter name, affiliation, phone number and email address if your name is not listed below.				
Benson, Mark	CSP	(415) 701-4295	Mark.Benson@sfmta.com	<i>MB</i>
Edwards, Ross	CSP	(415) 701-5296	Ross.Edwards@sfmta.com	<i>RE</i>
Farhangi, Shahnam	SFMTA	(415) 554-0721	Shahnam.Farhangi@sfmta.com	
Funghi, John	SFMTA	(415) 701-4299	John.Funghi@sfmta.com	<i>JF</i>
Haley, John	SFMTA		John.Haley@sfmta.com	
Hoe, Albert	SFMTA	(415) 701-4289	Albert.Hoe@sfmta.com	<i>AH</i>
Kelly, Jim	SFMTA		Jim.Kelly@sfmta.com	
Kuehn, David	STV/PMOC	(510) 464-8053	David.kuehn@stvinc.com	
Latch, Mark	CSP	(415) 701-5294	Mark.Latch@sfmta.com	<i>WDL</i>
Lebovitz, Brad	STV/PMOC	(510) 464-8052	Bradley.lebovitz@stvinc.com	
Lee, Matt	SFCTA	(415) 522-4813	matt@stcta.org	<i>ML</i>
Nguyen, Roger	SFMTA	(415) 701-4312	Roger.Nguyen@sfmta.com	<i>RN</i>

central **T** subway

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Park, Joon	SFMTA	(415) 701-4742	Joon.Park@sfmta.com	<i>JP</i>
Redmond, Richard	CSP	(415) 701-4288	Richard.Redmond@sfmta.com	<i>RR</i>
Stassevitch, Eric	CSP	(415) 701-4426	Eric.Stassevitch@sfmta.com	<i>ES</i>
Ward, Beverly	CSP	(415) 701-5291	Beverly.Ward@sfmta.com	<i>BW</i>
Wilson, Sarah	CSP	(415) 243-0950	Sarah.Wilson@sfmta.com	<i>SW</i>
Wong, Arthur	SFMTA	(415) 701-4305	Arthur.Wong@sfmta.com	
Zurinaga, Luis	SFCTA	(415) 716-6956	Luis.zurinaga@sfcta.org	

Trend Log - Contract 1251

Report Date: 12/18/12

Trend No.	C-Mod No.	COR No.	PCC No.	Description	Change Type	Engineer's Estimate	Contractor's Proposal		SFMTA/SPM Negotiated		CMB Approval (if over \$50k or containing time extension)			Contract Modification			Status (Executed/ Pending/ Expected/ Potential/ Closed)	Action	Potential Cost Exposure	Comments
							Amount (\$)	Time (CDs)	Amount (\$)	Time (CDs)	Amount (\$)	Time (CDs)	Approval Date	Amount (\$)	Time (CDs)	Execution Date				
1	4	1		Modify traffic control plan by establishing a single travel lane on Stockton Street in lieu of time-based multiple lane requirements as stipulated in contract plans TR-001 to 004.	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2/2/2011	\$ -	-	11/1/2011	Executed		\$ -	After discussions with the Contractor and the Union Square Business Improvement District (BID), the SFMTA determined that modifying the lane requirements along Stockton St. and implementing the alternate pedestrian walkway design would be beneficial to the execution of CN 1251 in the following ways: increased public safety, increase construction production, and create a more pleasing environment to the public and merchant. No further action required.	
2	2	4	1	Installation of reinforced concrete slab underneath Joint Trench along Stockton at O'Farrell (East Side). CTL 133+66.37 (27.08 LEFT) to CTL 134+00.87 (27.08 LEFT)	1 & 3	\$ 44,855.00	\$ 67,633.79	\$ 67,633.79	\$ 67,633.79	\$ 71,118.00	\$ -	4/20/2011	\$ 67,633.79	-	9/7/2011	Executed		\$ -	Pursuant to a commitment between Barney's and SFMTA, Emergency Stair #4 (to be constructed in CN 1253) must avoid existing subsided sidewalk basement. It was determined that moving the conflicting stairs would require the Joint Trench to be constructed in a manner that would enable it to span the excavated area. The addition of the invert slab allowed for the needed span thereby allowing for a relocation of Emergency Stair #4. No further action required.	
3	1	9	2	Adjust placement of 3EA manholes along Geary Street and O'Farrell Street. The modified manhole locations require the installation of approximately 265LF of additional HDPE pipe inside the existing 3x5' brick sewer.	1	\$ 143,222.00	\$ 172,714.37	TBD	\$ 148,918.72	\$ 148,918.72	\$ -	2/23/2011	\$ 148,918.72	-	6/16/2011	Executed		\$ -	During future station construction, the design team anticipates that excavation related settlement may cause damage to the brick sewers along Geary and O'Farrell Streets. This proposed modification will replace the vulnerable brick sewer within the influence zone with HDPE pipe that will not be as susceptible to settlement-induced damage. No further action required.	
4	3	8		Changes to Neiman Marcus secondary enclosure wall due to various differing site conditions.	2	\$ 69,725.00	\$ 144,179.61	13.00	\$ 189,584.42	\$ 189,584.42	\$ -	4/13/2011	\$ 189,584.42	-	11/1/2011	Executed		\$ -	Due to various differing site conditions as described in RFIs 15, 37, 38 and 44, changes to the secondary enclosure wall are required. The existing footing were found to be inconsistent, i.e. missing footing in one area, footing sticks out beyond existing wall, overpour on existing footing, existing wall to be 6' into private property. Contract plan SR-302 shows a consistent footing. No further action required.	
5				Existing PG&E conduits were found on top and parallel to existing AWSS on Geary Blvd. at 2 locations (east and west of Stockton)	6	\$ 127,892.53										Expected	RE awaiting COR cost proposal	\$ 127,892.53	Contract plans AW-501.1, 501.2, 501.4 and 501.5 show the existing AWSS to be replaced in place. However, existing PG&E conduits were found to be on top and parallel to the existing AWSS resulting in extra work in working around and/or shifting the existing electrical conduits. Contract plans JT-308 and 309 showed the existing electrical and AWSS to be separate. Estimate includes \$77,892.53 (Synergy FA Request) + \$25,000 (first digging west side) + \$10,000 (temp backfill during moratorium) + \$15,000 (plate rental west side at \$5k per month). Estimate does not include Synergy's cost to resequence his work.	
6	5	24	4	Design changes to utilities on Stockton Street between Post and Geary	1	\$ 198,436.90	\$ 842,113.42	-	\$ 398,624.07	\$ 398,624.07	\$ -	6/8/2011	\$ 398,624.07	-	12/8/2011	Executed		\$ -	Due to changes to the limits of the UMS Station on Stockton Street between Post and Geary, the original utility design has changed. No further action required.	
7	5		5	Design changes to utilities on Ellis Street	1	\$ (434,831.40)	\$ (302,540.25)	-	\$ (434,956.51)	\$ (434,956.51)	\$ -	8/24/2011	\$ (434,956.51)	-	12/8/2011	Executed		\$ -	Due to changes to the limits of the UMS Station on Ellis Street, the original utility design has changed. No further action required.	
8		22	3	Elimination of underpinning at 150 Stockton	1	\$ (65,284.00)	NA	NA	NA	NA	NA					Expected	RE to negotiate	\$ (65,284.00)	Based on field verification, it was determined that underpinning is no longer needed. Contract bid item SR-9 is for a total amount of \$116,000 measured by LF. However, CM team does not anticipate to recover the full amount because contractor may be entitled to retain general conditions cost and some excavation cost that was already performed but encumbered in Bid Item SR-9.	
9	4	N/A	N/A	Additional cost for police officers and/or Parking Control Officers for traffic control.	4	\$ 262,706.56	N/A	NA	\$ 261,584.33	\$ 262,706.56	\$ -	6/1/2011	\$ 261,584.33	-	11/1/2011	Executed		\$ -	Contract bid item TR-7 for manual traffic control in the amount of \$120,000 is insufficient to control traffic for the duration of the contract. The \$120,000 allowance only equates to one police officer for a duration of 7.5 months. At a minimum, it is anticipated that one police officer or PCO will be needed at Stockton/Post for the entire contract duration of 16 months. Additionally, one PCO is required for each intersection at Geary/Stockton and O'Farrell/Stockton. No further action required.	
10	3	25		Accelerate Stockton East between O'Farrell and Market	1	\$ 27,411.37	-	\$ 27,408.82	-	N/A	N/A	N/A	\$ 27,408.82	-	11/1/2011	Executed		\$ -	Contractor needed to rent additional excavators to work concurrently with the other block on Stockton between O'Farrell and Market. No further action required.	
11		50	6	Potholing at 4th/Howard for PUC sewer design	1	\$ 30,761.67	\$ 29,526.88	-	\$ 29,526.88	\$ -	\$ -					Closed		\$ -	Request from MOS utility design team to pothole for the intercept of a 36" force main sewer and 96" sewer. PUC requested that this be done in order to ensure that we have accurate utility information to avoid costly change orders during construction. Per direction from CMB on January 18, 2012, this request is denied. No further action required.	
12	6	31		Additional cost to lower the AWSS at O'Farrell, east of Stockton, due to numerous existing utility conflicts.	2	\$ 182,250.53	\$ 372,845.67	-	\$ 278,350.98	\$ 278,350.98	\$ -	8/3/2011	\$ 278,350.98	-	12/13/2011	Executed		\$ -	The AWSS is in conflict with AT&T, PG&E and several other utilities and needs to be installed under all these utilities at about 11' deep (instead of 6' depth as noted in Plan AW-501.4, sheet note #5). During negotiations with the Contractor several items of work were found to be missing for the original cost estimates which increase the amount to \$278,351. No further action required.	
13	3	32		Accelerate start of construction in front of Macys West by trenchless construction method	10	\$ (875.70)	-	\$ -	-	\$ -	\$ -	7/6/2011	\$ -	-	11/1/2011	Executed		\$ -	Micropile installation on Stockton east between O'Farrell and Market has proven to be much slower than anticipated. To mitigate this potential delay, contractor requested to start construction in front of Macys West. No further action required.	
14	9	N/A	N/A	Increase in Bid Item WD-10: Allowance for Additional Excavation and Backfill.	3	\$ 390,000.00	N/A	NA	N/A	NA	\$ 200,000.00	9/14/2011	\$ 191,778.62	-	2/27/2012	Closed	Executed (partial)	\$ -	This allowance is for the Contractor to perform additional excavation, backfilling and restoration associated with the water tie-ins and capping for the distribution piping system. The Contractor has performed two water service tie-ins at an average cost of \$14,000 per tie-in. The current number of tie-ins and capping is 35 separate points. This amounts to a total of cost of \$490,000. The current contract allowance amount is \$100,000, therefore an additional \$390,000 will be needed to augment is bid item. CMB partially approved up to \$200,000. The Initial Contract Modification to supplement this allowance is in the amount of \$191,778.62. RE's cost analysis of this trend confirms that the initial CMod amount of \$191,778.62 is sufficient to cover for all water tie-in/capping work. No further action required.	
15	8	19		Additional traffic signal work at Post/Stockton	1	\$ 16,719.18	\$ 17,497.25	-	\$ 17,530.49	\$ -	N/A	N/A	N/A	\$ 17,530.49	-	12/28/2011	Executed		\$ -	Modification of the traffic signal at Post/Stockton is required to implement the detour shown in contract plan TR-010. There are no bid item to bill this work. No further action required.
16	8	33		Additional traffic signal work at Sutter/Mason	2	\$ 28,758.97	\$ 34,236.93	-	\$ 32,053.50	\$ -	N/A	N/A	N/A	\$ 32,053.50	-	12/28/2011	Executed		\$ -	Existing conduits shown in Plan ET-101 differs from what is actually in the field. City's response to RFI 73 directs contractor to install new conduits and conductors. No further action required.
17	7	N/A	N/A	Furnish and install AT&T Manhole 5830 on O'Farrell Street	6	\$ 21,993.78	\$ 25,000.00	-	\$ 25,000.00	\$ 25,000.00	\$ -	8/31/2011	\$ 25,000.00	-	12/28/2011	Executed		\$ -	AT&T was supposed to hire its own subcontractor to furnish and install all AT&T vaults in CN 1251. AT&T requested SFMTA for Synergy to perform this work as change order to CN 1251. AT&T agreed to reimburse SFMTA through the Form B process. No further action required.	
18	7	N/A	N/A	Furnish and install AT&T Manhole 5829 on Geary Blvd.	6	\$ 31,870.39	\$ 31,000.00	-	\$ 31,000.00	\$ 31,000.00	\$ -	8/31/2011	\$ 31,000.00	-	12/28/2011	Executed		\$ -	AT&T was supposed to hire its own subcontractor to furnish and install all AT&T vaults in CN 1251. AT&T requested SFMTA for Synergy to perform this work as change order to CN 1251. AT&T agreed to reimburse SFMTA through the Form B process. No further action required.	

CMB Change No.: CMB - 0055

Initial Implementing Change Control Procedure No.: 1251 - CMod #09

GENERAL

Proposed Change Sponsor: M. Acosta Received by CMB: 09/14/2011
(Date)

Affected Disciplines: Water Distribution


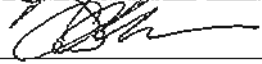
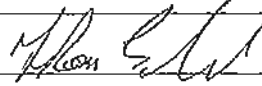

Impacts of Change Increase in Bid Item WD-10, Allowance for Additional Excavation and Backfill for cost elated to supporting SFWD during tie-in and capping work.

Contract(s) Directly Affected by this Proposed Change:

1250	1251	1252	1253	1254	1255	1256
1 <input type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>
(CP01)	(CP02)	(CP03)	(CP04)	(CP05)	(CP06)	(CP07)

CONFIGURATION MANAGEMENT BOARD APPROVALS

Signatures

	Agree with the Change	Disagree with the Change	Date
Senior Program Manager:			<u>9-14-2011</u>
Deputy Program Manager:			<u>9/14/2011</u>
PM Project Services:			
PM Project Development/Delivery:			<u>9/14/2011</u>
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			<u>14 SEP 2011</u>

Comments

Approval for \$200,000 increase in allowance - anticipate improved productivity if multiple tie-ins are progressed concurrently -



CONTRACT MODIFICATION NO. 09

SFMTA Contract No. 1251
MOSCONE STATION AND PORTAL
UTILITIES RELOCATION

Contractor: Synergy Project Management Inc.
150 Executive Park Blvd., Suite 4750
San Francisco, Ca 94134

SUPPLEMENTAL ANALYSIS (For CMB Presentation)

SCOPE OF WORK:

Supplement Bid Item WD-10 Bid Item allowance with additional funds.

REASON FOR CHANGE:

The original allowance amount associated with Bid Item WD-10 "Allowance for Additional Excavation and Backfill" is insufficient to compensate the Contractor for all costs related to supporting SFWD during tie-in and capping work contained in Contract Number 1251. Adjusting the Bid Item allowance will allow the SFMTA to compensate the Contractor for all applicable work.

ADDITIONAL BID ITEM ALLOWANCE REQUIRED:

\$390,000.00 See SFMTA estimate in Cost Analysis section.

COST ANALYSIS:

Contract Number 1251 contains 35EA locations where the Contractor is to support the San Francisco Water Department (SFWD) during waterline tie-in and capping operations. The Contractor's support work involves the following activities:

- Excavation, installation of trench shoring, and placement of steel plates over SFWD work areas
- Provide traffic control and temporarily remove steel plates while SFWD personnel measure fittings and chlorinate existing lines
- Provide traffic control and temporarily remove steel plates while SFWD personnel perform tie-in and/or capping operations
- Backfilling and installation of street base and asphaltic concrete after required SFWD operations are complete

Through experience on Contract Number 1250, it has been demonstrated that the activities described above generally occupy one of the Contractor's crews for approximately three days.

Through analysis of the Contractor's typical SFWD support crew composites, the SFMTA Resident Engineer has determined that the approximate cost for such work is \$14,000.00 per tie-in or capping location. This cost is inclusive of the Contractor's labor, equipment, and any required materials.

Using this approximate cost per SFWD tie-in/capping location, the total required allowance supplement is determined as follows:

35EA	x	\$14,000.00	=	\$490,000.00	-	\$100,000.00	=	\$390,000.00
Contract SFWD tie-in and capping locations		Contractor's cost per location		Total SFWD support allowance required		Allowance as contained in Contract Number 1251		Additional allowance required

SCHEDULE ANALYSIS:

No time extension is requested for this modification.

CONTRACT MODIFICATION NO. 09

SFMTA Contract No. 1251
MOSCONE STATION AND PORTAL
UTILITIES RELOCATION

Contractor: Synergy Project Management Inc.
150 Executive Park Blvd., Suite 4750
San Francisco, Ca 94134

SUPPLEMENTAL ANALYSIS (For CMB Presentation)

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\$390,000.00 See SFMTA estimate in Cost Analysis section.

COST ANALYSIS:

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35EA	x	\$14,000.00	=	\$490,000.00	-	\$100,000.00	=	\$390,000.00
Contract SFWD tie-in and capping locations		Contractor's cost per location		Total SFWD support allowance required		Allowance as contained in Contract Number 1251		Additional allowance required

anticipate improved productivity -

SCHEDULE ANALYSIS:

No time extension is requested for this modification.

Contract Modification No. 09
Typical SFWD Support Work
 Resident Engineer's Estimate for Labor and Equipment Costs
 SFMTA CN 1251 Union Square/Market Street Station

Activity	Days	Labor				Labor total	Service Truck \$ 22.00	Dump Truck \$ 58.47	Excavator \$ 61.75	Blowing (per 37) \$ 10.25	Steel Plate Seal \$ 8.40	Mini Excavator \$ 58.00				Eqmt. Totals	
		Foreman \$ 33.00	Operator \$ 22.46	Laborers \$ 18.00	Drivers \$ 43.00												
Excavation, installation of Shoring, and Piling	1	1	2	2	1	\$ 2,330.00	1	1	1	1	1					\$ 3,029.60	
SFWD Chlorination (traffic control, temporary removal of plates)	0.25		1	1		\$ 284.00			1	1						\$ 281.04	
SFWD Measurement for fittings (traffic control, temporary removal of plates)	0.25		1	1		\$ 268.00			1	1						\$ 261.04	
SFWD Connection (traffic control, temporary removal of plates)	0.5		1	1		\$ 568.00			1	1						\$ 601.08	
Backfilling	0.5	1	1	2	1	\$ 1,483.00	1	1	1	1	1					\$ 1,819.80	
Restoration (steel base and exterior concrete)	0.5	1	1	1	1	\$ 1,483.00	1	1	1							\$ 648.12	
						\$ 8,976.00										\$ 4,629.48	
						w/15% Markup										\$ 8,022.40	
																w/15% Markup	\$ 5,554.12

PREPARED BY: 
 Michael Agosta
 Date: 9/9/11

Subtotal	\$	13,576.88
3.34% R&I Markup	\$	317.89
TOTAL	\$	13,894.77

CHANGE ORDER REQUEST NUMBER 007

SFMTA Contract No. 1252
Central Subway Tunneling

Contractor: Barnard Impregilo Healy JV
PO Box 78270
San Francisco, CA 94107

SUMMARY RECORD OF NEGOTIATIONS (COR #007)

Timeline of Negotiations:

SFMTA, Barnard Impregilo Healy JV (BIH/JV) and Synergy Project Management (SPM) held a meeting on 08/23/2012 to negotiate the final cost for COR 007. Representing the SFMTA were Mark Benson, Construction Manager; Matt Hembd, Office Engineer, Kristie Leong, Office Engineer, Ken Barnhart, Assistant Project Engineer and Charles Dombrowski, Senior Estimator. Representing the contractor BIH/JV was Jack Sucilsky, Project Engineer and representing the subcontractor SPM was Donovan Gilliland, Project Manager and Ryan Ellenburg, Project Manager.

On 07/16/2012 SFMTA received COR 007 from BIHJV on behalf of their subcontractor Synergy Project Management (SPM) titled "Launch Box – Oil Filled Pipe". This COR was followed by meetings and further revisions to the COR and the parties agreed to a cost on 08/23/2012 when both parties presented their estimates for the work. The negotiated cost was based on the latest revision to BIH's estimate which was received on 08/14/2012. Upon examination of BIH's estimate it was discovered that SPM was using incorrect labor rates. A reduction in the amount of \$210.00 was made to account for this oversight.

The negotiated cost was calculated as follows:

	BIH/JV Estimate	Negotiated Amount
Total Subcontractor Amount	\$ 9,539.83	\$ 9,539.83
Contractor Markup at Specified (5%)	\$ 476.99	\$ 476.99
Negotiated Reduction		\$ (210.00)
Total Project Cost	\$ 10,016.82	\$ 9,806.82
BIHJV Payment & Performance Bonds & Builder's Risk Insurance (1.68%)	\$ 168.28	\$ 164.75
Contractor Markup at Specified (5%)	\$ 8.41	\$ 8.24
Total Bonds and Insurance Costs	\$ 176.70	\$ 172.99
Total Negotiated Cost		\$ 9,979.81

Time Impact Associated with COR No. 007:

COR No. 007 does not extend the contract duration or affect the substantial completion date. A Time Impact Analysis (TIA) will not be submitted for this COR.

Negotiated Cost

\$9,979.81

Cost Analysis

The net value of additions to the contract scope is \$9,979.81.

By: _____ Date _____ By: _____ Date _____
Ben Campbell Sarah Wilson
Barnard Impregilo Healy JV Resident Engineer

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 011

Recommendation: Accept justification of Merit for COR 011, for re-routing traffic signal lines at the Moscone south headwall. A time extension has not been requested for this work. Costs for standby related to this work have been evaluated under COR 017.

Facts: During utility demolition excavation at the Moscone south headwall BIH's subcontractor, Synergy Project Management (SPM) discovered three existing live traffic signal conduits which ran lengthwise across the planned headwall. Drawing UD-403, Rev. 1 shows the existence of one live traffic signal line which crosses the southwest corner of the headwall and another live traffic signal line approximately 5' to 6' south of the headwall. The drawing requires that BIH maintain active utilities so these lines would need to be protected in place during construction.

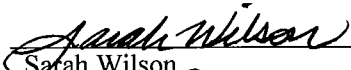
Technical direction was provided on July 6, four days after receipt of the RFI related to this work to permanently re-route the traffic signal lines across the north leg of the intersection at Fourth and Bryant St. On July 7th SPM commenced traffic signal relocation and by August 2nd, 2012 the work was completed.

Rationale for COR: The traffic signal pull box and conduit were shown in a different location on the contract documents making this conflict an unknown differing condition.

Justification: The contract documents do not accurately depict the location of the existing traffic signal box and conduit. The field location of the utilities prohibited SPM from performing any utility demolition or guide wall work. Utility relocation was necessary in order for the utility demolition to be completed and for the Moscone headwalls to be constructed.

