


Memorandum

CS Memorandum No. 1328

To: Distribution

From: Susan MacKenzie, Document Control Manager 

Date: January 4, 2013

Reference: Project No. M544.1, Contract No. CS-149
Task No. 1-8.02, Change Control

Subject: Configuration Management Board Meeting No. 107

Attached please find minutes for Configuration Management Board Meeting No. 107 held on December 19, 2012.

Attachments: CMB Meeting No. 107 Rev. 0 Minutes with attachments

Cc: David Kuehn, STV (w/attachments) david.kuehn@stvinc.com
Matt Lee, SFCTA (w/attachments) matt@sfcta.org
Shahnam Farhangi, SFMTA (w/attachments)
Arthur Wong, SFMTA (w/attachments)
Roger Nguyen, SFMTA (w/attachments)
Mark Latch, CSP (w/attachments)
Eric Stassevitch, CSP (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
Jane Wang, SFMTA
Richard Redmond, CSP
Ross Edwards, CSP
Mark Benson, CSP
Beverly Ward, CSP
Sarah Wilson, CSP
Michael Acosta, DPW

CMB Meeting Minutes #107

DATE: December 28, 2012

MEETING DATE: **December 19, 2012**

LOCATION: 821 Howard St, Main Conference Room

TIME: 3:00 PM – 5:50PM

ATTENDEES: J Funghi (JF), A. Hoe (AH), J. Park (JP), J. Wang (JW), R. Edwards (RE), M. Acosta R. Redmond (RR), M. Benson (MB), B. Ward (BW), S. Wilson (SW), L. Zurinaga (LZ), B. Lebovitz (BL)

COPIES TO: Attendees: S. Farhangi (SF), R. Nguyen (RN), A. Wong (AW), M. Latch (ML), E. Stassevitch (ES), Q. Chin (QC), C. Campillo (CC), M. Lee (ML) C. Morganson (CM), A. Read (AR), 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 # 107 – Rev. No. 0

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


ITEM #	DISCUSSION	ACTION BY DUE DATE
1- 11/28/12	<p>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 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.</p> <p><i>Status: 12/19 An update to the Total Contract Modification No. 30 was presented with PG&E agreement for Trends Nos. 46, 51, 55, 61, 63, 66, 69 and 79. A partial agreement for Trend # 05 was reached for reimbursement cost of \$61K. The amount which remains in question is \$17K for 2mos of rental and maintenance after PG&E cleared out. Also presented was Trend #81 Use of regular concrete instead of CDF to cover PG&E</i></p>	M. Benson 01/09/13

ITEM #	DISCUSSION	ACTION BY DUE DATE
	<i>electrical ductbanks. The CMB directed the RE to: 1) Continue negotiations with PG&E to obtain additional Form B reimbursement for Trend #05, 2) Remove cost related to differing conditions from Trend #05 and reassign cost to another CMod which is not Form B reimbursable. 3) Finalize cost and obtain a Form B agreement with PG&E for Trend #81. This item will be brought back to the CMB.</i>	
2- 12/06/12	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 revised 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". Status: 12/19 <i>This item was not discussed at this week's meeting</i>	S. Wilson 12/19/12
10- 12/06/12	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 to be submitted to PG&E and this item be tracked on force account to PG&E. COR will be re-written to include text "cost will be charged to PG&E". Status: 12/19 <i>This item was not discussed at this week's meeting.</i>	S. Wilson 12/19/12
1-	1251 – M. Acosta presented a Final Contract Value for CMods 1 through 12 and the remaining contract modification 13 thru 30 for a total value of \$21,107,191. A final Bid Item Analysis determined there are 40 each (\$299,008K) in unused bid items. The RE calculated the General Condition rate of 19.69% costs/credits from under/over usage. In addition the CMB directed the RE to use 15% General Conditions rate instead of the 19.69%. This item will be brought back to the CMB with the revised final contract cost.	M. Benson 01/16/13
2-	1252 - J. Wang presented PCC 07 for Tunnels – BART Annex Wall. The proposed change request the Contractor to construct a temporary 2-hour fire rated wall at the BART Ellis Street entrance, consisting of 5/8" sheet rock (both sides) and cover with 1/2" fire treated plywood on the SFMTA side between the Powell Street Station and the future UMS Station (see attached PCC 07). The CMB concurred with the proposed contract change and directed the RE to submit the documentation to the Contractor requesting a price quote to perform the work.	
3-	1252 - S. Wilson presented PCC 008 for Tunnels – UMS Tree Removal. In accordance with spec sec. 32 90 05 03 Stump Removal. The RE requested a lump sum cost from the Contractor for tree and stump removal at the northeast corner of Stockton and O'Farrell Streets to a depth of 6" below grade. The Contractor priced the work at \$12K. The CMB was in agreement that the price received from the Contractor was too high and directed the RE to discuss with A. Clifford (PM/CM) his recommendation of which certified tree removal companies contacted by him would be best suited to perform the work. In addition the permit issued by DPW – Bureau of Urban Forestry requires the work be performed by January 12, 2013. Direction was also given to the RE to revise the text "Certified Arborist is required, which is not the case. This item will be brought back to the CMB at a later date.	S. Wilson 01/09/13
4-	1252 - Sarah Wilson presented the cost estimate and comparison (see attached) for COR 002 –Additional work to install and restrain the AWSS line at 4 th & Harrison. The amount presented represented an additional \$13K above the already approved amount of \$45K (CMB mtg. #97). AGREE - CMB 0086 - Not To Exceed value of \$58K.	
5-	1252- Sarah Wilson presented cost estimate and comparison (see attached) for COR 015 - Removal of concrete encased sewer line at the west slurry wall of tunnel launch box. AGREE - CMB 0087 - Not To Exceed value of \$96K	
6-	The Project Trend/Change Control Log was not reviewed at this meeting but will be included with the distribution of these meeting minutes.	

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
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
2	12/12/12	12/12/12	1252 – Validation 1300 docs include as built information regarding Asbestos Pipes	R. Edwards	01/09/13	Open
1	12/19/12	12/19/12	1251 – Revised final contract cost	M. Acosta	01/16/13	Open

Meeting adjourned at 5:50pm

These meeting minutes have been prepared by B. Ward and reviewed by  R. Edwards 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: 2013 03 01 [Date review completed]

Meeting Agenda

Project No. M544.1, Contract No. CS-149
Program/Construction Management
Configuration Management Board (CMB) Meeting No. 107
December 19, 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	Sarah Wilson
Shahnam Farhangi	David Kuehn	Joon Park	Arthur Wong
John Funghi	Mark Latch	Richard Redmond	Luis Zurinaga
John Haley	Brad Lebovitz	Eric Stassevitch	

1. **1250** – Nothing to Report

2. **1251** – Additional Work Related to PG&E Facilities (