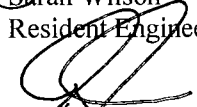
*Given auth by CMB
on 7/25/12 for
\$40K. SHW*

By:



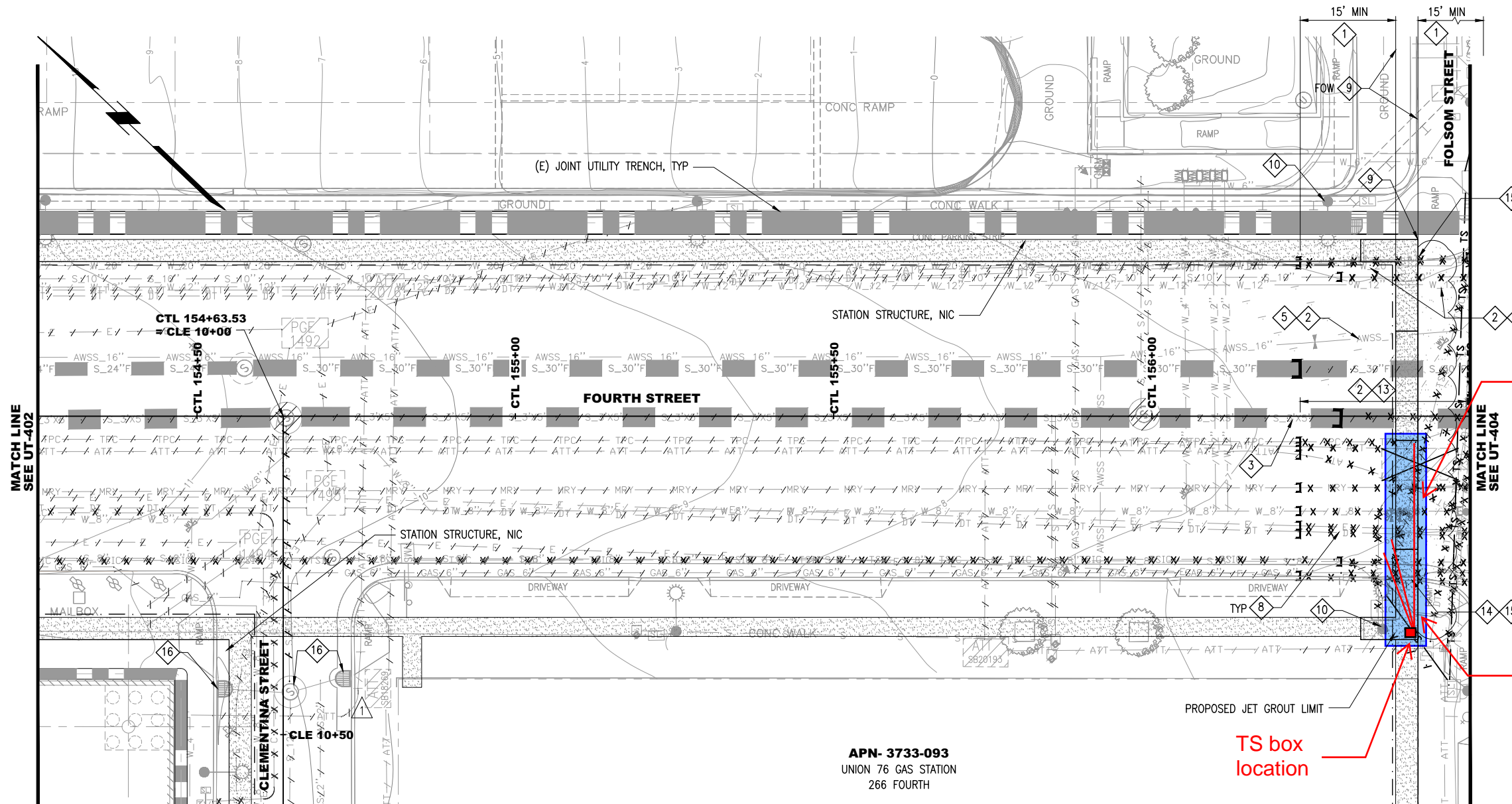
Sarah Wilson
Resident Engineer

12/4/12
Date



Configuration Management Board
Approval

12-4-12
Date



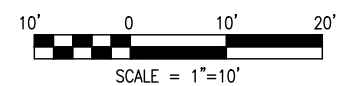
All utilities in this area of demo limits shown to be abandoned

TS line as discovered in field

TS box location

NOTES:

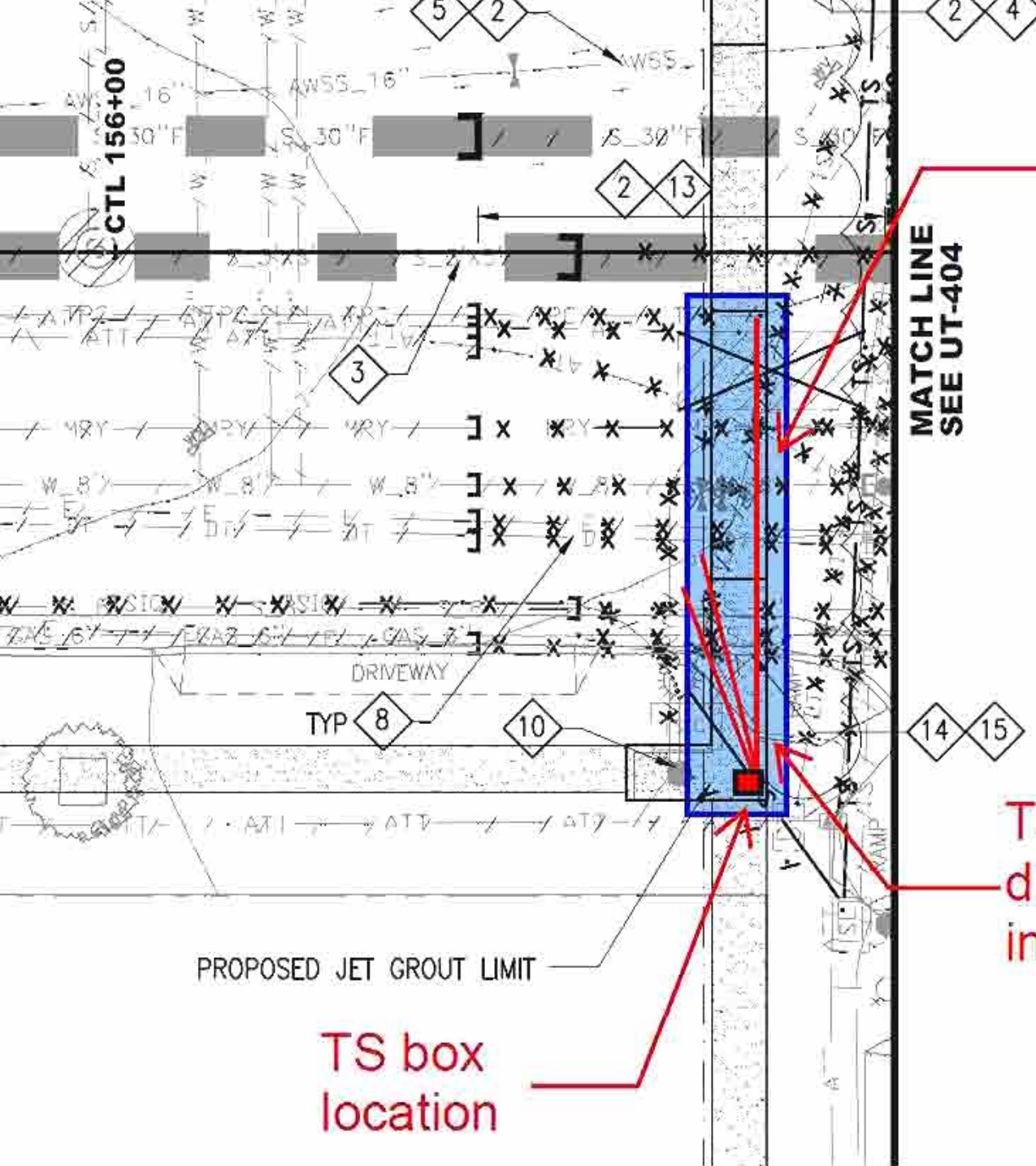
1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, AT JET GROUT OR HEADWALL LIMIT.
2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH HEADWALL CONSTRUCTION PHASING.
3. PROTECT (E) SEWER.
4. SEE (WD) DRAWINGS FOR ABANDONMENT AND REMOVAL OF WATER FACILITIES.
5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF AWSS FACILITIES.
6. PROTECT (E) AT&T FACILITIES.
7. PROTECT (E) JOINT TRENCH.
8. CAP OR PLUG ALL ABANDONED FACILITIES INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT LIMIT.
9. PROPOSED STATION HEADWALL. SEE (ES) DRAWINGS FOR LOCATION AND DETAILS. CONTRACTOR SHALL VERIFY THE HEADWALL LOCATION PRIOR TO COMMENCEMENT OF DEMOLITION.
10. TEMPORARILY REMOVE (E) STREET LIGHT AND REINSTALL AFTER HEADWALL CONSTRUCTION.
11. (E) PARKING METERS. CONTACT DPT IF DEMOLITION IS REQUIRED. SEE CONTRACT SPECIFICATIONS FOR MORE INFORMATION. IF REMOVED, REINSTALL IN SAME LOCATION AFTER HEADWALL CONSTRUCTION.
12. REMOVE (E) TREE AS CONTRACTOR'S PROPERTY. PRIOR TO REMOVAL CONFIRM STREET TREE REMOVAL PERMIT WAS OBTAINED.
13. SEE (UT) DRAWINGS FOR TEMPORARY REMOVAL OF SEWER.
14. REMOVE (E) CURB AND GUTTER AS NECESSARY AND REINSTALL AFTER HEADWALL CONSTRUCTION.
15. SEE (PD) & (RP) FOR PAVEMENT REMOVAL AND RESTORATION.
16. (E) CATCH BASINS WILL REMAIN ACTIVE AND RE-DIRECT SEWER FLOW AWAY FROM STATION JET GROUT WALL.



CONFORMED

\\s6nos003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423UD403_R1C.dwg fbayani Thu Aug 25, 2011 - 9:21 am UD-403_R1C

				DESIGNED: M. DEFORGE DRAWN: E. MATIAS CHECKED: D. ZUJING REVIEWED: M. CHAN RECOMMENDED: M. FOWLER APPROVED: R. EDWARDS DATE: JAN 21, 2011		REV. 0 SEALED BY M. CHAN				CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY		APPROVED CARTER R. ROHAN EXECUTIVE DIRECTOR/CEO		THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS		CONTRACT NO. 1252	
05/04/2011 ISSUED FOR ADDENDUM 5 01/21/2011 ISSUED FOR BID		DATE DESCRIPTION		FOR ORIGINAL SIGNATURES, SEE CL-18030, REV. 0.		REV. NO. BY CHECKED APPROVED				MUNICIPAL TRANSPORTATION AGENCY		UTILITY DEMOLITION MOSCONE STATION CTL 154+25 TO 156+50		SFMTA CONTROL NO. CL-18030			
												DRAWING NO. UD-403		REVISION 1			



All utilities in this area of demo limits shown to be abandoned

MATCH LINE
SEE UT-404

TS line as discovered in field

TS box location



SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 012

Recommendation: Accept justification of Merit for COR 012 - Archaeological impacts at the Moscone north headwall.

Facts: On July 2nd, 2012, while excavating for guidewalls at the Moscone north headwall the Contractor discovered archaeological artifacts within the excavation area. The Contractor immediately notified the Engineer. The Program's Archaeologist, with concurrence of the Environmental Review Officer (ERO), implemented a modified process based on the Archaeological Testing Plan (ATP) for Moscone Station, to specifically address trenching conditions. The modified process involved bagging midden, moving to available area at the work site so that guidewall excavation could continue, screening a sample of the midden at site, confirming no new or additional artifacts were found, and disposing of midden at the site with other excavation.

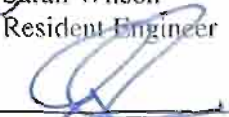
The Contractor's crew was requested by SFMTA to provide support to the Archaeological team for excavation and safe handling of the material. By July 6th, 2012 work or impacts associated with this discovery had been completed. A time extension has not been requested for this work.

Contractor Rationale for COR: The Contractor contends archeological artifacts encountered at the site were a differing condition, as it was not shown on the bid documents. As a result the Contractor provided support for the removal of the materials and claims to have experienced standby to their equipment.

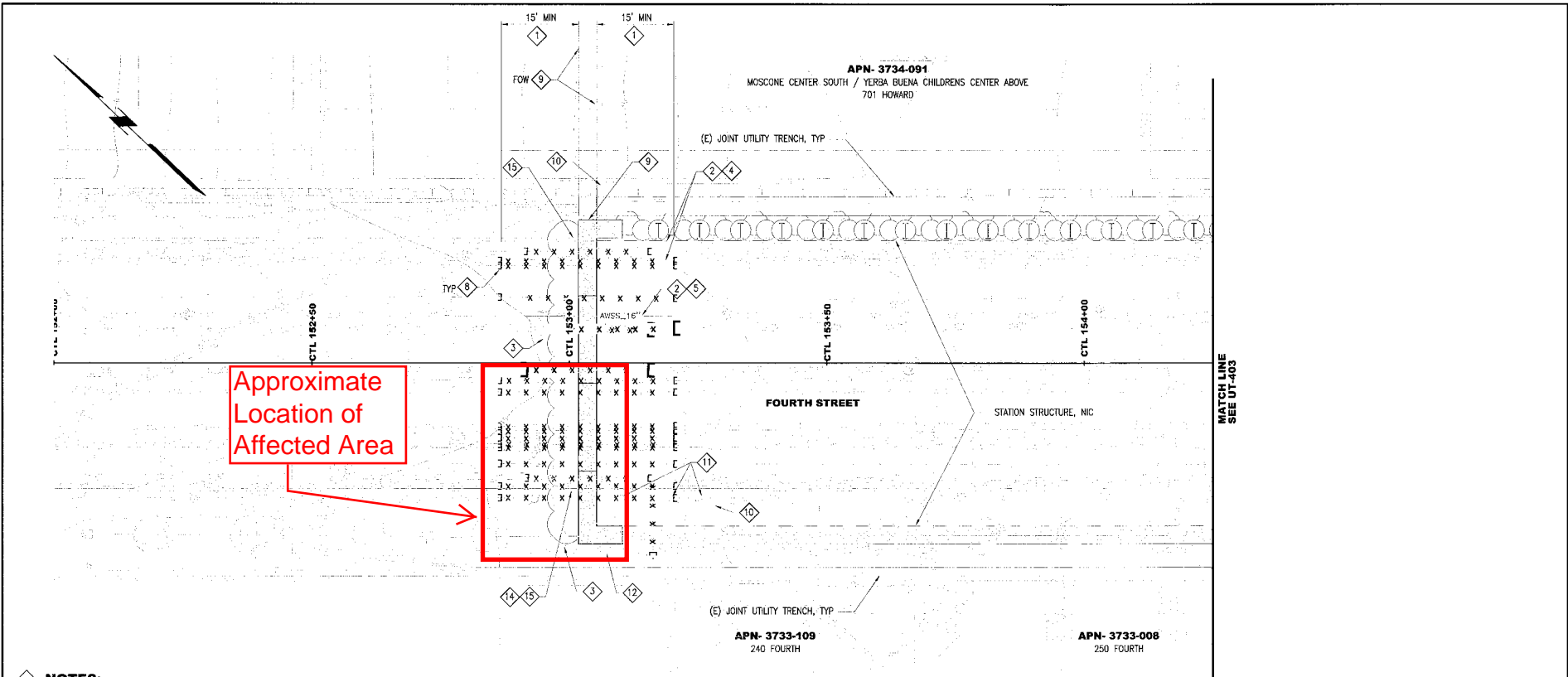
Justification: Special Provisions section SP-17.G - Discovery of Archaeological Sites states in part: Upon discovery and written notification of any archeological materials, costs for mitigation measures shall be provided as additional work under the Allowance set-aside within the Contract for that purpose.

By: 
Sarah Wilson
Resident Engineer

12/11/12
Date


Configuration Management Board
Approval

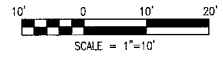
12-11-12
Date



Approximate Location of Affected Area

NOTES:

1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, AT JET GROUT OR HEADWALL LIMIT.
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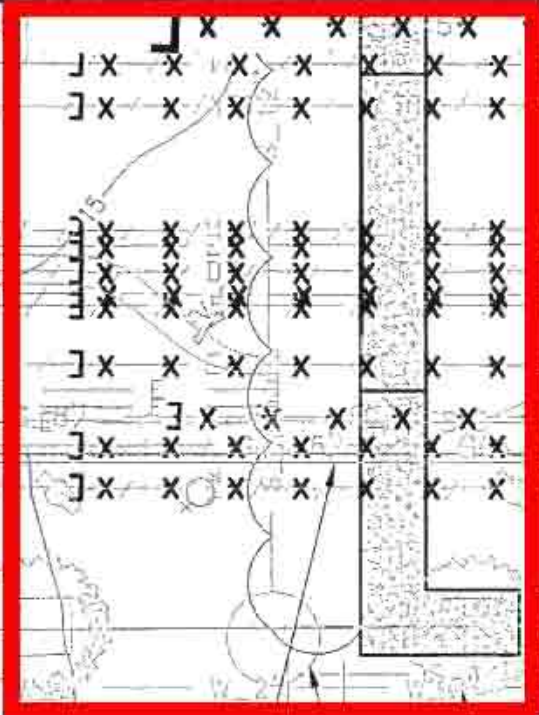


CONFORMED

<p>DATE: 01/21/2011 ISSUED FOR: BID REVISIONS: 02/15/2009</p>	 TELAMON ENGINEERING CONSULTANTS INC.	<p>DESIGNED BY: M. DEFORSE CHECKED BY: E. MATIAS IN CHARGE: J. CURRIN PROJECT MANAGER: M. CHAH APPROVED BY: M. POWERS APPROVED BY: E. ENRIQUETA DATE: JAN 23 2011</p>			<p>CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY</p> <p>APPROVED: EXECUTIVE DIRECTOR/CEO</p>	<p>THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS</p> <p>UTILITY DEMOLITION MOSCONE STATION CTL 152+00 TO 154+25</p>	<p>CONTROL NO: 1252 SHEET CONTROL NO: CL-18029 SHEET NO: UD-402 SHEET OF: 82</p>
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\\Sofra003\ym6441\Final\Design\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423\UD402.dwg FBoyant Wed Jan 26, 2011 - 1:57 pm UD-402

Approximate
Location of
Affected Area





07/05/2012 14:58

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 024:

Recommendation: Accept justification of partial Merit for COR 24: Ellis Shaft – Utility Demolition. Merit shall only include costs for removal of utilities and structures that were not shown in the contract documents to exist within the construction limits of the Ellis shaft. Credit for required potholing not performed will be included in total compensation.

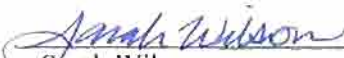
Facts: The Contractor discovered utilities at the Ellis shaft location that were not indicated on the utility demolition and utility composite drawings included in the contract drawings. The Contractor notified SFMTA of the utility conflicts on August 2nd, 2012 in Letter No.05 indicating that they would remove the utilities prior to submission of a COR. The Contractor has completed the removal of utilities at the Ellis shaft location. The Contractor did not submit a request for time extension.


Contractor Rationale for COR: The Contractor relied on the sufficiency of the specific utility demolition drawings to identify all utilities to be demolished under the contract. The utility demolition drawings identified utilities to be demolished at every location, (Launch Box, Moscone, UMS, Retrieval Shaft), except the Ellis shaft. The Contractor did not include cost to perform utility demolition at the Ellis shaft location as none were identified to be demolished.

Justification: The RE finds no Merit for removal of utilities shown on the Existing Utility Composite reference drawing UE-126 to cross the Ellis Shaft construction limits. This includes a sewer vault as well as low voltage electrical, sewer and gas utilities. The reference drawings were part of the contract documents made available to Bidders prior to the deadline for submitting bids. Additionally, no Merit shall be given for potholing as verifying the location of existing utilities is incidental to the work.

The RE finds Merit for removal of utilities not shown or indicated on the Existing Utility Composite reference drawing UE-126 to be outside the Ellis Shaft construction limits. This includes a 8" water main, an unknown duct bank, concrete foundation and brick wall, steam pipe and sewer manhole.

Change Type – (2) Unforeseen Condition and (6) Private Utility

By:  _____ 12/6/12
Sarah Wilson Date
Resident Engineer

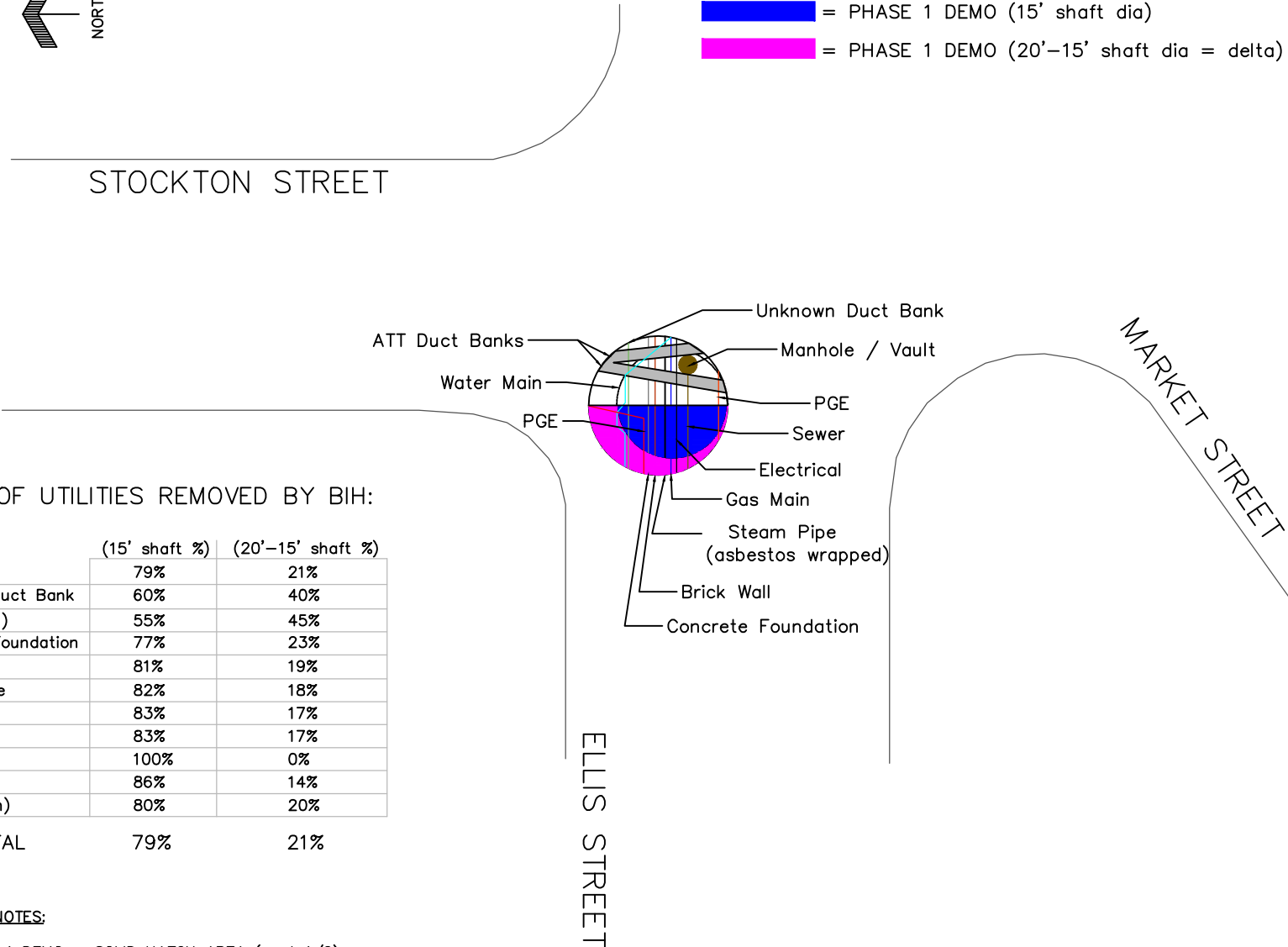
 _____ 12-6-12
Configuration Management Board Date
Approval

ELLIS SHAFT – PHASE 1 UTILITY DEMO



LEGEND

- = PHASE 1 DEMO (15' shaft dia)
- = PHASE 1 DEMO (20'–15' shaft dia = delta)



CONTRACT - 1252
TUNNELS

THIRD STREET
LIGHTRAIL
PROGRAM
PHASE 2 -
CENTRAL SUBWAY

BARNARD
IMPREGILO HEALY
JOINT VENTURE

ELLIS SHAFT
PHASE 1
UTILITY DEMO

SHEET
EL-01

STOCKTON STREET

MARKET STREET

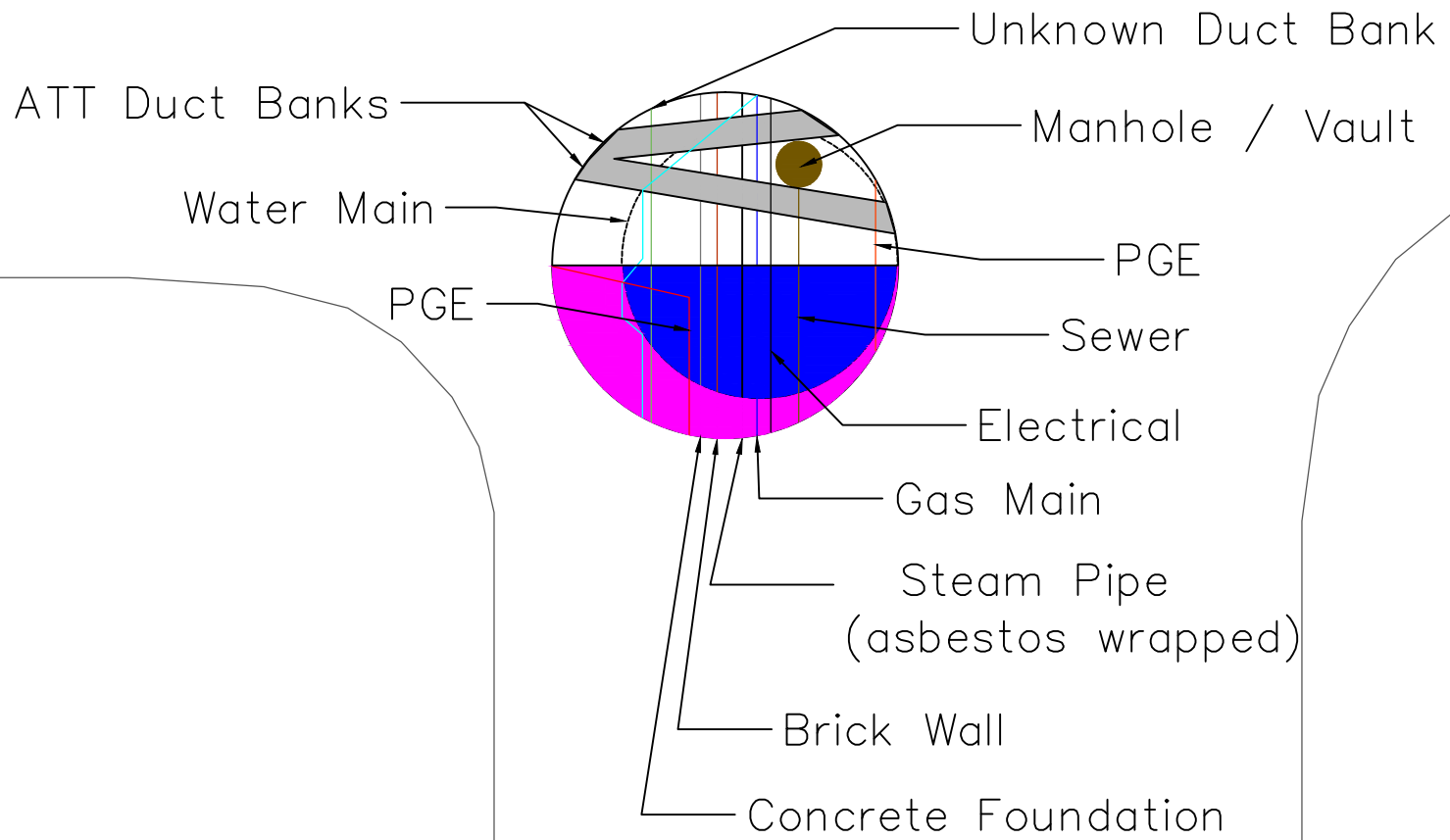
ELLIS STREET

LIST OF UTILITIES REMOVED BY BIH:

	(15' shaft %)	(20'–15' shaft %)
Water Main	79%	21%
Unknown Duct Bank	60%	40%
PGE (north)	55%	45%
Concrete Foundation	77%	23%
Brick Wall	81%	19%
Steam Pipe	82%	18%
Gas Main	83%	17%
Electrical	83%	17%
Manhole	100%	0%
Sewer	86%	14%
PGE (south)	80%	20%
TOTAL	79%	21%

GENERAL NOTES:

1. PHASE 1 DEMO = SOLID HATCH AREA (west 1/2)
2. PHASE 2 DEMO = NON-HATCH AREA (east 1/2)



GENERAL NOTES:

- 1. PHASE 1 DEMO = SOLID HATCH AREA (west 1/2)
- 2. PHASE 2 DEMO = NON-HATCH AREA (east 1/2)

CONTRACT - 1252
TUNNELS

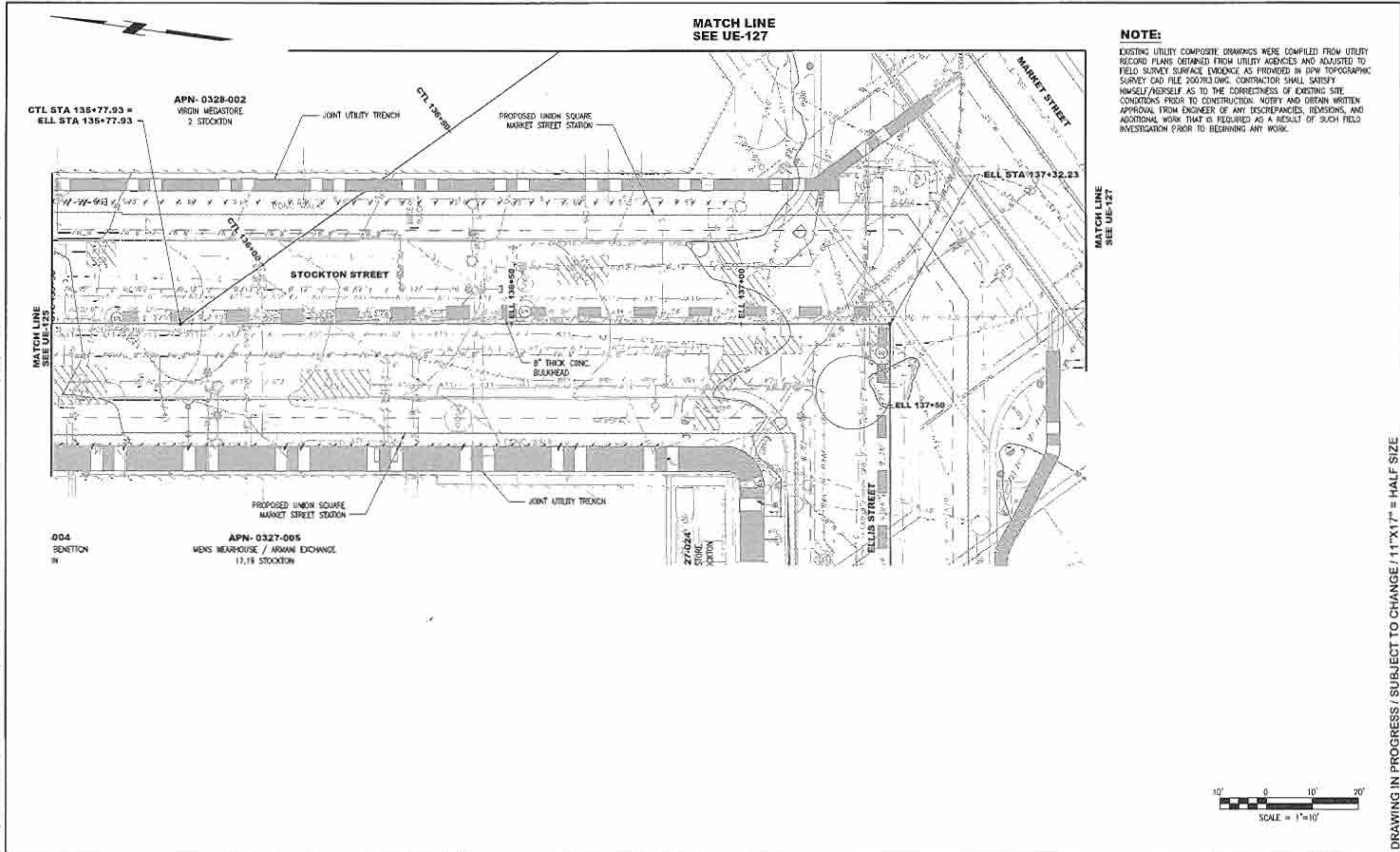
THIRD STREET
LIGHTRAIL
PROGRAM
PHASE 2 -
CENTRAL SUBWAY

BARNARD
IMPREGILO HEALY
JOINT VENTURE

ELLIS SHAFT
PHASE 1
UTILITY DEMO
(CLOSE UP)

SHEET
EL-02

\\S:\m03003.muni.sfgov.org\m544.1\FinalDesign\Drawing-B21\2-Civil\Utility Composites\Sheet Files CP03\MS4473UE126.dwg (broyal Wed Dec 15, 2010 3:20 pm UE-126)



DRAWING IN PROGRESS / SUBJECT TO CHANGE / 11"X17" = HALF SIZE

		CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY APPROVED EXECUTIVE DIRECTOR/CEO	THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS	1252
			EXISTING UTILITY COMPOSITE CTL 135+50 TO ELL 137+80	UE-126



08/06/2012 15:08



08/06/2012 15:08



GHIRARDELLI
CHOCOLATE

101

FERRARI STORE

MANI
EXCHANGE

08/06/2012 15:09

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 028


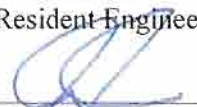
Recommendation: Accept justification of Merit for additional costs associated with COR 028 – Ellis Asbestos Pipe Abatement. Costs for removal and disposal of asbestos-wrapped steam pipe shall be considered for compensation under and in accordance with Bid Item GE-8 - Environmental Mitigation Allowance.

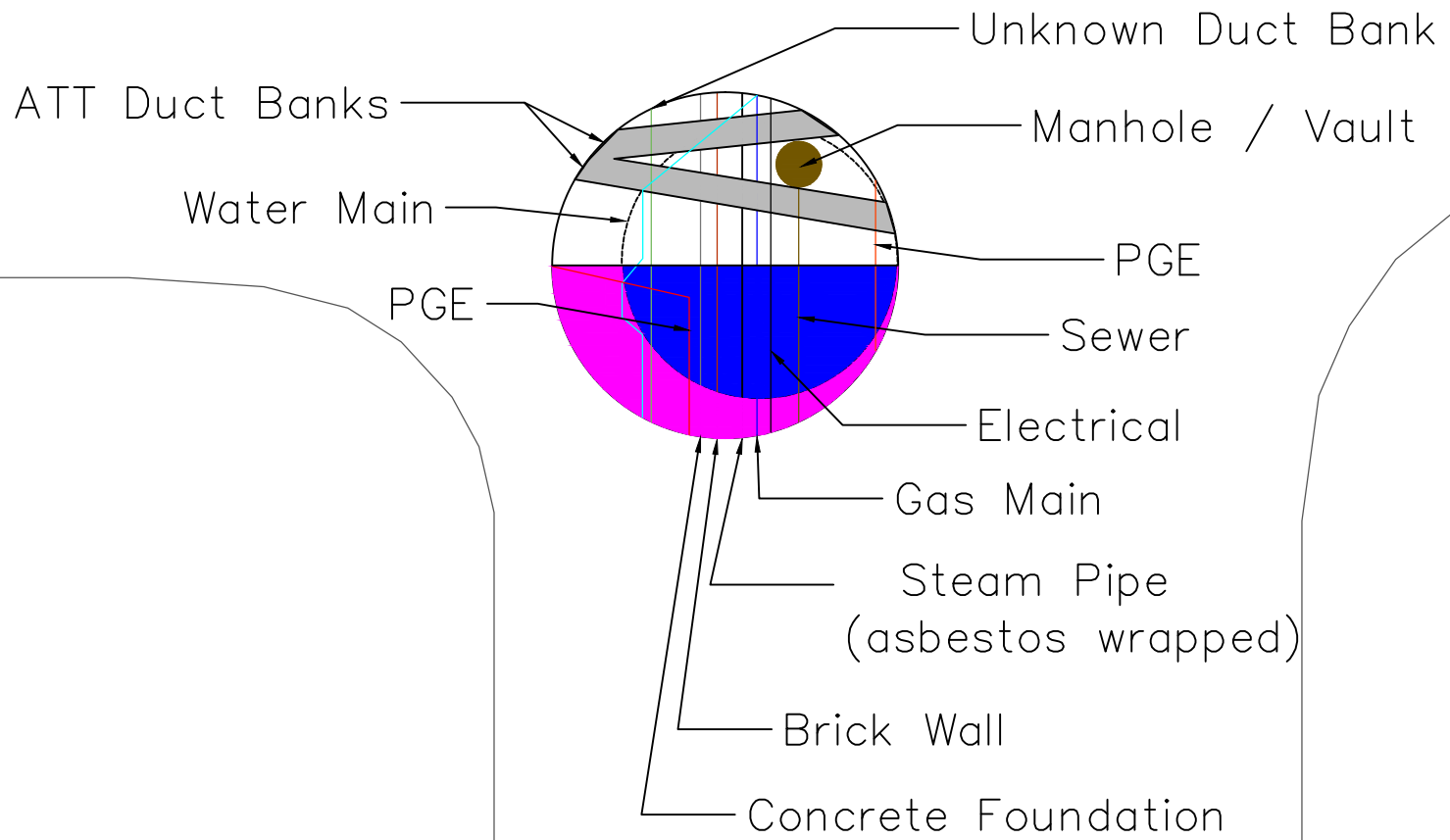
Facts: The Contractor discovered a steam pipe wrapped in asbestos insulation on 8/7/12 during utility demolition activities at the Ellis Shaft location at the Union Square/Market Street Station, and notified SFMTA. The Contractor removed and disposed of the asbestos-wrapped steam pipe and provided associated air monitoring during the removal. The hazardous material was removed on 8/9/12, 8/10/12, 10/29, 10/30, 10/31 and 11/01. The Contractor did not submit a request for time extension.

Contractor Rationale for COR: The Contractor employed AMG to perform the asbestos steam pipe removal and disposal. The Contractor employed Envirosurvey to perform air monitoring during the asbestos steam pipe abatement activities. The Contractor is seeking reimbursement for these environmental mitigation costs.

Justification: Additional work and costs were incurred by the Contractor to handle and dispose of the hazardous materials associated with the steam pipe. In accordance with technical specifications section 01-20-00 an allowance has been established to pay for Environmental Mitigation as needed and directed by the City.

Change Type – (2) Unforeseen Condition

By:		<u>12/6/12</u>
	Sarah Wilson	Date
	Resident Engineer	
		<u>12-6-12</u>
	Configuration Management Board	Date
	Approval	



GENERAL NOTES:

- 1. PHASE 1 DEMO = SOLID HATCH AREA (west 1/2)
- 2. PHASE 2 DEMO = NON-HATCH AREA (east 1/2)

CONTRACT - 1252
TUNNELS

THIRD STREET
LIGHTRAIL
PROGRAM
PHASE 2 -
CENTRAL SUBWAY

BARNARD
IMPREGILO HEALY
JOINT VENTURE

ELLIS SHAFT
PHASE 1
UTILITY DEMO
(CLOSE UP)

SHEET
EL-02



10/31/2012 13:56



10/31/2012 13:56

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT


COR 035


Recommendation: Accept justification of No Merit for COR 035 - demolition of "extra" road base along the west side of 4th street between Harrison and Bryant St.

Facts: Between the dates of May 18th and May 29th of 2012, the Contractor demolished an area of road base they claim exceeded the anticipated thickness by approximately thirty percent. A time extension has not been requested for this work.

Contractor Rationale for COR: The Contractor contends that the removal of the "extra" road base was a differing site condition as it was not shown in the bid documents.

Justification: The road base is not a differing site condition as it is not different materially from conditions ordinarily encountered and generally recognized as inherent in the work of the character provided for in the Contract Documents. Any contention that additional labor and equipment were utilized should be rejected out of hand due to total volume of hole excavation remaining unchanged.

By:  _____ 12/6/12
Sarah Wilson Date
Resident Engineer

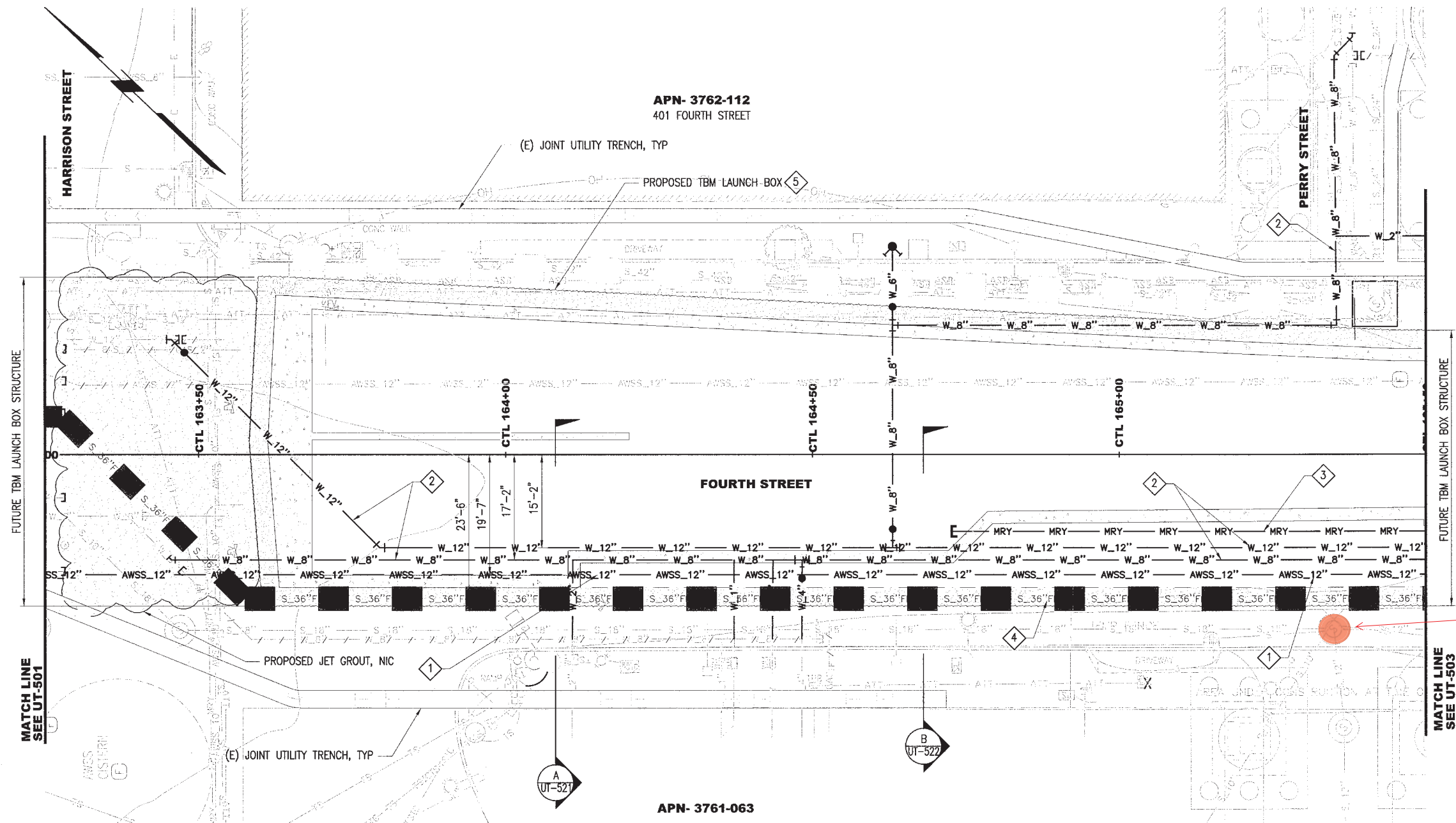
 _____ 12-6-12
Configuration Management Board Date
Approval





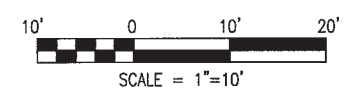
05/22/2012
Removing asphalt and concrete base on
the south end of the Launch Box

S:\6nas003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Composites\Sheet Files CPO3\Utility Composite\M54423UT502.dwg fboyani Thu Jan 27,2011 10:44 am UT-502



- NOTES:**
1. SEE AWSS (AW) DRAWINGS FOR DESIGN.
 2. SEE WATER DISTRIBUTION (WD) DRAWINGS FOR DESIGN.
 3. SEE JOINT TRENCH (JT) DRAWINGS FOR DESIGN.
 4. SEE SEWER (SW) DRAWINGS FOR DESIGN.
 5. SEE ST DRAWINGS.

MANHOLE CONFLICT

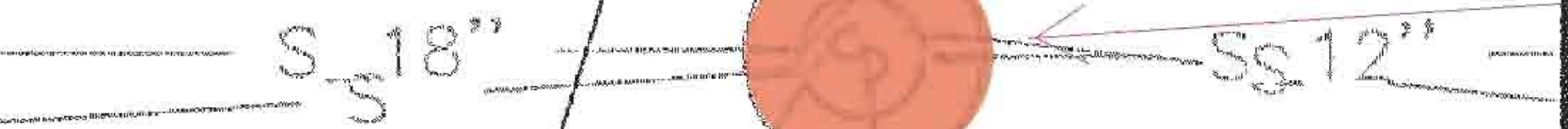


CONFORMED

				CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY		THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS		CONTRACT NO. 1252	
				APPROVED EXECUTIVE DIRECTOR/CEO		UTILITY COMPOSITE FOURTH STREET PORTAL CTL 163+25 TO 165+50		SFMTA CONTROL NO. CL-17993	
DATE: 01/21/2011 DESCRIPTION: ISSUED FOR BID		DESIGNED: M. DEFORGE DRAWN: F. BAYANI CHECKED: P. WILSON REVIEWED: M. CHAN RECOMMENDED: M. FOWLER APPROVED: R. EDWARDS DATE: JAN 21 2011		SHEET NO. 69		REVISION 0		DRAWING NO. UT-502	

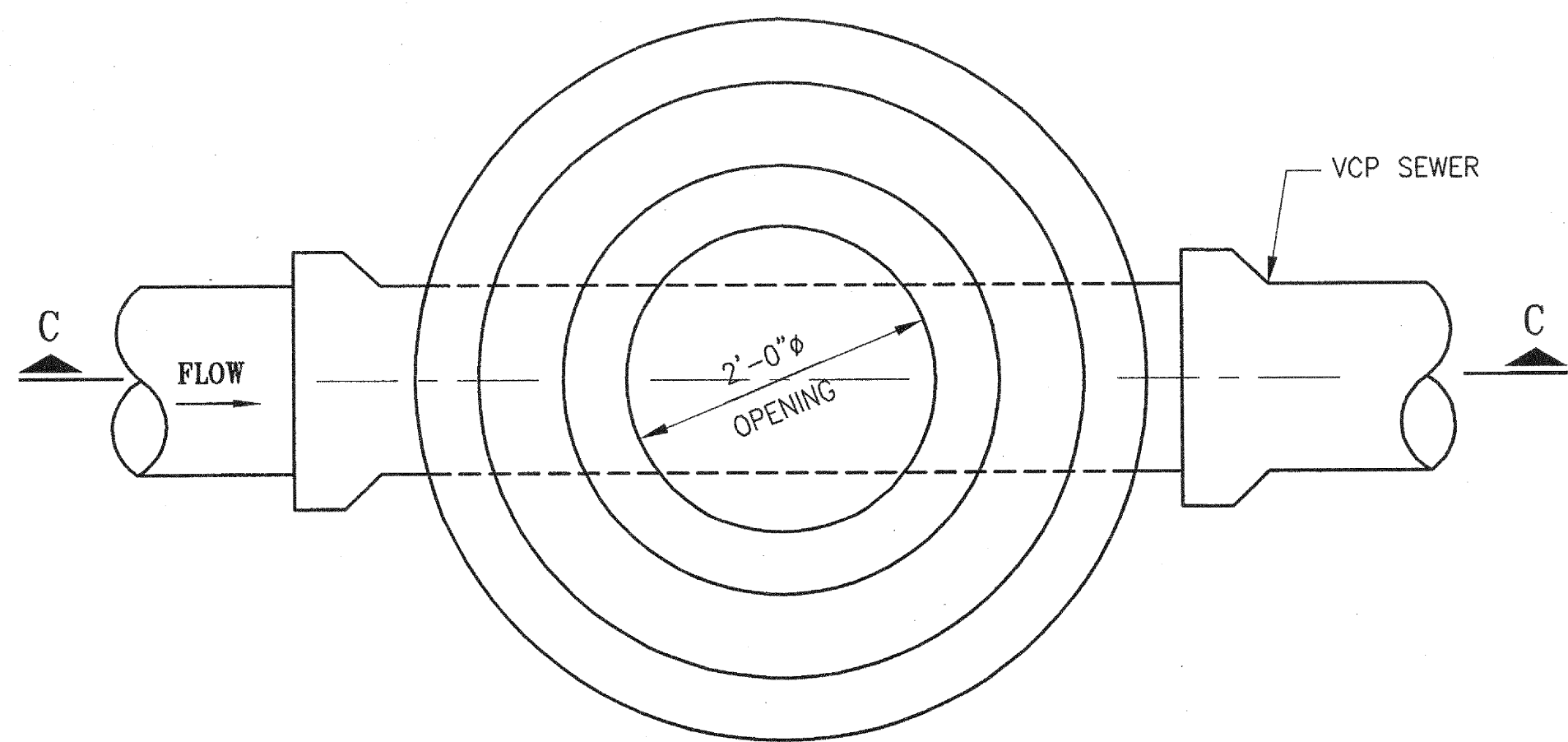
THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 45 CFR PARTS 15 AND 1625 NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSON WITHOUT A "NEED TO KNOW" AS DEFINED IN 45 CFR PARTS 15 AND 1625 EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION.

12" ——— AWSS_12" ——— AWSS_12" ———



A UNDER CONSTRUCTION AT TIME 0

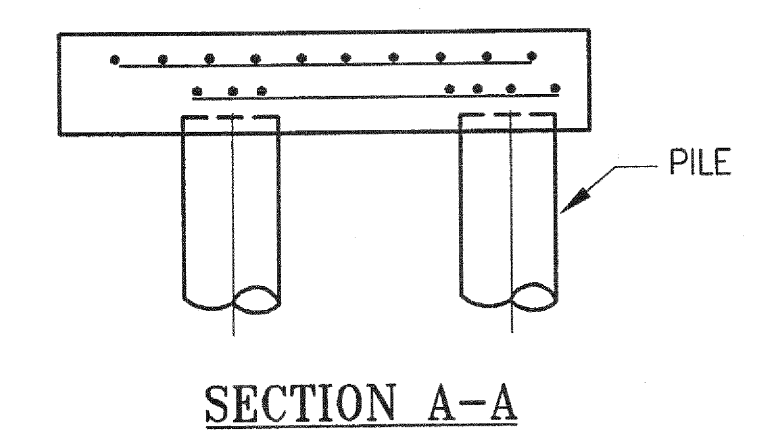
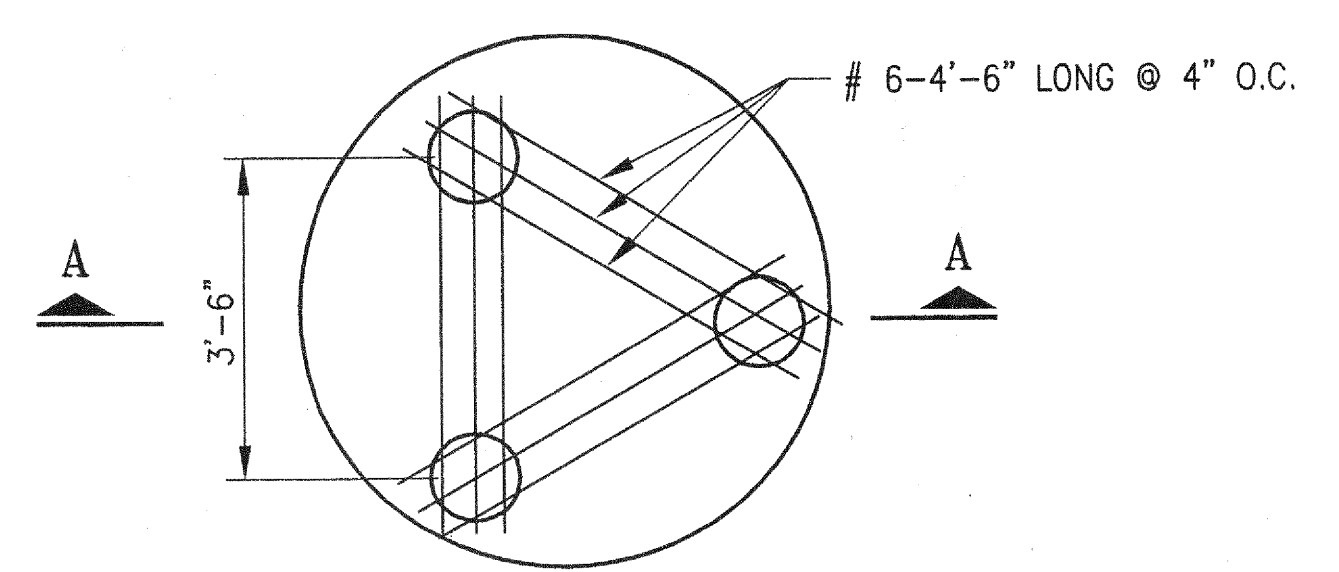
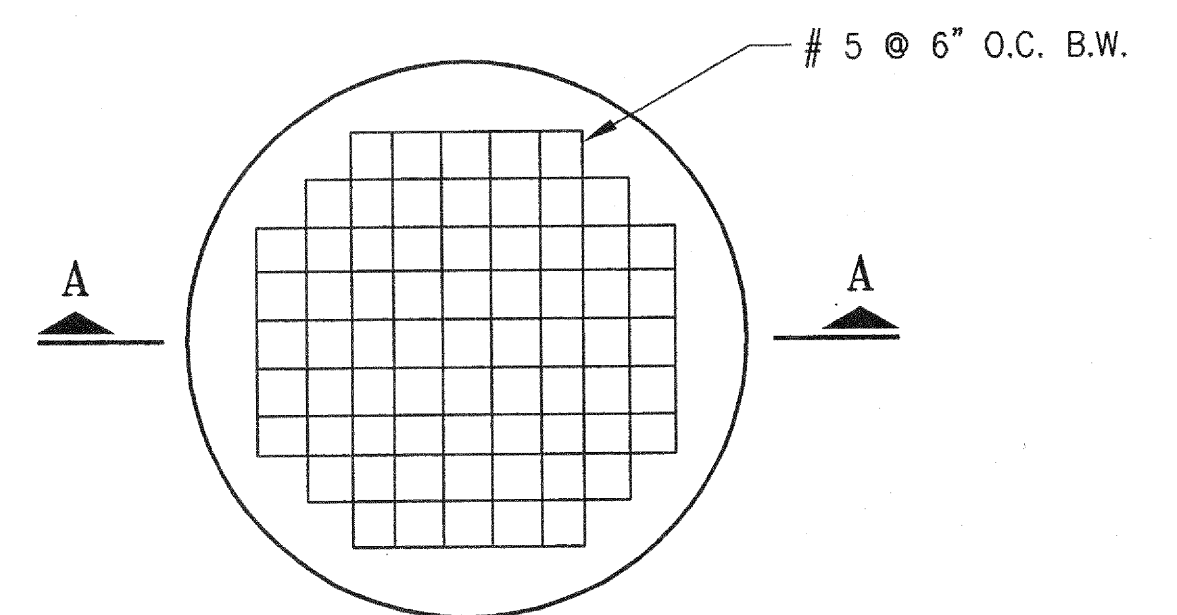
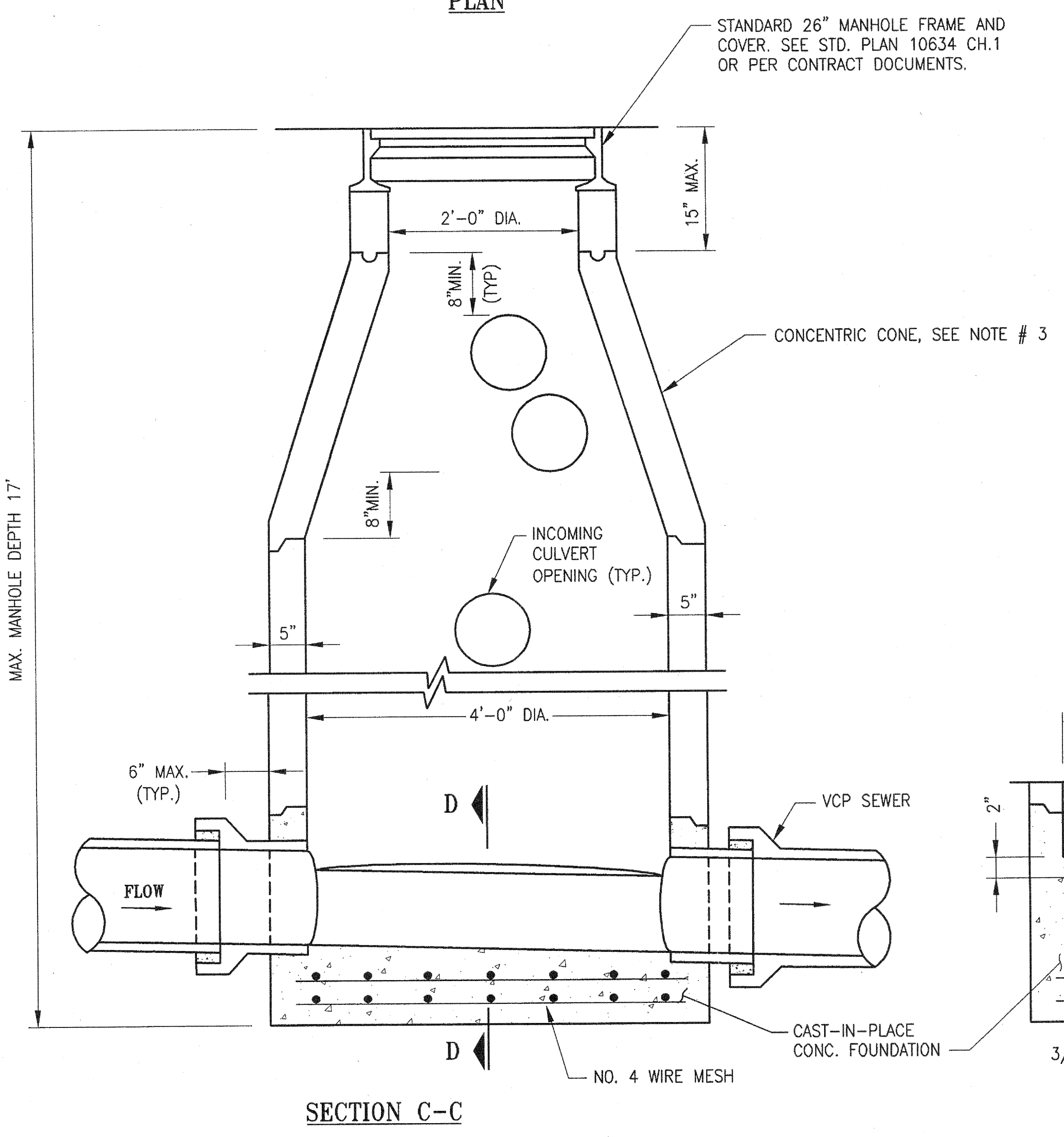




This Standard Plan was developed for use on public works projects in the City and County of San Francisco, and shall not be used without consulting a Registered Professional Engineer. The Department of Public Works reserves the right to make revisions to this Standard Plan at any time.

NOTES

1. MANHOLE FRAME AND ALL JOINTS SHALL BE SET IN CLASS "C" MORTAR.
2. ALL PRECAST COMPONENTS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C-478.
3. VERTICAL WALL OF CONCENTRIC CONE SHALL BE ON UPSTREAM SIDE OF MANHOLE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. CAST-IN-PLACE CONCRETE FOUNDATION SHALL BE CLASS 6-3000-3/4.
5. CULVERT OPENINGS SHALL BE A MINIMUM OF 8" FROM PRECAST SECTION JOINTS.
6. CONTRACTOR SHALL MINIMIZE NUMBER OF SECTION RINGS BY UTILIZING LARGEST SECTIONS AVAILABLE.
7. STEEL REINFORCEMENT IN CONCRETE FOUNDATION IS NOT REQUIRED IF MANHOLE IS NOT PILE SUPPORTED.
8. SIDE SEWER CONNECTIONS TO THE MANHOLE SHALL NOT BE HIGHER THAN 12" ABOVE THE INVERT OF THE MANHOLE.
9. CULVERT CONNECTIONS SHALL BE FLUSH WITH INSIDE FACE OF THE MANHOLE WALL.
10. MANHOLE DEPTH SHALL NOT EXCEED 17'.



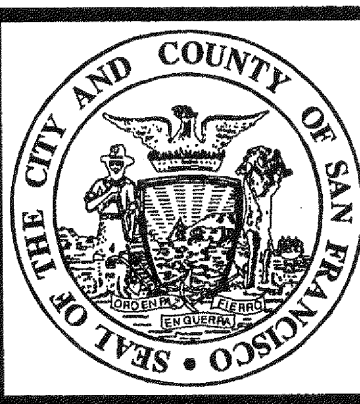
REINFORCED CONCRETE FOUNDATION FOR MANHOLE ON PILES

MANHOLE PLAN AND DETAILS

CONFORMED

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION & FILE NO. OF SURVEYS

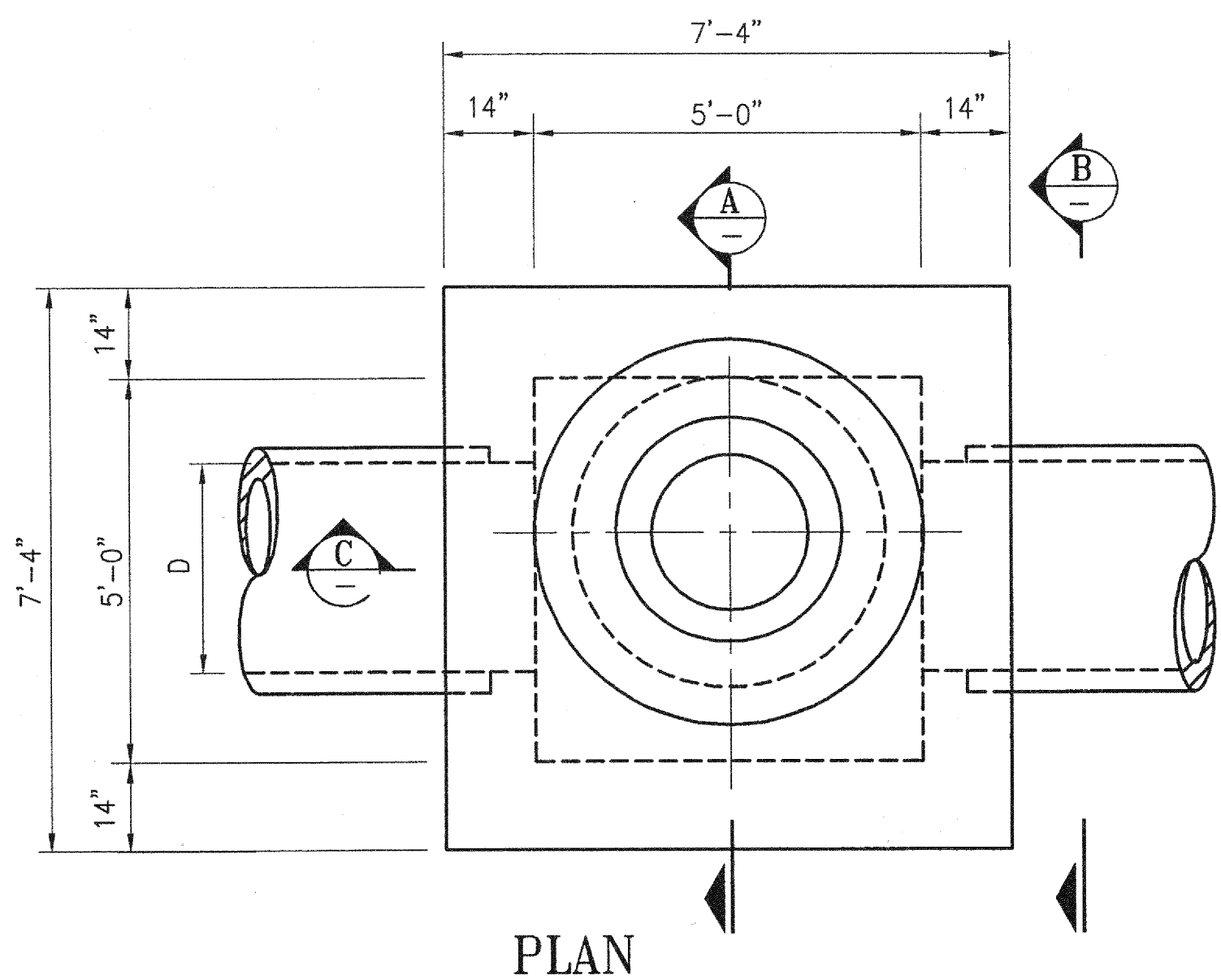


BUREAU OF ENGINEERING
 DEPARTMENT OF PUBLIC WORKS
 CITY AND COUNTY OF SAN FRANCISCO

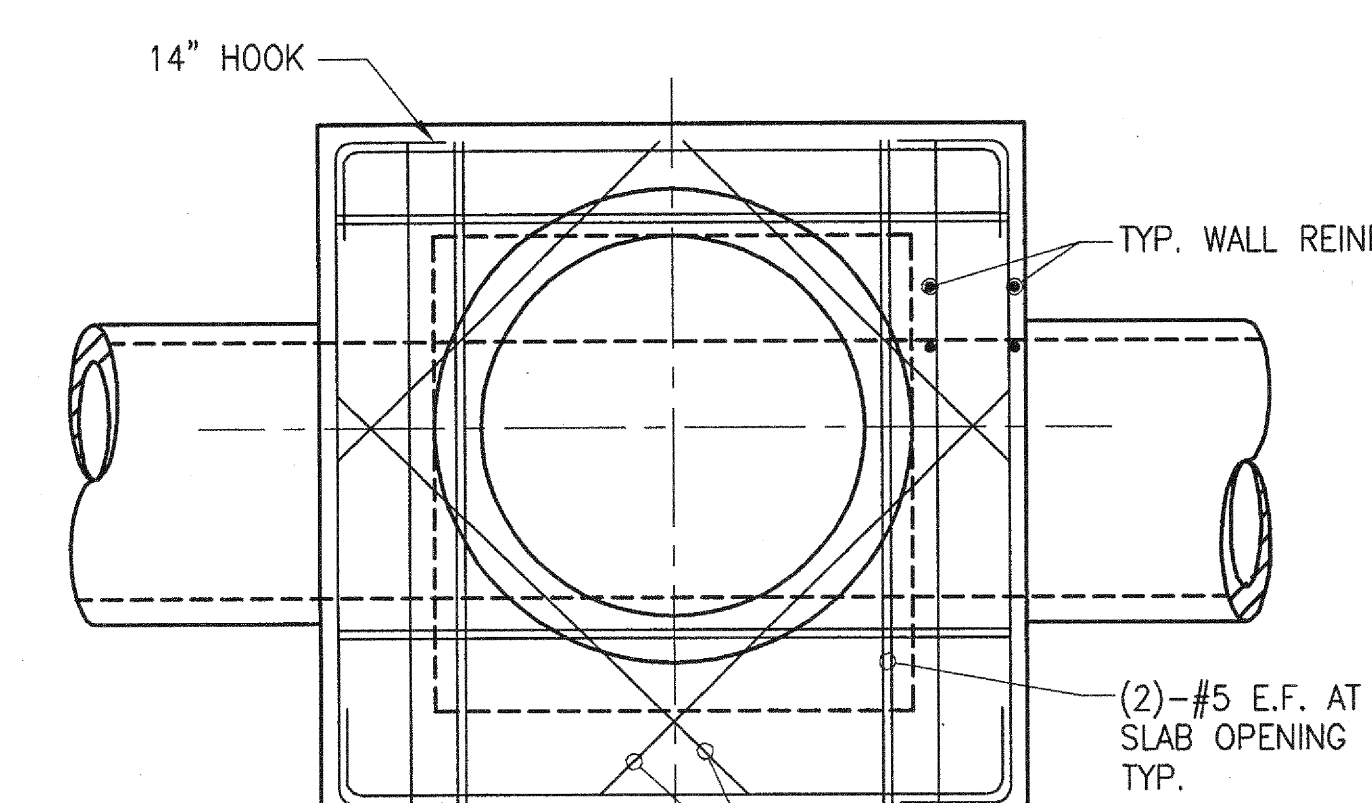
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DRAWN: DATE: AM/JL 07/2003	SECTION MANAGER: 4/30/07
CHECKED: DATE: KS 12/2006	DEPUTY BUREAU MANAGER: 4/30/07
	BUREAU MANAGER: 4/30/07

STANDARD PLAN	OLD FILE NO. 45,560 CH 1
HYDRAULICS	FILE NO. 87,181
PRECAST CONCRETE MANHOLE FOR 12" AND 24" DIAMETER SEWERS	REV. NO. 118

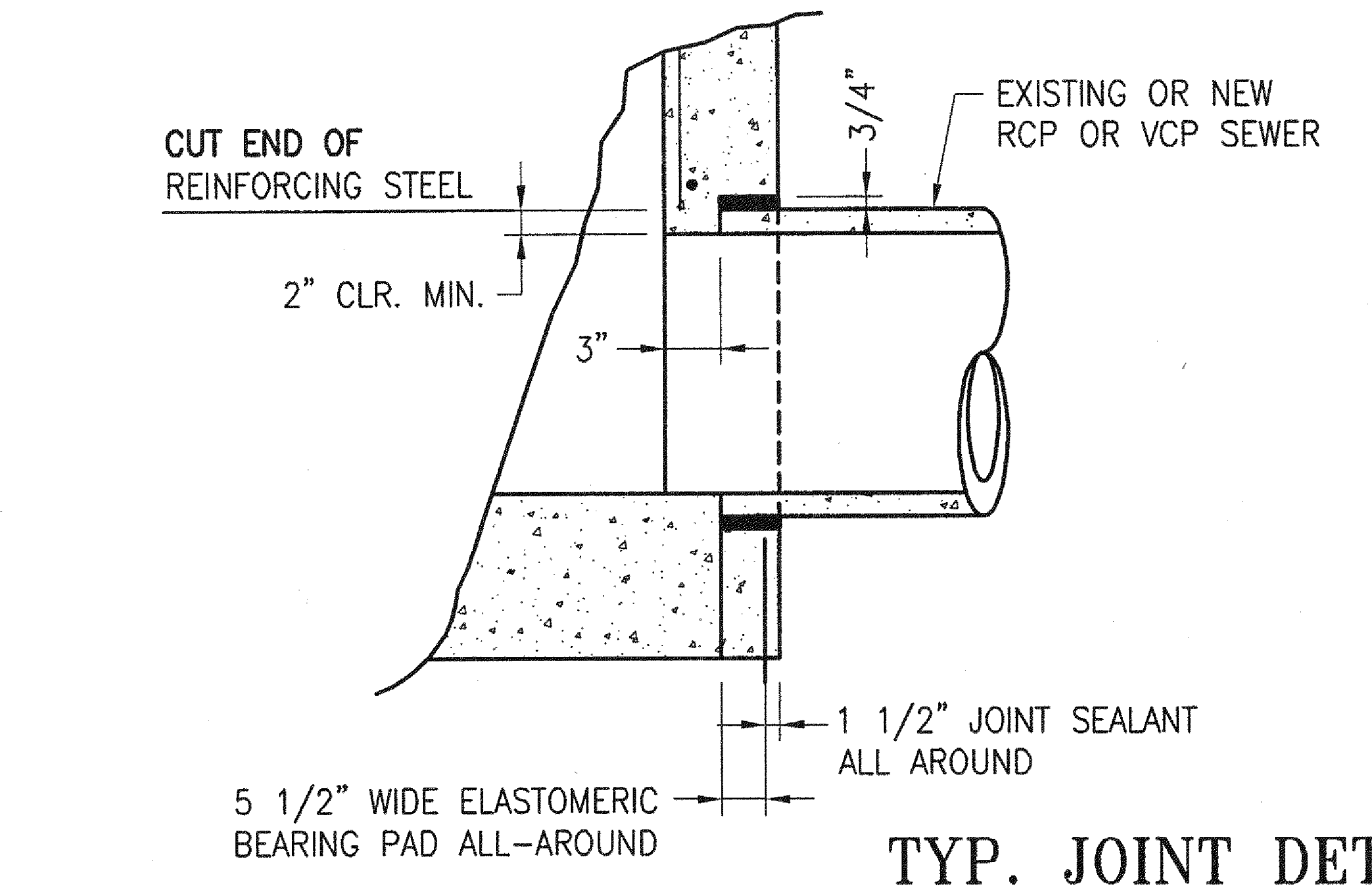
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 Model Units: Feet
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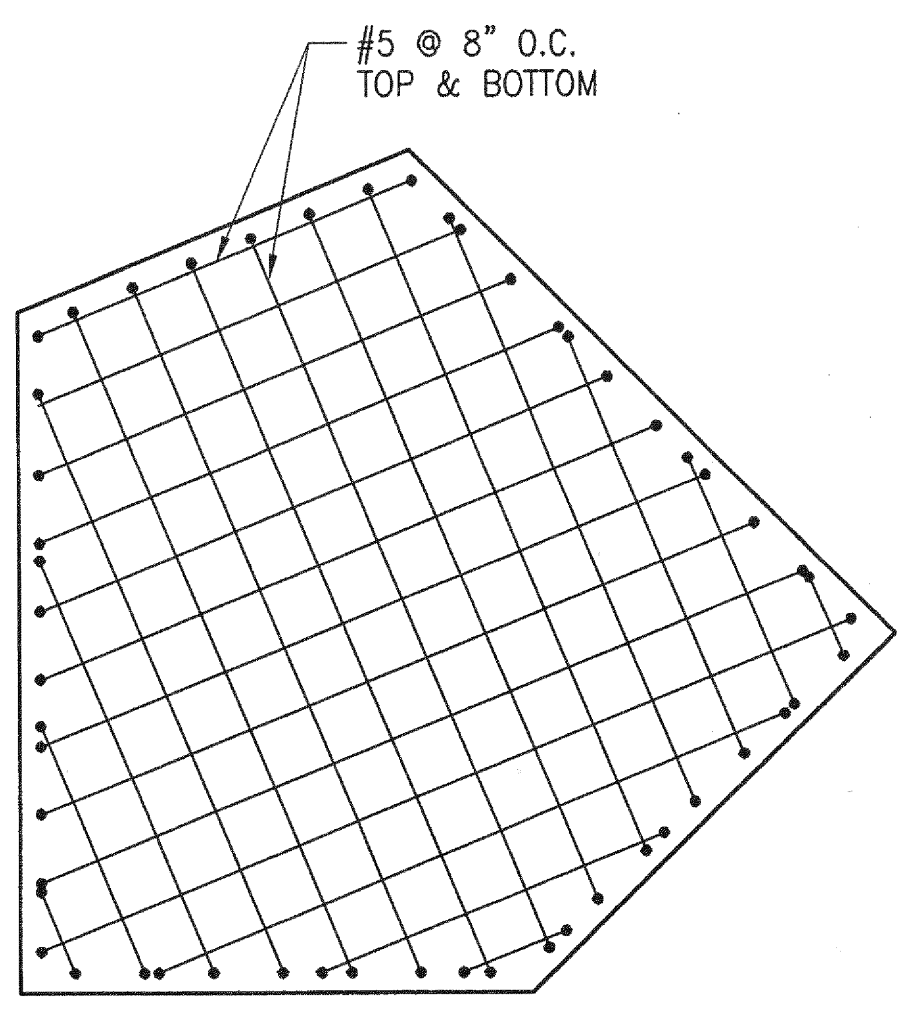
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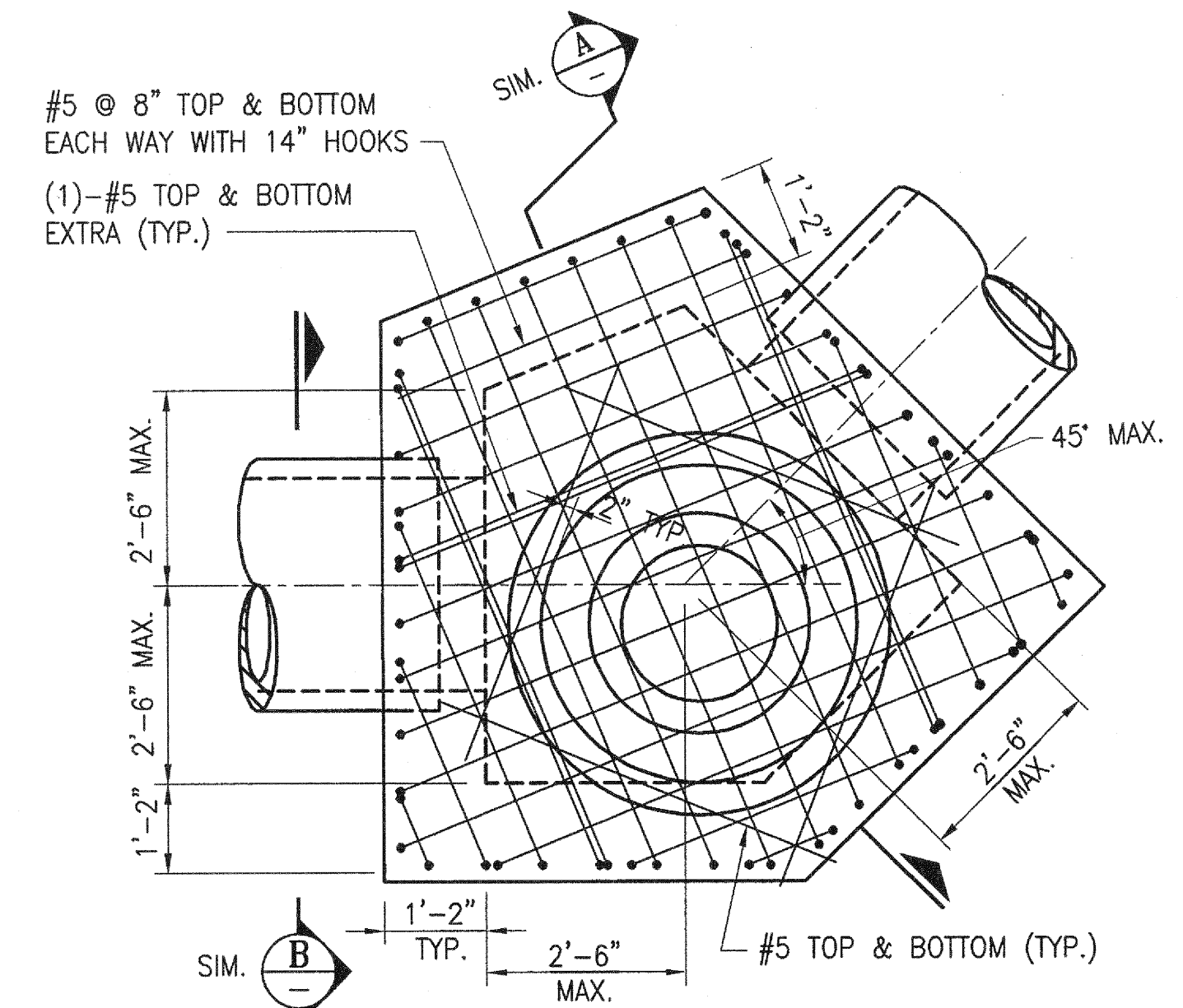
SECTION D



TYP. JOINT DETAIL

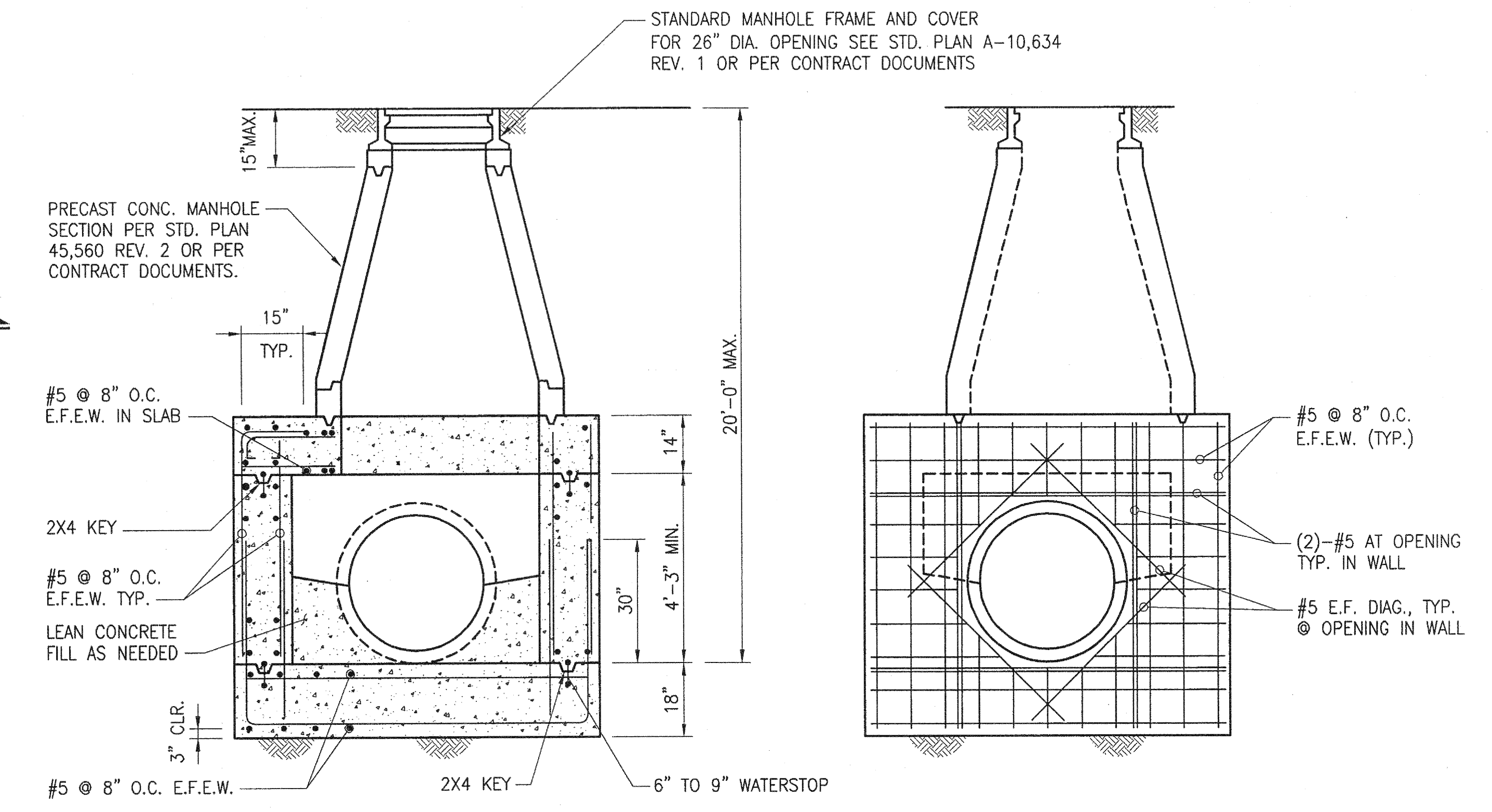


BOTTOM SLAB



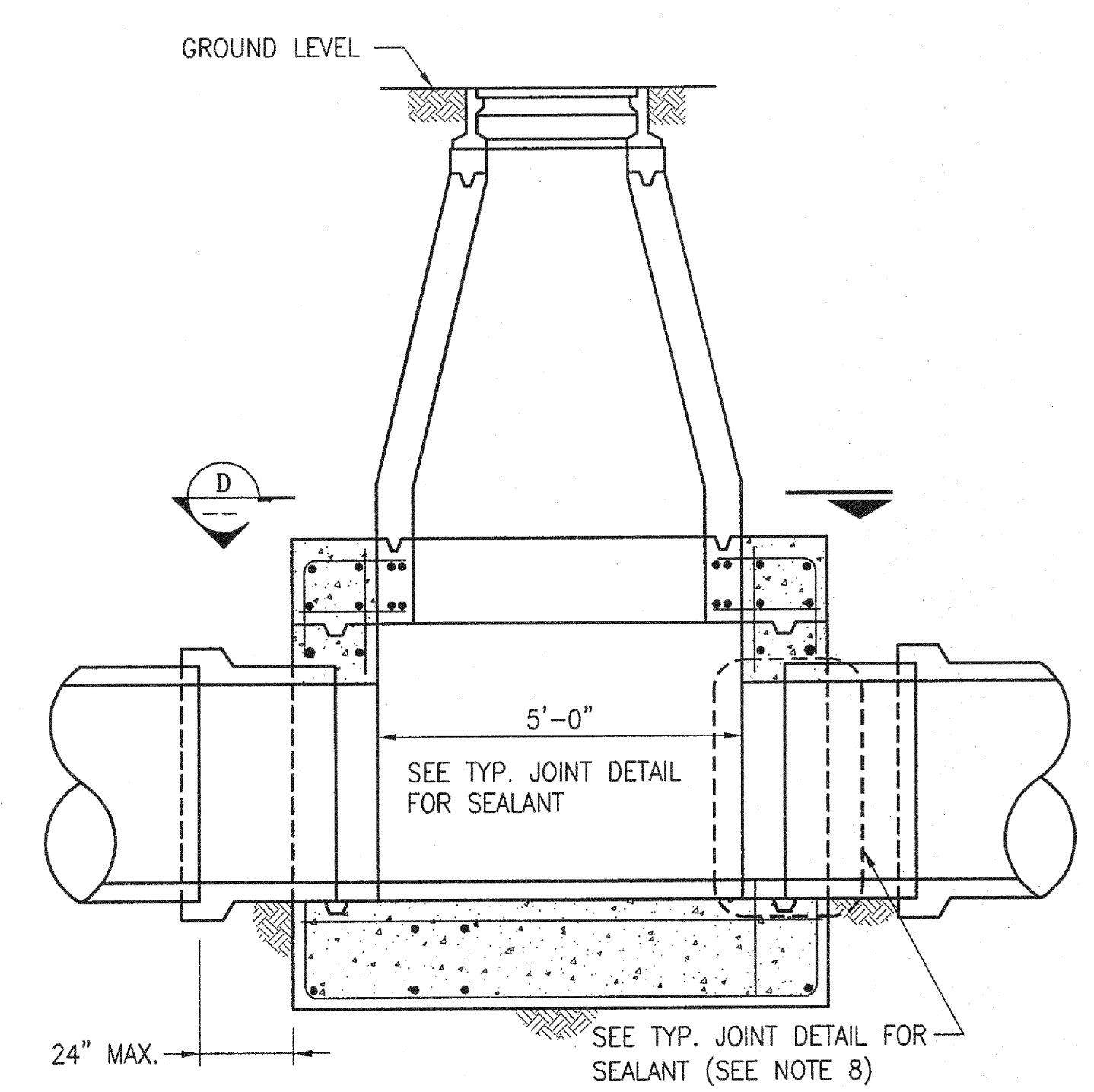
TOP SLAB

ANGLE MANHOLE



SECTION A

SECTION B



SECTION C

GENERAL NOTES

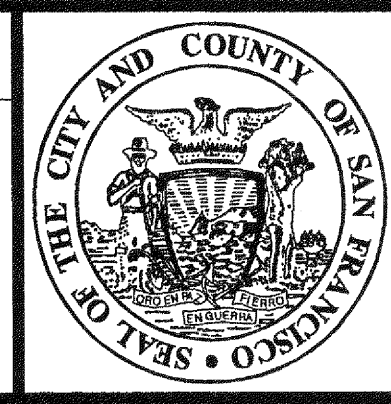
1. ALL REINFORCING STEEL SHALL BE PLACED AT LEAST 2" FROM FACE OF CONCRETE, EXCEPT WHERE OTHERWISE SHOWN.
2. PROVIDE CONTINUOUS BENDS AT ALL CORNERS AND LAP BARS AS SHOWN.
3. MANHOLE FRAME AND ALL JOINTS SHALL BE SET IN A FLEXIBLE GASKET-JOINT SEALANT (RUB'R-NEK).
4. ALL PRECAST COMPONENTS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C-478.
5. CAST-IN-PLACE CONCRETE FOUNDATION SHALL BE CLASS 6-4000-3/4.
6. CULVERT OPENING SHALL BE A MINIMUM OF 8" FROM PRECAST SECTION JOINTS.
7. CONTRACTOR SHALL MINIMIZE THE NUMBER OF SECTION RINGS BY UTILIZING LARGEST SECTIONS AVAILABLE.
8. USE STEEL WALL ANCHOR RING CONNECTION PER CONTRACT DOCUMENTS FOR PIPE 42" AND GREATER.
9. HEIGHT OF CAST-IN-PLACE PORTION OF MANHOLE SHALL BE INCREASED, AS NECESSARY, TO ACCOMMODATED EGG-SHAPED AND OTHER MONOLITHIC SEWERS.

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CONFORMED

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

REVIEWED:	DATE:	PLANS APPROVAL DATE:	APRIL 30, 2007
ID	12/2006	<i>[Signature]</i>	4/30/07
DRAWN:	DATE:	SECTION MANAGER	
AM	07/2003	<i>[Signature]</i>	4/30/07
CHECKED:	DATE:	DEPUTY BUREAU MANAGER	
KS	12/2006	<i>[Signature]</i>	BUREAU MANAGER

STANDARD PLAN		OLD FILE NO.	
HYDRAULICS			48,057 CH 3
STANDARD CONCRETE MANHOLE		FILE NO.	87,182
FOR PIPE SEWERS		REV. NO.	119
27" TO 48" DIAMETER			

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 Model Units: Feet
 Login: corantos
 Measurement Units are English
 Plot Time: Fri, 27 Apr 2007 - 7:19pm

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 039

Recommendation: Accept justification of Merit for COR 044 - removal of a 16" steel pipe at the North Moscone headwall.

Facts: On September 7th 2012, the Contractor discovered and removed an abandoned 16" Steel pipe within the utility demolition limits on the eastern side of the Moscone North headwall. Removal of the pipe was necessary for headwall construction. A time extension has not been requested for this work.


Contractor Rationale for COR: The Contractor contends that the pipe constitutes a differing site condition, as it was not shown on the drawings at the time of bid.

Justification: RE has evaluated the conditions outlined in Article 3.04 and found that conditions differ materially and conditions have caused the scope of work to increase.

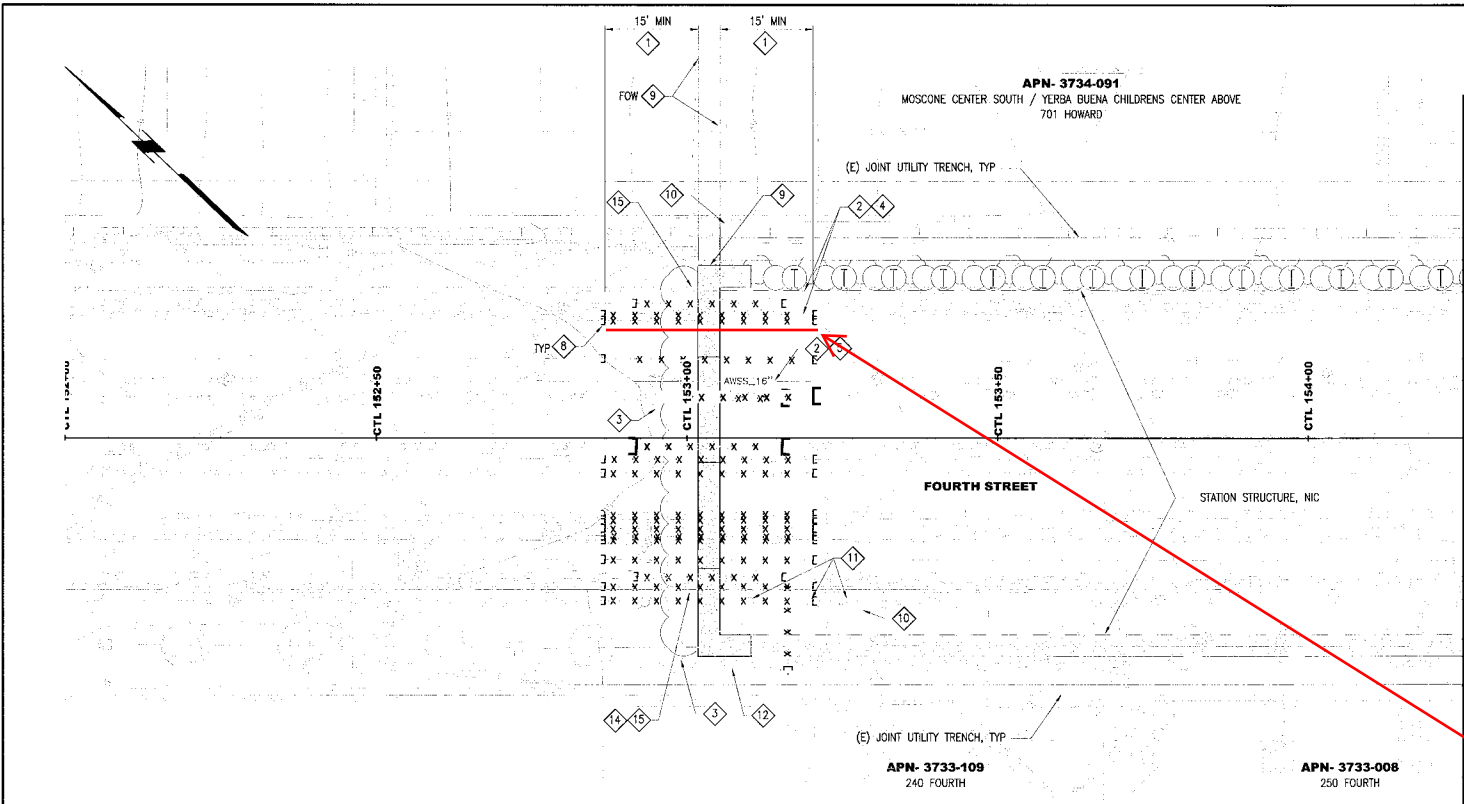
RE notes that the Differing Site Condition does not include:

1. All that is indicated in or may reasonably interpreted from the Contract Documents or Reference Documents;
2. All that could be seen on Site by diligent observation;
3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.
4. Conditions where the location of a building component is in the proximity where indicated in or reasonably interpreted from the Contract Documents or Reference Documents.

Change Type – (2) Unforeseen Condition

By:  _____ 12/6/12
Sarah Wilson Date
Resident Engineer

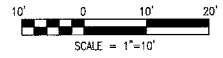
 _____ 12-6-12
Configuration Management Board Date
Approval



16" Steel pipe not shown on contract documents, removed on 9/7/12 (limits unknown).

NOTES:

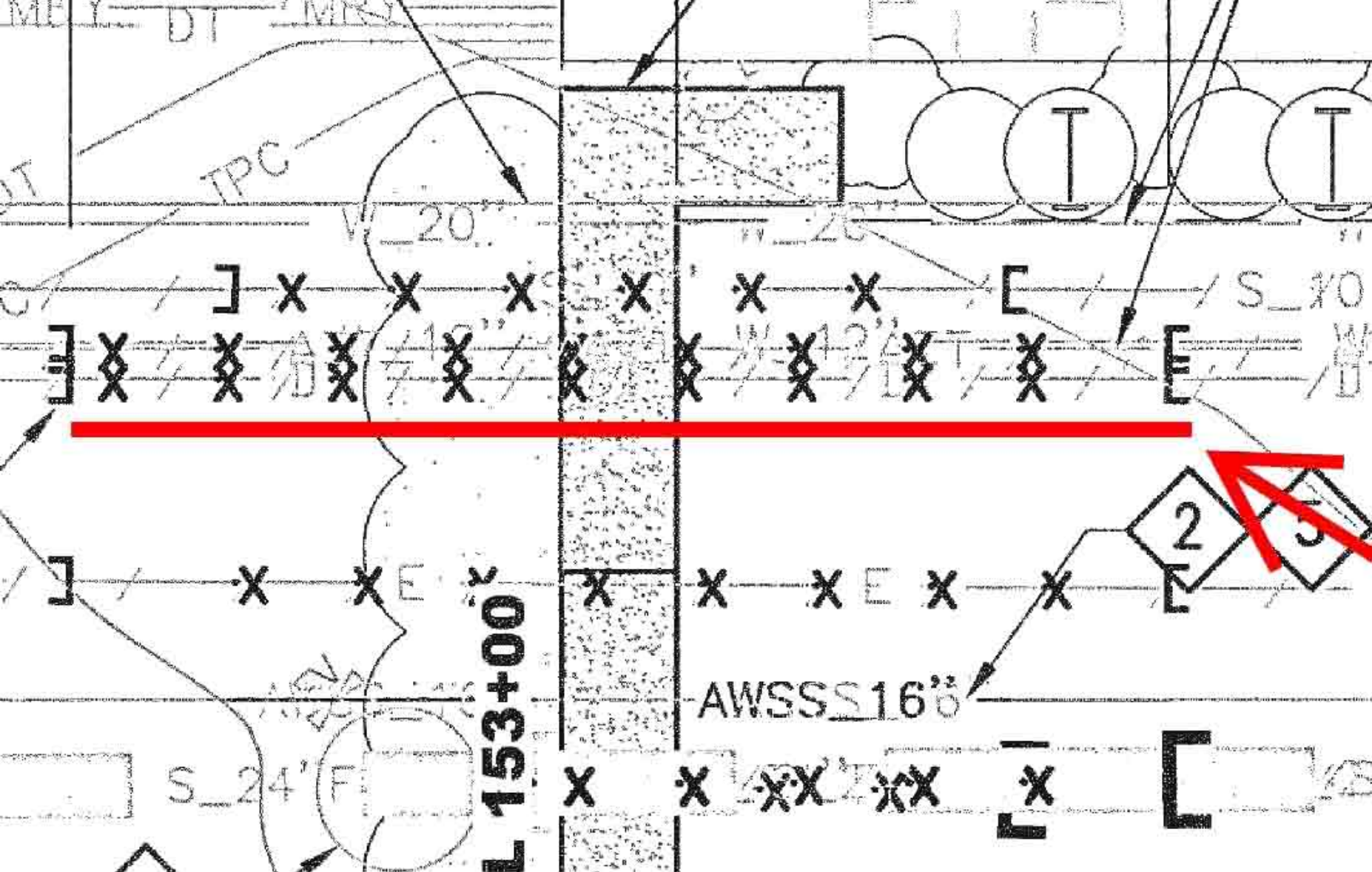
1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, AT JET GROUT OR HEADWALL LIMIT.
2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH HEADWALL CONSTRUCTION PHASING.
3. PROTECT (E) SEWER.
4. SEE (WD) DRAWINGS FOR ABANDONMENT AND REMOVAL OF WATER FACILITIES.
5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF AWSS FACILITIES.
6. PROTECT (E) AT&T FACILITIES.
7. PROTECT (E) JOINT TRENCH.
8. CAP OR PLUG ALL ABANDONED FACILITIES INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT LIMIT.
9. PROPOSED STATION HEADWALL. SEE (ES) DRAWINGS FOR LOCATION AND DETAILS SEE. CONTRACTOR SHALL VERIFY THE HEADWALL LOCATION PRIOR TO COMMENCEMENT OF DEMOLITION.
10. TEMPORARILY REMOVE (E) STREET LIGHT IF NECESSARY FOR CONSTRUCTION AND REINSTALL AFTER HEADWALL CONSTRUCTION.
11. (E) PARKING METERS. CONTACT DPT IF DEMOLITION IS REQUIRED. SEE CONTRACT SPECIFICATIONS FOR MORE INFORMATION. IF REMOVED, REINSTALL IN SAME LOCATION AFTER HEADWALL CONSTRUCTION.
12. REMOVE (E) TREE AS CONTRACTOR'S PROPERTY. PRIOR TO REMOVAL CONFIRM STREET TREE REMOVAL PERMIT WAS OBTAINED.
13. SEE (UT) DRAWINGS FOR TEMPORARY REMOVAL OF SEWER.
14. REMOVE (E) CURB AND GUTTER AS NECESSARY AND REINSTALL AFTER HEADWALL CONSTRUCTION.
15. SEE (PD) & (RP) FOR PAVEMENT REMOVAL AND RESTORATION.



CONFORMED

<p>TELAMON ENGINEERING CONSULTANTS INC.</p>	<p>DESIGNED BY: M. DEFORSE</p> <p>DRAWN BY: E. MATIAS</p> <p>CHECKED BY: J. CURRING</p> <p>DATE: 6-30-2011</p> <p>APPROVED BY: M. POWERS</p> <p>DATE: JAN 23 2011</p>		<p>CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY</p> <p>APPROVED: <i>Debra H. Wu</i> EXECUTIVE DIRECTOR/CEO</p>	<p>THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS</p> <p>UTILITY DEMOLITION MOSCONE STATION CTL 152+00 TO 154+25</p>	<p>CONTROL NO. 1252</p> <p>SPRINT CONTROL NO. CL-18029</p> <p>DRAWING NO. UD-402</p> <p>SHEET NO. 82</p>
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\\Sofra003\ym6441\Final\Design\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423\UD402.dwg FBoyant Wed Jan 26, 2011 - 1:57 pm UD-402





09/18/2012
16" stality that was encountered not shown on the UD plans to be abandoned on the Southeast Headwall of MOS

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 041

Recommendation: Accept Justification of Merit for COR 041 for providing a full time flagger for one night shift of work @ the intersection of the I-80 off-ramp.

Facts: On May 21st, based on direction from the SFMTA, BIH subcontractor Synergy Project Management (SPM) provided a full time flagger for one night shift of work @ the intersection of the I-80 off-ramp near 4th/Bryant streets.

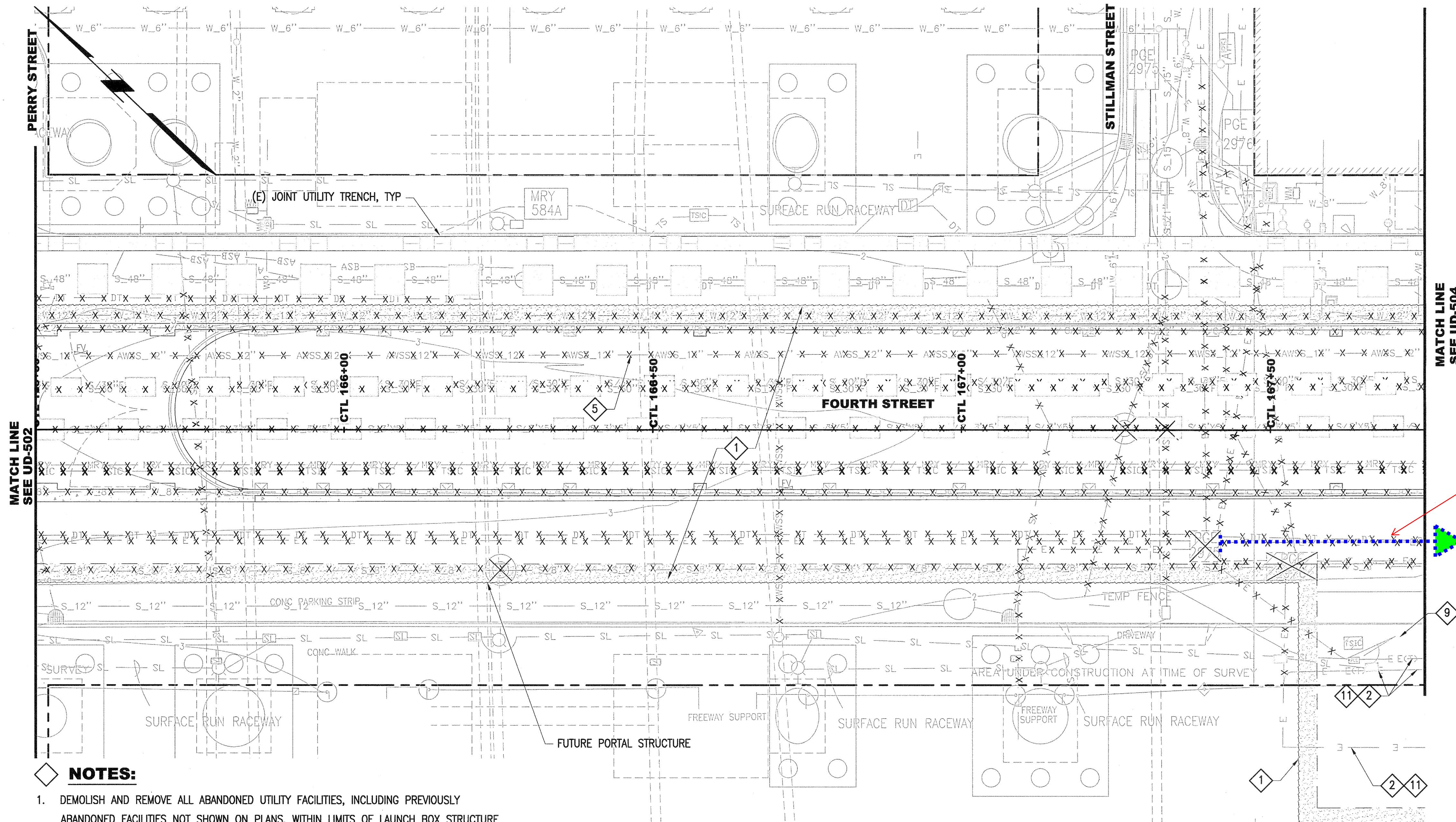
Rationale for COR: BIH contends that the flagger was provided per the request of the SFMTA in order to facilitate PGE as required to finish the abandoning of the live power feed to the Launch Box area. SPM was told to track the costs and seek reimbursement afterwards.

Justification: PGE needed flagging assistance in the intersection of the I-80 off-ramp in order to access the PGE vault which provided power to the Launch Box area. The utilities leading from the vault were shown in the contract drawings to be abandoned.

By: _____ Date _____
Sarah Wilson
Resident Engineer

_____ Date _____
Configuration Management Board
Approval

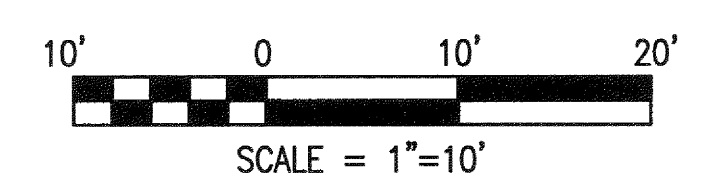
S:\6nas003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423UD503.dwg FBayami Wed Jan 26,2011 - 2:41 pm UD-503



Live PGE electrical leaving the 2975 Vault verified by Tom Reimer

NOTES:

1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, WITHIN LIMITS OF LAUNCH BOX STRUCTURE AND TO THE LIMITS INDICATED, UNLESS OTHERWISE NOTED.
2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH LAUNCH BOX CONSTRUCTION PHASING.
3. PROTECT (E) SEWER.
4. SEE (WD) DRAWINGS FOR ABANDONMENT AND REMOVAL OF WATER FACILITIES.
5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF AWSS FACILITIES.
6. PROTECT (E) AT&T FACILITIES.
7. PROTECT (E) JOINT TRENCH.
8. CAP OR PLUG ALL ABANDONED FACILITIES INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT OR SLURRY WALL LIMIT.
9. (E) STREET LIGHT POLE. TEMPORARILY REMOVE IF NECESSARY POLE FOR LAUNCH BOX STRUCTURE CONSTRUCTION AND REINSTALL AFTER PORTAL CONSTRUCTION.
10. TEMPORARY REMOVE AND REINSTALL CATCH BASIN IN CURRENT LOCATION IF FOUND TO BE IN CONFLICT WITH LAUNCH BOX CONSTRUCTION. NOTIFY ENGINEER.
11. RELOCATE (E) SERVICE TO OUTSIDE OF LAUNCH BOX STRUCTURE. COORDINATE WITH OWNER.

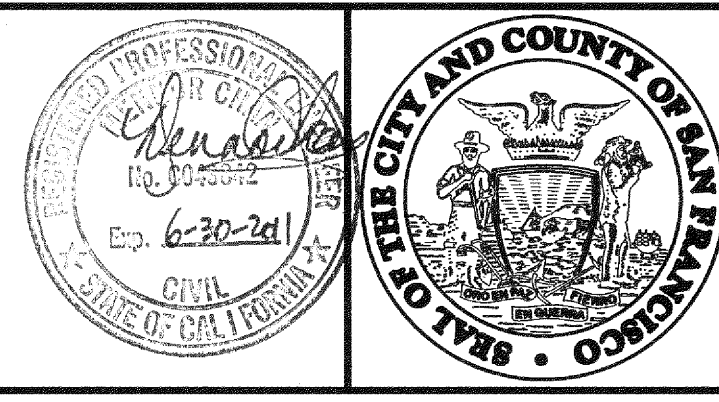


CONFORMED

DATE	ISSUED FOR	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED
01/21/2011	ISSUED FOR BID		0			

PB TELAMON
TELAMON ENGINEERING CONSULTANTS INC.

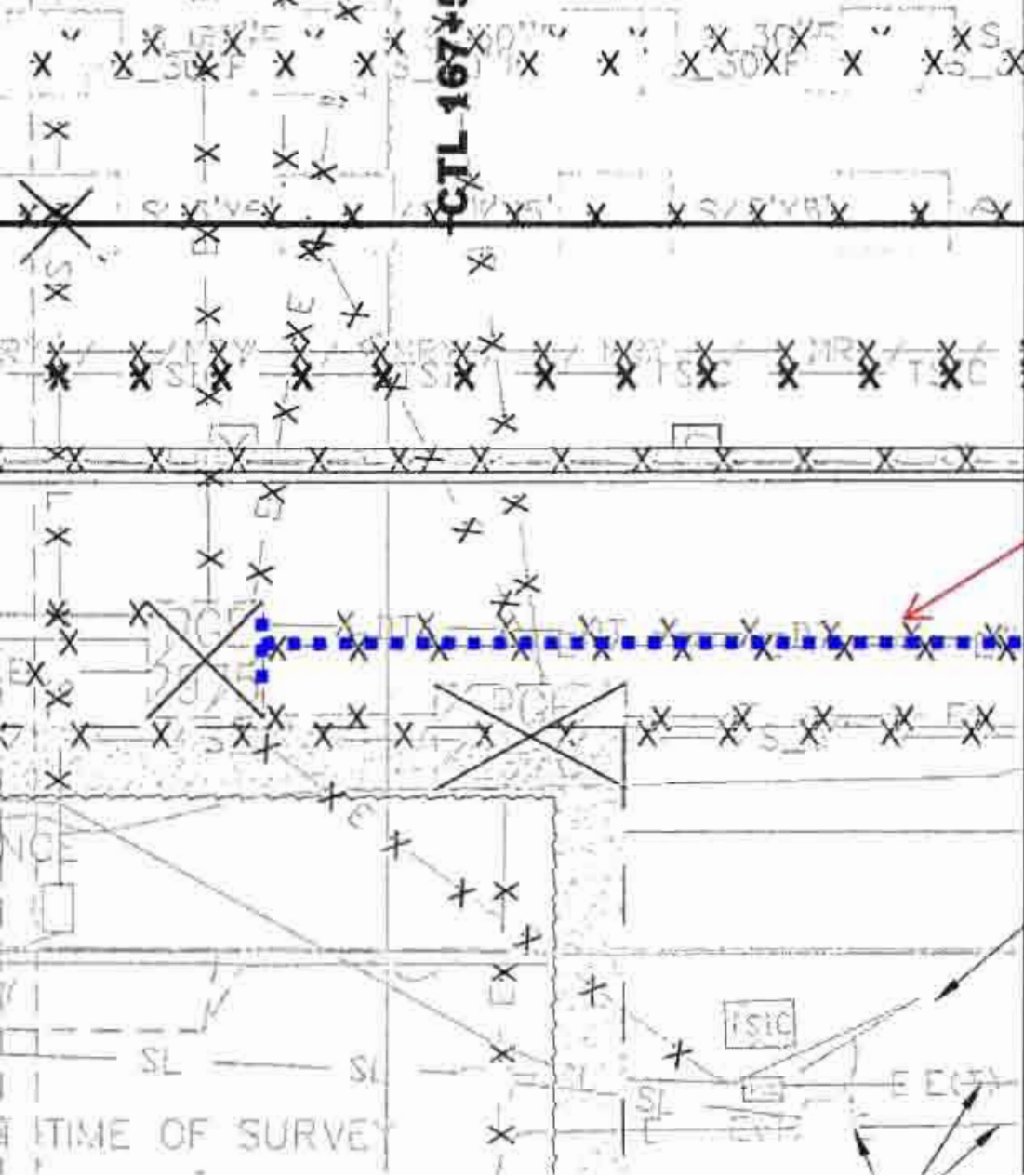
DESIGNED: M. DEFORGE
 DRAWN: E. MATIAS
 CHECKED: D. ZUURING
 REVIEWED: M. CHAN
 RECOMMENDED: M. FOWLER
 APPROVED: R. EDWARDS
 DATE: JAN 21 2011



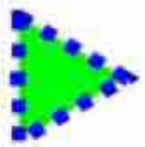
CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
 APPROVED: [Signature]
 EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
 PHASE 2 - CENTRAL SUBWAY TUNNELS
 UTILITY DEMOLITION
 FOURTH STREET PORTAL
 CTL 165+50 TO 167+75

CONTRACT NO. 1252	REVISION 0
SFMTA CONTROL NO. CL-18033	
DRAWING NO. UD-503	
SHEET NO. 86	



Live PGE
electrical leaving
the 2975 Vault
verified by Tom
Reimer



SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 044

Recommendation: Accept justification of Merit for COR 044, for the removal of a 16" steel pipe at the South Moscone headwall. A time extension has not been requested for this work.

Facts: On September 18th 2012, the Contractor discovered and removed an abandoned 16" Steel pipe within the utility demolition limits on the eastern side of the Moscone South headwall. Removal of the pipe was necessary for headwall construction.

Contractor Rationale for COR: The Contractor contends that the pipe constitutes a differing site condition, as it was not shown on the contract documents at the time of bid.

Justification: RE has evaluated the conditions outlined in Article 3.04 and found that: conditions differ materially and conditions have caused the scope of work to increase.

RE notes that the Differing Site Condition does not include:

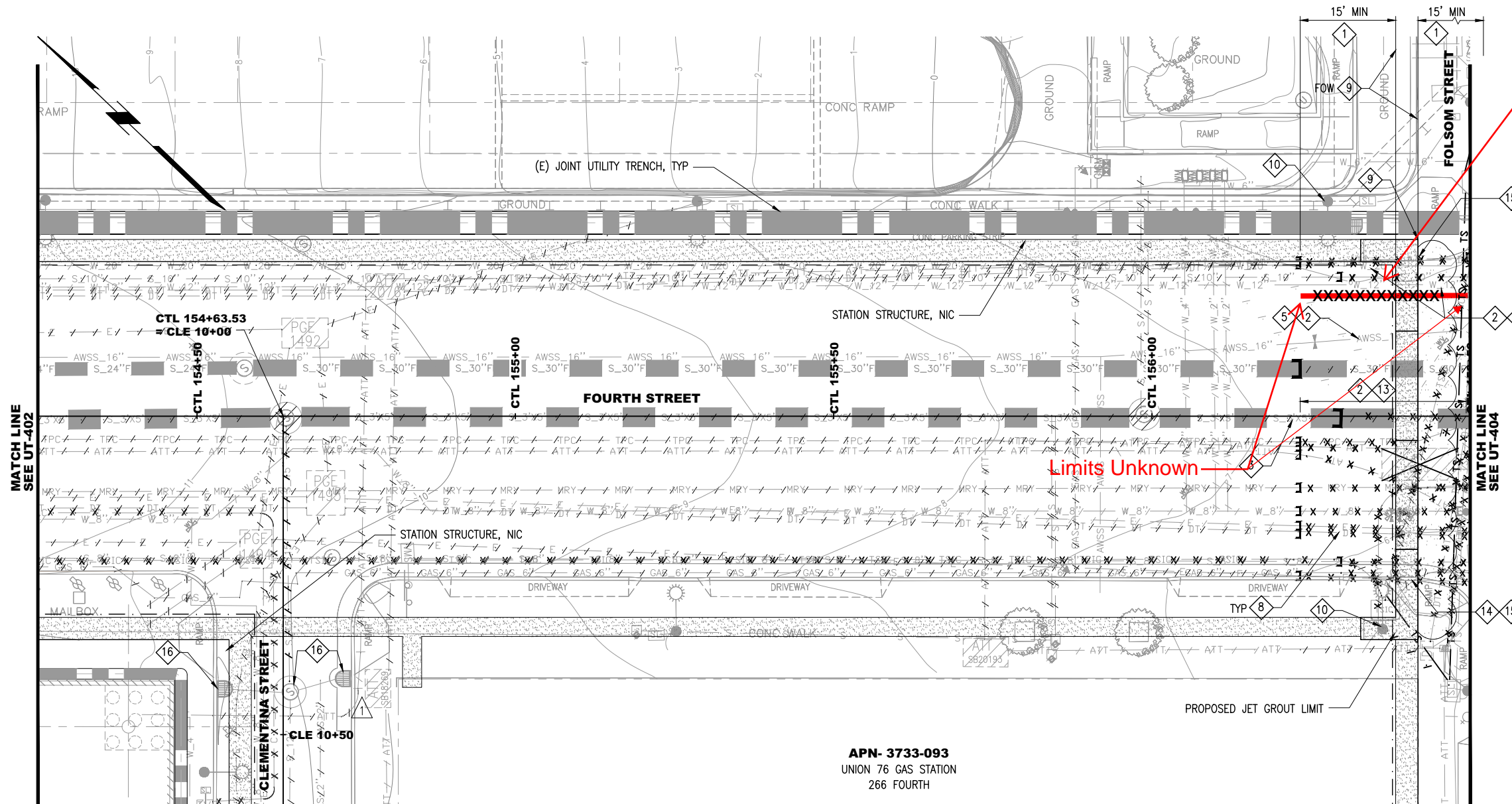
1. All that is indicated in or may reasonably interpreted from the Contract Documents or Reference Documents;
2. All that could be seen on Site by diligent observation;
3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.
4. Conditions where the location of a building component is in the proximity where indicated in or reasonably interpreted from the Contract Documents or Reference Documents.

Change Type – (2) Unforeseen Condition

By:  _____ 12/6/12
Sarah Wilson Date
Resident Engineer

 _____ 12-6-12
Configuration Management Board Date
Approval

\\s6nos003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423UD403_R1C.dwg fboyani Thu Aug 25,2011 - 9:21 am UD-403_R1C



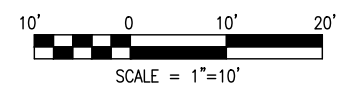
16" Steel Pipe not shown on contract documents (approx. 20LF of pipe removed for headwall construction).

15' from curb

Limits Unknown

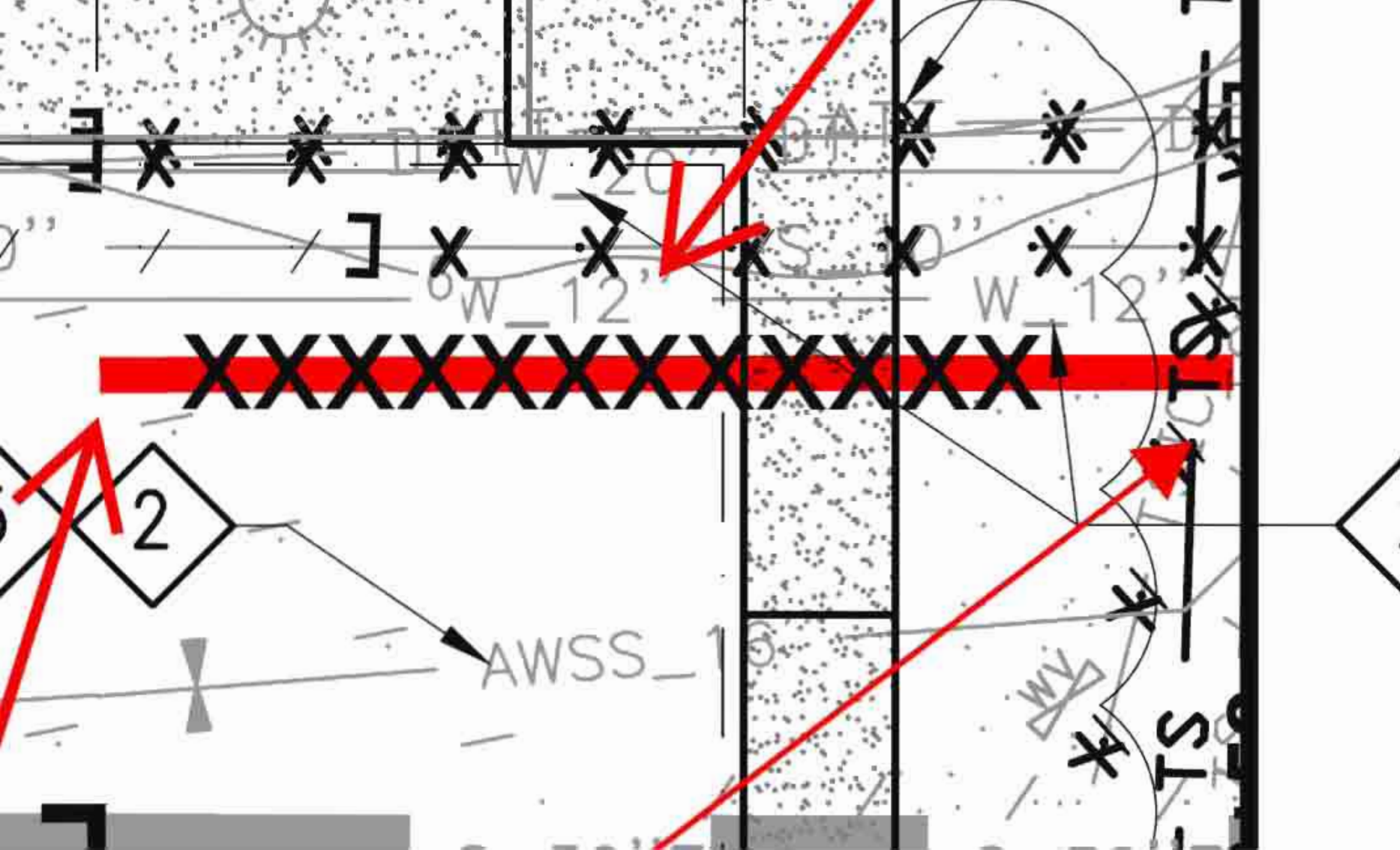
NOTES:

1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, AT JET GROUT OR HEADWALL LIMIT.
2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH HEADWALL CONSTRUCTION PHASING.
3. PROTECT (E) SEWER.
4. SEE (WD) DRAWINGS FOR ABANDONMENT AND REMOVAL OF WATER FACILITIES.
5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF AWSS FACILITIES.
6. PROTECT (E) AT&T FACILITIES.
7. PROTECT (E) JOINT TRENCH.
8. CAP OR PLUG ALL ABANDONED FACILITIES INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT LIMIT.
9. PROPOSED STATION HEADWALL. SEE (ES) DRAWINGS FOR LOCATION AND DETAILS. CONTRACTOR SHALL VERIFY THE HEADWALL LOCATION PRIOR TO COMMENCEMENT OF DEMOLITION.
10. TEMPORARILY REMOVE (E) STREET LIGHT AND REINSTALL AFTER HEADWALL CONSTRUCTION.
11. (E) PARKING METERS. CONTACT DPT IF DEMOLITION IS REQUIRED. SEE CONTRACT SPECIFICATIONS FOR MORE INFORMATION. IF REMOVED, REINSTALL IN SAME LOCATION AFTER HEADWALL CONSTRUCTION.
12. REMOVE (E) TREE AS CONTRACTOR'S PROPERTY. PRIOR TO REMOVAL CONFIRM STREET TREE REMOVAL PERMIT WAS OBTAINED.
13. SEE (UT) DRAWINGS FOR TEMPORARY REMOVAL OF SEWER.
14. REMOVE (E) CURB AND GUTTER AS NECESSARY AND REINSTALL AFTER HEADWALL CONSTRUCTION.
15. SEE (PD) & (RP) FOR PAVEMENT REMOVAL AND RESTORATION.
16. (E) CATCH BASINS WILL REMAIN ACTIVE AND RE-DIRECT SEWER FLOW AWAY FROM STATION JET GROUT WALL.



CONFORMED

				DESIGNED: M. DEFORGE DRAWN: E. MATIAS CHECKED: D. ZUJIRING REVIEWED: M. CHAN RECOMMENDED: M. FOWLER APPROVED: R. EDWARDS DATE: JAN 21, 2011		REV. 0 SEALED BY M. CHAN				CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY		APPROVED CARTER R. ROHAN EXECUTIVE DIRECTOR/CEO		THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS		CONTRACT NO. 1252	
														UTILITY DEMOLITION MOSCONE STATION CTL 154+25 TO 156+50		SFMTA CONTROL NO. CL-18030	
05/04/2011 ISSUED FOR ADDENDUM 5 01/21/2011 ISSUED FOR BID		DATE DESCRIPTION		REV. NO. BY CHECKED APPROVED		0 DZ MC RE		APPROVED R. EDWARDS DATE: JAN 21, 2011		DRAWING NO. UD-403		REVISION 1		SHEET NO.			





09/18/2012

116" utility that was encountered not shown on the UD plans to be abandoned on the Southeast Headwall of MOS



09/18/2012

Utilities exposed on the Southeast
Headwall of MOS

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 046

Recommendation: Accept justification of Merit for COR 046 - removal of three steel pipes and concrete duct bank at the UMS South headwall.

Facts: On September 20th 2012, the Contractor discovered a 6", 12" and 14" steel pipe as well as an unknown concrete duct bank at the UMS South headwall. Removal and disposal of the utilities commenced on September 20th and was completed by September 21st. Removal of the utilities was necessary for headwall construction. A time extension has not been requested for this work.

Contractor Rationale for COR: The Contractor contends that the three pipes and duct bank constitutes a differing site condition, as they were not shown in the drawings at the time of bid.

Justification: RE has evaluated the conditions outlined in Article 3.04 and found that: conditions differ materially and conditions have caused the scope of work to increase.

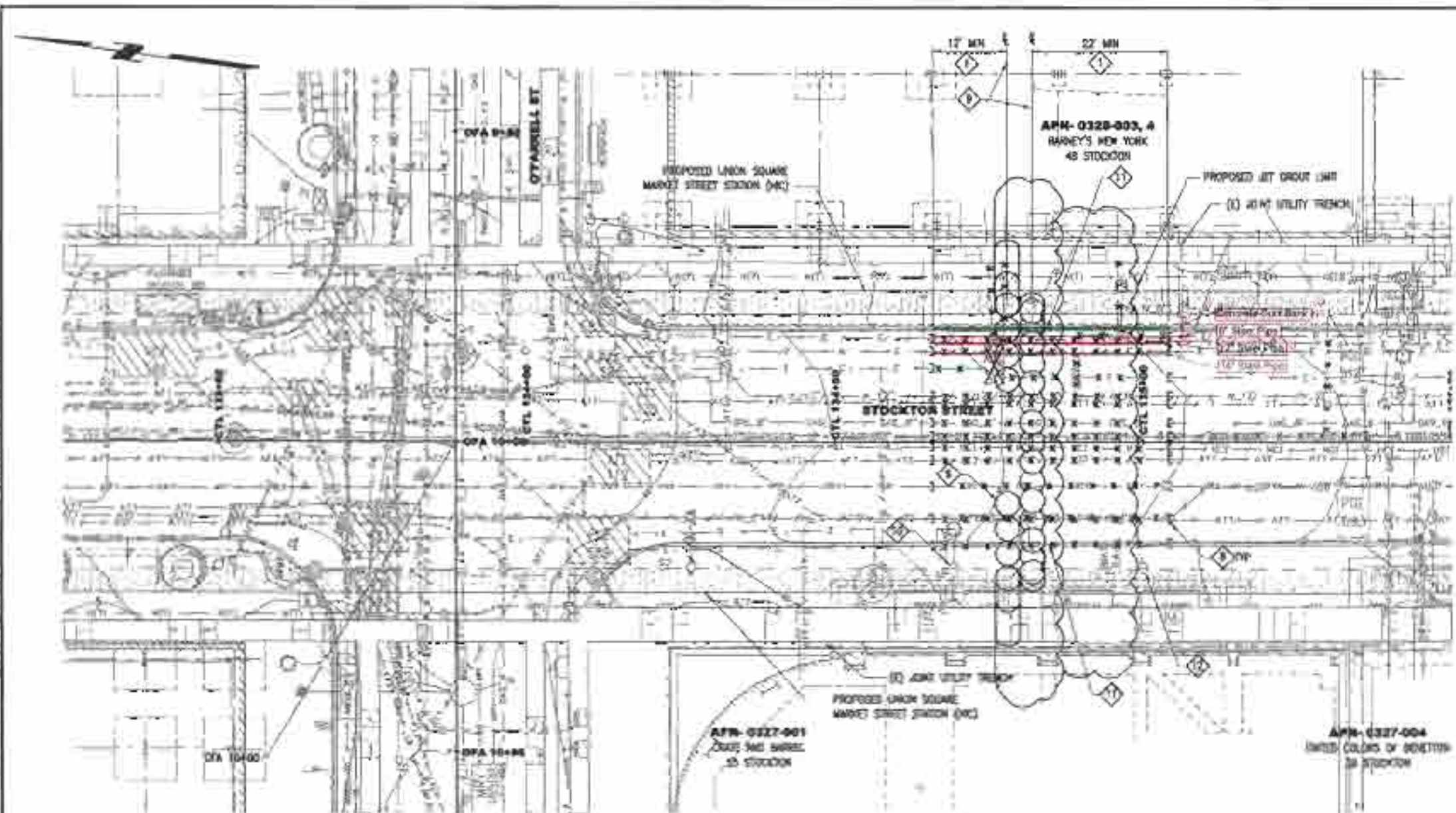
RE notes that the Differing Site Condition does not include:

1. All that is indicated in or may reasonably interpreted from the Contract Documents or Reference Documents;
2. All that could be seen on Site by diligent observation;
3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.
4. Conditions where the location of a building component is in the proximity where indicated in or reasonably interpreted from the Contract Documents or Reference Documents.

Change Type – (2) Unforeseen Condition

By:  _____ 12/6/12
Sarah Wilson Date
Resident Engineer

 _____ 12-6-12
Configuration Management Board Date
Approval



- NOTES:**
1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT OR HEADWALL LIMIT.
 2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH HEADWALL CONSTRUCTION PAVING.
 3. PROTECT (S) SEWER.
 4. SEE (W) DRAWINGS FOR ABANDONMENT AND REMOVAL OF WATER FACILITIES.
 5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF ASES FACILITIES.
 6. PROTECT (E) EMB FACILITIES.
 7. PROTECT (C) JOINT TRENCH.
 8. CAP OR PLUG ALL ABANDONED FACILITIES INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT LIMIT.
 9. PROPOSED STATION HEADWALL, SEE (ES) DRAWINGS FOR LOCATION AND DETAILS. CONTRACTOR SHALL VERIFY THE HEADWALL LOCATION PRIOR TO COMMENCEMENT OF DEMOLITION.
 10. TEMPORARILY REMOVE (L) STREET LIGHT IF NECESSARY FOR CONSTRUCTION AND REINSTALL AFTER HEADWALL CONSTRUCTION.
 11. CONTRACTOR TO PROVIDE SHORING AND REMOVAL OF (C) BASEMENT WALL TO ACCOMMODATE HEADWALL CONSTRUCTION AND JET GROUTING. COORDINATE WITH SFMTA ON 1251 SO DRAWINGS (SFMTA CL-17767 (B) 17776) AND ON 1251 CONTRACTOR'S AS-BUILTS FOR REFERENCE.
 12. REMOVE (C) POLE AS NECESSARY FOR CONSTRUCTION. COORDINATE WITH MUNI TO CONFIRM IF SYSTEM HAS BEEN DECOMMISSIONED.



CONFORMED

		<p>M. DORIS T. BROWN S. BROWN M. GUN M. FINE S. GUN M. GUN</p>		<p>CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY</p>	<p>THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS</p>	<p>1252 CL-18028 UD-304 0</p>
		<p>TELAMON ENGINEERING CONSULTANTS INC.</p>		<p>APPROVED <i>Carol K.</i> HEAVEN ENGINEERS</p>	<p>UTILITY DEMOLITION UMS STATION CTL 133+25 TO 135+50</p>	

\\sfrmta003\yrd044\1\road\design\Drawing-621\3-Civil\Utility Demolition\Sheet Files\UD-304.dwg 180423\180423.dwg 180423 11:24 am 10-30-04





SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 047

Recommendation: Accept justification of Merit for COR 047- removal of unknown utilities at the Retrieval shaft work area.

Facts: On September 21st 2012, the Contractor discovered an abandoned duct bank and 10" steel pipe which traveled underneath Columbus Avenue between Powell and Union Streets. Removal of the duct bank was necessary to complete the construction of the 36" RCP sewer main relocation work in this area. The status of the removal of the steel pipe is uncertain and may have not been necessary for the sewer main relocation. A time extension has not been requested for this work.

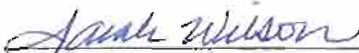
Contractor Rationale for COR: The Contractor contends that the steel pipe and duct bank constitutes a differing site condition, as it was not shown on the drawings at the time of bid.

Justification: RE has evaluated the conditions outlined in Article 3.04 and found that: conditions differ materially and conditions have caused the scope of work to increase.

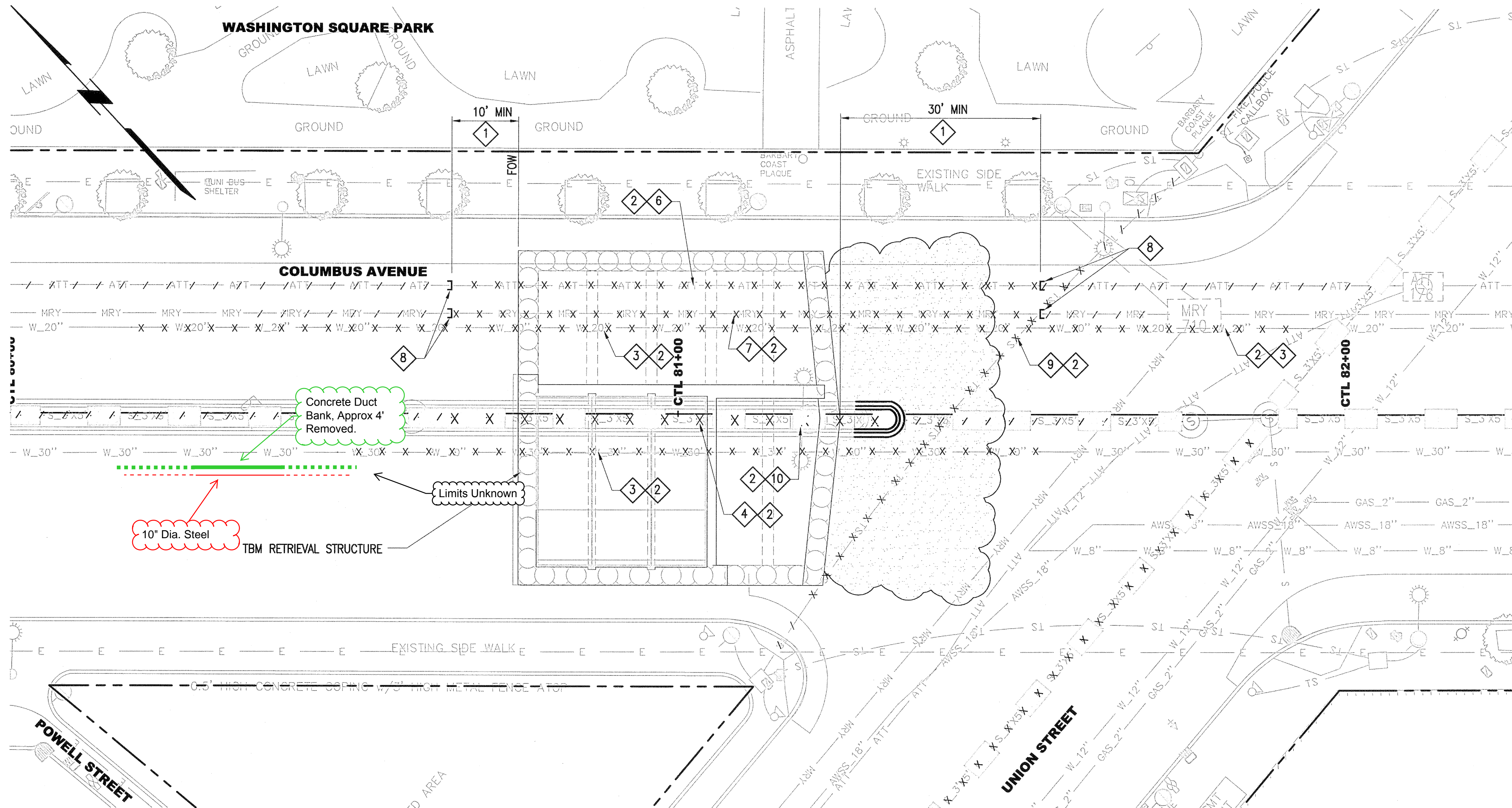
RE notes that the Differing Site Condition does not include:

1. All that is indicated in or may reasonably interpreted from the Contract Documents or Reference Documents;
2. All that could be seen on Site by diligent observation;
3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.
4. Conditions where the location of a building component is in the proximity where indicated in or reasonably interpreted from the Contract Documents or Reference Documents.

Change Type – (2) Unforeseen Condition and (6) Private Utility

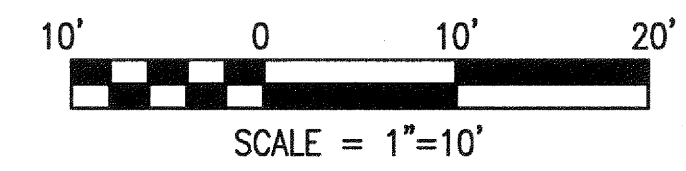
By:  _____ 12/6/12
 Sarah Wilson Date
 Resident Engineer

 _____ 12-6-12
 Configuration Management Board Date
 Approval



NOTES:

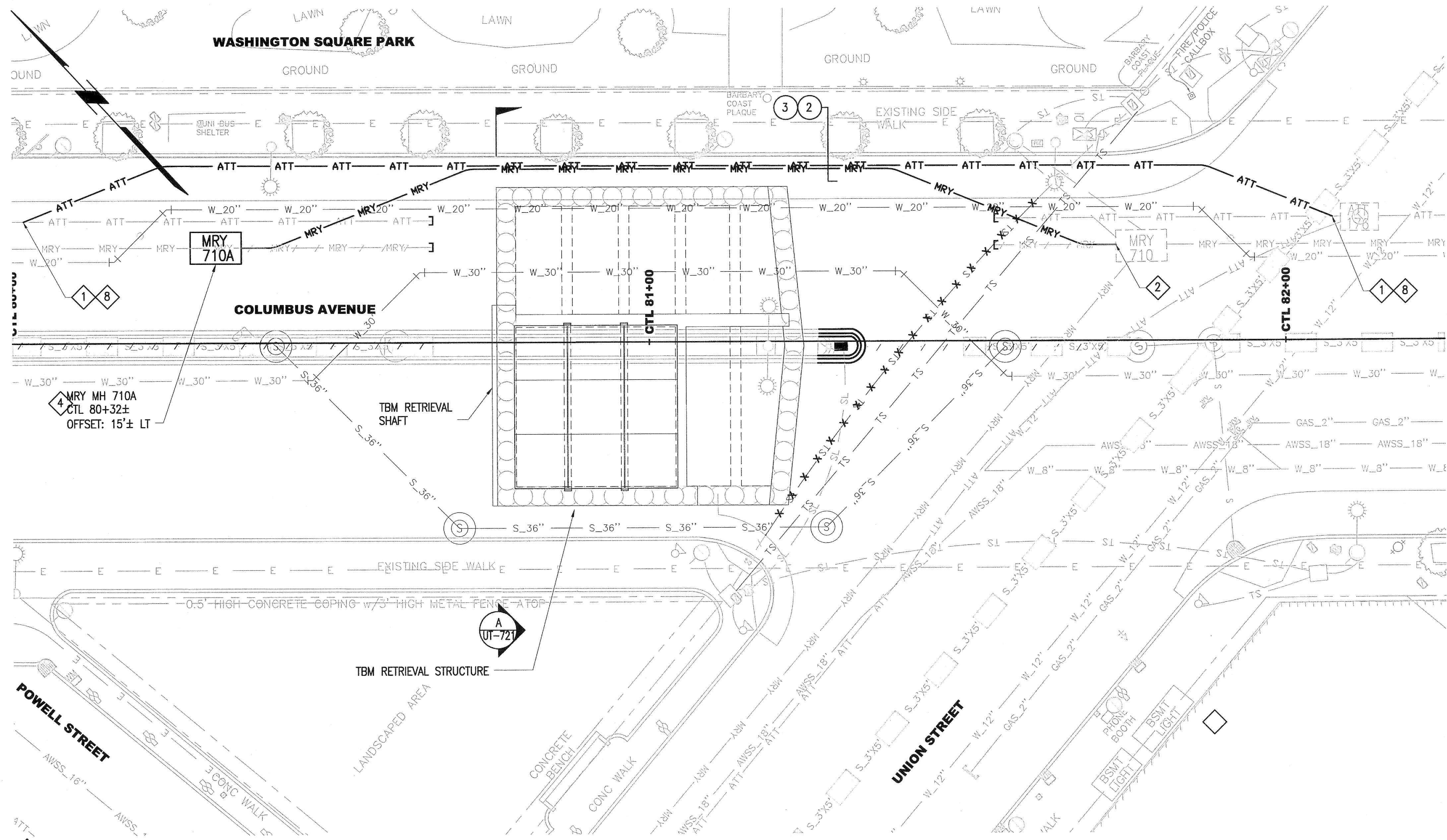
1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, WITHIN LIMITS OF RETRIEVAL SHAFT STRUCTURE AND TO THE LIMITS INDICATED, UNLESS OTHERWISE NOTED.
2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT-OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH RETRIEVAL SHAFT CONSTRUCTION PHASING.
3. REMOVE WATER LINE. SEE WATER DISTRIBUTION (WD) DRAWINGS FOR ABANDONMENT AND REMOVAL.
4. REMOVE SEWER. SEE (SW) DRAWINGS FOR ABANDONMENT.
5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF AWSS FACILITIES.
6. REMOVE AT&T DUCT BANK. SEE (JT) DRAWINGS FOR ABANDONMENT.
7. REMOVE MRY DUCT BANK. SEE (JT) DRAWINGS FOR ABANDONMENT.
8. CAP OR PLUG ALL ABANDONED FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, AT JET GROUT OR SECANT PILE LIMIT.
9. REMOVE TRAFFIC SIGNAL CONDUIT. SEE (TS) DRAWINGS FOR ABANDONMENT.
10. SEE STREET LIGHT (SL) DRAWINGS FOR REMOVAL/RELOCATION.



CONFORMED

S:\6nocs03\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423UD701.dwg FBayani Wed Jan 26,2011 3:08 pm UD-701

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		DATE	ISSUED FOR BID	REV. NO.	BY	CHECKED	APPROVED											
01/21/2011		0																
UTILITY DEMOLITION TBM RETRIEVAL SHAFT CTL 80+00 TO 82+25		DRAWING NO. UD-701 SHEET NO. 08	REVISION 0															

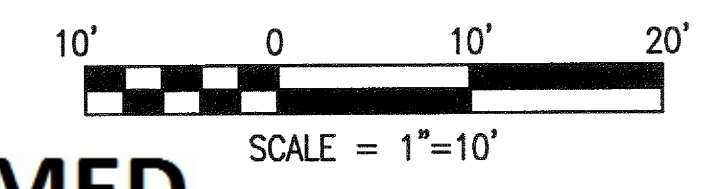


CONDUIT NOTES:

CONDUIT NOTE #	CONDUIT # AND SIZE	UTILITY AGENCY
1	6-5", 8-2"	MRY
2	6-5", 2-2"	MRY
3	8-4"	AT&T

SHEET NOTES:

1. CONNECTION TO EXISTING DUCTBANK BY UTILITY OWNER. COORDINATE SCHEDULE FOR WORK WITH UTILITY OWNER.
2. STUB CONDUITS INTO EXISTING PULLBOX/VAULT. COORDINATE WORK WITH PULLBOX/VAULT OWNER.
3. MAINTAIN EXISTING SERVICE OR PROVIDE INTERIM SERVICE UNTIL NEW SERVICE IS CUT-OVER.
4. COORDINATE INSTALLATION OF MUNI VAULT AND CONNECTION TO EXISTING DUCTBANK WITH MUNI.
5. STUB AND CAP CONDUITS FOR FUTURE EXTENSION.
6. CONNECT TO EXISTING STUBBED OUT CONDUITS.
7. UTILITIES SHOWN ON THIS PLAN REFLECT CONDITION AFTER COMPLETION OF CONSTRUCTION OF TBM RETRIEVAL SHAFT STRUCTURE.
8. PROVIDE EXCAVATION TO SUPPORT UTILITY CONNECTION THAT SATISFIES UTILITY AGENCY REQUIREMENTS.



CONFORMED

S:\6nas003\m544.1\FinalDesign\Drawing-821\2-Civil\Joint Trench\Sheet Files CP03\M54423\J701.dwg FBayani Wed Jan 26, 2011 4:04 pm JT-701

 TELAMON ENGINEERING CONSULTANTS INC.	DESIGNED: P. WILSON DRAWN: F. BAYANI CHECKED: M. DEFORGE REVIEWED: M. CHAN RECOMMENDED: M. FOWLER APPROVED: R. EDWARDS DATE: JAN 21 2011			CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY APPROVED: EXECUTIVE DIRECTOR/CEO	CONTRACT NO. 1252 SFMTA CONTROL NO. CL-18049 DRAWING NO. JT-701 SHEET NO. 97	REVISION 0
	THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS JOINT TRENCH TBM RETRIEVAL SHAFT CTL 80+00 TO 82+25					



09/27/2012 08:53

10" Steel Pipe

09/27/2012 10:54

Demolished Duct Bank

09/21/2012 10:19

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 048

Recommendation: Accept justification of Merit for COR 048 - removal of a 3' x 5' brick sewer at the UMS South headwall. Credit for work not performed to be included.

Facts: On September 25th 2012, the Contractor discovered a brick sewer within the utility demolition limits at the UMS South headwall. The sewer encountered was different than the 12" pipe which was shown in the contract drawings. Removal and disposal of the sewer commenced on September 26th and was completed by September 28th. Removal of the sewer was necessary for headwall construction. A time extension has not been requested for this work.

Rationale for COR: The Contractor contends that the brick sewer constitutes a differing site condition, as it was not shown on the drawings at the time of bid.

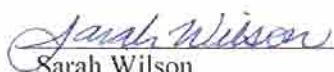
Justification: RE has evaluated the conditions outlined in Article 3.04 and found that: conditions differ materially and conditions have caused the scope of work to increase.

RE notes that the Differing Site Condition does not include:

1. All that is indicated in or may reasonably interpreted from the Contract Documents or Reference Documents;
2. All that could be seen on Site by diligent observation;
3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.
4. Conditions where the location of a building component is in the proximity where indicated in or reasonably interpreted from the Contract Documents or Reference Documents.

Change Type – (2) Unforeseen Condition

By:



Sarah Wilson
Resident Engineer

12/6/12

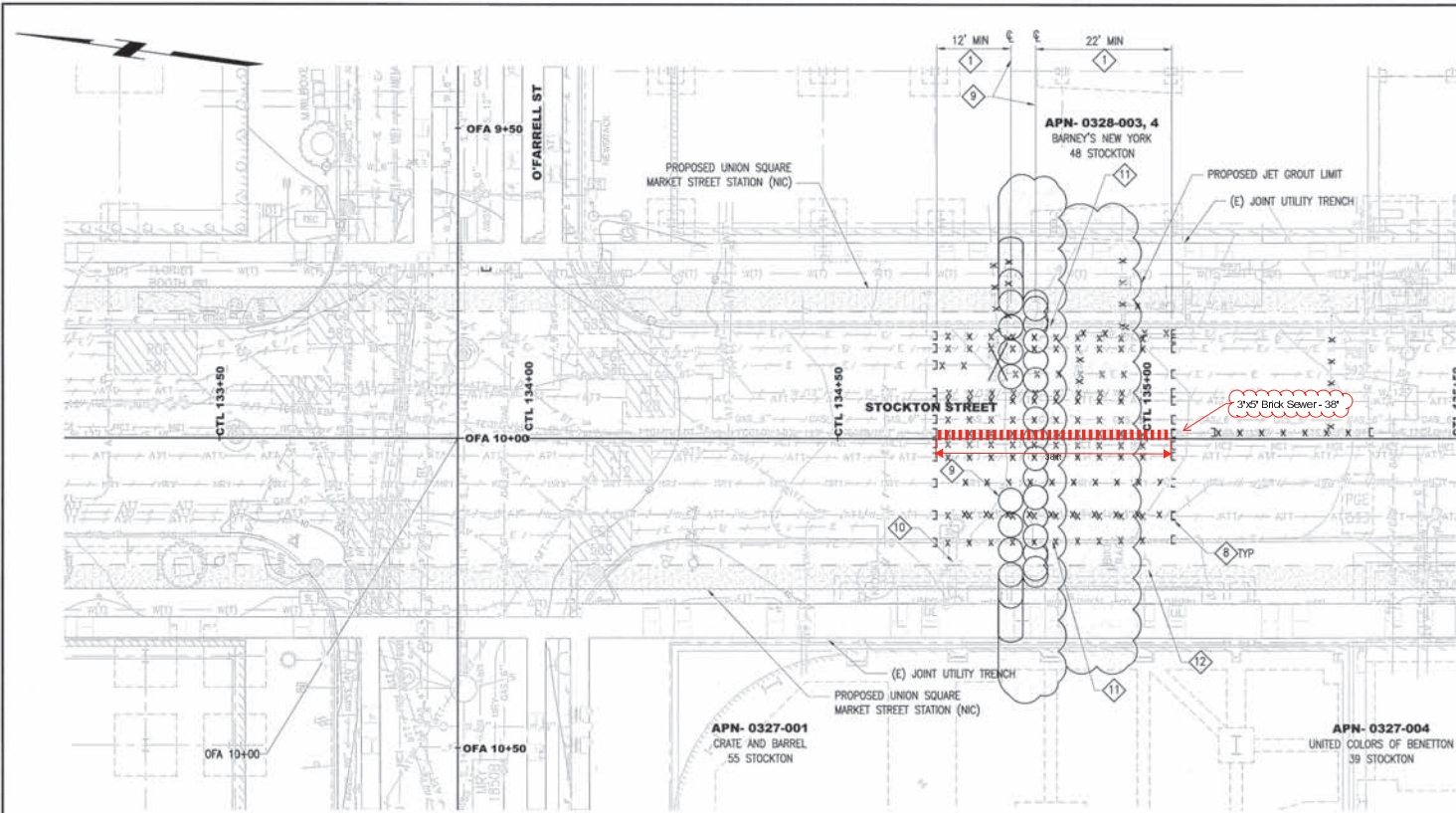
Date



Configuration Management Board
Approval

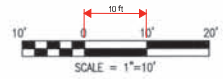
12-6-12

Date



NOTES:

1. DEMOLISH AND REMOVE ALL ABANDONED UTILITY FACILITIES, INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS, AT JET GROUT OR HEADWALL LIMIT.
2. ACTIVE UTILITIES SHALL BE MAINTAINED UNTIL RELOCATION OR CUT OVER, UNLESS OTHERWISE NOTED. COORDINATE DEMOLITION WITH HEADWALL CONSTRUCTION PHASING.
3. PROTECT (E) SEWER.
4. SEE (WD) DRAWINGS FOR ABANDONMENT AND REMOVAL OF WATER FACILITIES.
5. SEE (AW) DRAWINGS FOR ABANDONMENT AND REMOVAL OF ANSS FACILITIES.
6. PROTECT (E) AT&T FACILITIES.
7. PROTECT (E) JOINT TRENCH.
8. CAP OR PLUG ALL ABANDONED FACILITIES INCLUDING PREVIOUSLY ABANDONED FACILITIES NOT SHOWN ON PLANS AT JET GROUT LIMIT.
9. PROPOSED STATION HEADWALL. SEE (ES) DRAWINGS FOR LOCATION AND DETAILS. CONTRACTOR SHALL VERIFY THE HEADWALL LOCATION PRIOR TO COMMENCEMENT OF DEMOLITION.
10. TEMPORARILY REMOVE (E) STREET LIGHT IF NECESSARY FOR CONSTRUCTION AND REINSTALL AFTER HEADWALL CONSTRUCTION.
11. CONTRACTOR TO PROVIDE SHORING AND REMOVAL OF (E) BASEMENT WALL TO ACCOMMODATE HEADWALL CONSTRUCTION AND JET GROUTING. COORDINATE WITH SFMTA CN 1251 SD DRAWINGS (SFMTA CL-17767 TO 17776) AND CN 1251 CONTRACTOR'S AS-BUILTS FOR REFERENCE.
12. REMOVE OCS POLE AS NECESSARY FOR CONSTRUCTION. COORDINATE WITH MUNI TO CONFIRM IF SYSTEM HAS BEEN DEACTIVATED.



CONFORMED

DATE	DESCRIPTION	REV	BY	CHECKED	APPROVED
01/21/2011	ISSUED FOR BID	0			

PB TELAMON
 TELAMON
 ENGINEERING
 CONSULTANTS INC.

DESIGNED BY: M. DEFORGE
 CHECKED BY: E. MATIAS
 IN CHARGE: D. SAUNDERS
 REVISIONS: M. CHAN
 APPROVED BY: M. FERRERES
 DATE: JAN 21 2011



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

APPROVED
[Signature]
 EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS		CONTRACT NO. 1252
UTILITY DEMOLITION UMS STATION CTL 133+25 TO 135+50		STATIONING NO. CL-18028
PROJECT NO. UD-304	REVISION 0	

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CTL 134+50

STOCKTON STREET

CTL 135+00



50

BIKE
RAC



09/26/2012

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09/27/2015

Project 111 - 11/11/15 - 11/11/15
11/11/15 - 11/11/15 - 11/11/15



09/26/2012
Landscape for the City of
San Diego (M-10000)

4th and King Track & Systems Installation

Pre-4th and King Track & Systems Installation (Bus Bridge)

- Construct Temporary N-Line platform and install temporary crossover. The platform and the OCS for the turnback will be constructed prior to the first work window and left in place until the completion of all construction. The temporary crossover will be furnished by SFMTA. Bus Bridge and one weekend shutdown of train service required to complete this activity.
- Utility relocation
- Pavement saw cutting
- Install new signal case for train control equipment.
- Provide 120 V electric power to vicinity of existing turnouts which will have switch machines replaced. (Existing machines operate at 600 V.)
- Install OCS section insulators.

4th and King Track & Systems Installation (Bus Bridge and Traffic Detours)

SEQ No.	Area of Work	Trackwork	Systems Work
1	A	<p>Track: Install crossing diamonds and new turnout on SB track; reprofile existing tracks.</p> <p>Related Work: Drainage pipe and blockout in slab for switch machine. Switch machine on SB T-line track not constructed; lock switch rail for lateral move</p>	<ul style="list-style-type: none"> • Train Signals: Install new circuit signaling conduits under track; repair any damaged existing conduits. Install bootleg boxes and temporary bonds around insulated joints. • TRAFFIC SIGNAL: Maintain existing traffic signal conduit infrastructure. • TRACTION POWER: Maintain existing traction power ductbank infrastructure. Existing ductbank to be reused • STREET LIGHTING: Maintain existing street lighting conduit infrastructure • COMM CONDUIT: Install conduit

SEQ No.	Area of Work	Trackwork	Systems Work
			<p>infrastructure between (E) TP to (E) MH to 5th/King FO cabinet</p> <ul style="list-style-type: none"> OCS: Adjust (E) T2SB OCS and install (N) Overhead crossovers
2	B	Track: Install crossing diamonds; reprofile existing T2 track.	<ul style="list-style-type: none"> Train Signals: Install new circuit signaling conduits under track; repair any damaged existing conduits. Bonding of new frogs. Install bootleg boxes. OCS: Install (N) Overhead crossovers
3	C1 and C2	Re-construct existing turnout (C2) Replace existing switch machine , casting and switch rails on T1 and T2 track turnout	<ul style="list-style-type: none"> Train Control: Install new conduits and repair any damage to existing conduits. OCS: Install (N) NB and SB OCS
4	E1 and E2	Track: Construct new track and turnout on NB track; remove existing turnout on T1 line and replace with new. Replace existing switch machines, casting and switch rails on T1 and T2 track turnout Includes removal of existing track and replacement with track on new alignment, drainage pipe and blockout in slab for switch machine. Switch machine on NB T-line track not installed; lock switch rail for lateral move	<ul style="list-style-type: none"> Train Signals: Modify conduits and train control cabinet electronics. Install new conduits and repair any damage to existing conduits OCS: Reconstruct (N) T1NB OCS..
5	A and E2	Install switch machines on new turnouts	<ul style="list-style-type: none"> Train Control: Complete electrical connections to switch machines
6	Train Control Switch over	No trackwork	<ul style="list-style-type: none"> Train Control: Reconfigure new train control system and test. This will be done after the train control between the tunnel and King is complete.

Post-4th and King Track & Systems Installation (Bus Bridge)

- Removal of Temporary N-Line platform and crossover. Bus Bridge and weekend shutdown of train service expected.
- Systems cutovers Non-revenue service shutdowns
 - Surface Signaling
 - OCS (to 4th Street continuing towards Bryant)
 - Traction Power
 - Communications (fiber backbone)

C:\project dwgs\Central Subway M544.1\M544.1-CP2-7 contract 1251-1256\CP7-1256 systems TR_dwgs\M544-CP7 TR-020 muni bus bridge route Plan.dwg
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LEGEND

- WORK AREA
- CHANGEABLE MESSAGE SIGN
- DETOUR SIGN
- EXISTING LRV STATION
- VEHICULAR DETOUR
- PROPOSED MUNI BUS BRIDGE ROUTE

NOTES:

1. FINAL IMPLEMENTATION OF THIS DETOUR IS SUBJECT TO THE ENGINEER. CONTRACTOR SHALL SUBMIT THIS PLAN FOR APPROVAL.
2. ALL SIGNS SHALL BE BLACK ON REFLECTIVE ORANGE AND MOUNTED AT LEAST 7 FEET HIGH. "UC"=UPPER CASE LETTERING. "LC"=LOWER CASE LETTERING. NUMERALS IN SHIELDS SHALL BE 6 INCHES IN HEIGHT.
3. CONTRACTOR SHALL NOTIFY CALTRANS WHEN KING STREET IS CLOSED AT 4TH ST. REQUEST TO ACTIVATE VMS ON I-280 TO DETOUR TRAFFIC ONTO THE 6TH STREET OFFRAMP.
4. CONTRACTOR SHALL COORDINATE WITH MUNI OPERATIONS REGARDING DETAIL OPERATION OF THE BUS BRIDGE ROUTE BETWEEN 4TH AND MISSION ROCK STATION AND EMBARCADERO AND FOLSOM STATION.

CHANGEABLE MESSAGE SIGNS (CMS)

①	4TH ST CLOSED AT KING	USE 3RD ST --->	④	ROAD CLOSED AHEAD	DETOUR ---->
②	NO LEFT TURN	AT 4TH ST	USE 3RD ST ↑		
③	THRU TRAFFIC	CLOSED AHEAD	USE DETOUR --->		

DETOUR SIGNS

F1		5"-UC 6"-280	DV		48"x18"
SP1	4th St CONSTR Expect Delays	black on orange 8"UC / 6"LC orange on black 8"UC black on orange 6"UC / 4"LC	DL		48"x18"
SP2	King St	6"UC/4"LC	DR		48"x18"
SP6	4th Street	6"UC/4"LC			

05/25/2012	ISSUED FOR BID	0			
DATE	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED

SFMTA

DESIGNED
K. LEUNG
DRAWN
A. WONG
CHECKED
A. HERCE
REVIEWED
B. DUSSEAULT
RECOMMENDED
C. MORGANSON
APPROVED
R. EDWARDS
DATE
05/25/2012



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

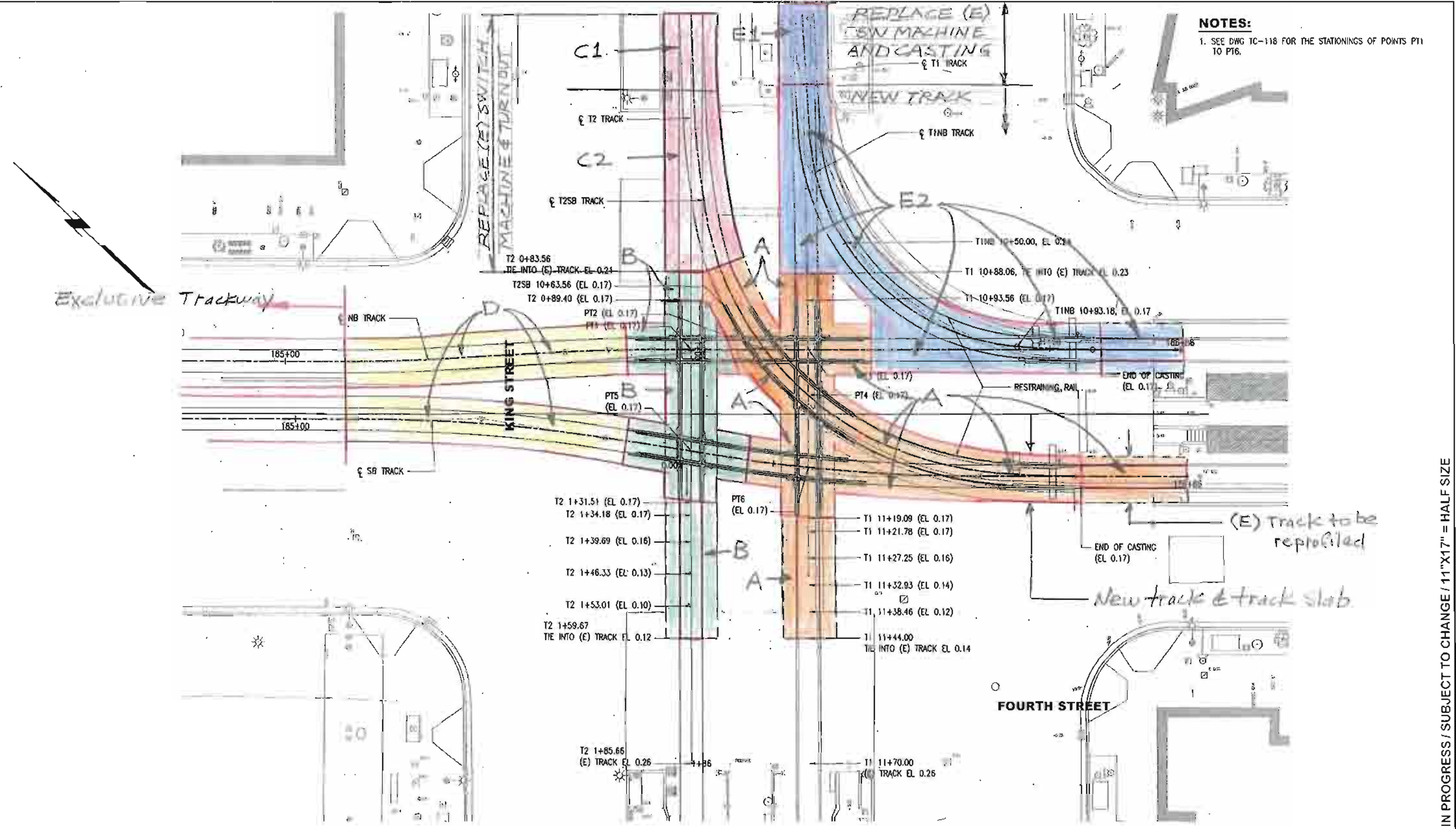
APPROVED

DIRECTOR OF TRANSPORTATION

THIRD STREET LIGHT RAIL PROGRAM
PHASE 2 - CENTRAL SUBWAY
SURFACE, TRACK AND SYSTEMS

TEMPORARY TRAFFIC ROUTING
TRAFFIC DETOUR PLAN AND
MUNI BUS BRIDGE ROUTE

CONTRACT NO. 1256	
SFMTA CONTROL NO.	
DRAWING NO. TR-020	REVISION 0
SHEET NO. 300	



NOTES:
1. SEE DWG TC-118 FOR THE STATIONINGS OF POINTS PT1 TO PT6.

Exclusive Trackway

(E) Track to be reprofiled
New track & track slab

TRACK CONSTRUCTION STAGING
FOURTH & KING STREETS R3 3/14/2012



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DRAWING IN PROGRESS / SUBJECT TO CHANGE / 11"X17" = HALF SIZE

DATE	DESCRIPTION	BY	CHECKED	APPROVED
01/11/2012	ISSUED FOR PRE-FINAL SUBMITTAL			

HNTB-B&C
JOINT VENTURE

HNTB

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

APPROVED

DIRECTOR OF TRANSPORTATION

THIRD STREET LIGHT RAIL PROGRAM
PHASE 2 - CENTRAL SUBWAY
SURFACE, TRACK AND SYSTEMS

1256

TC-248

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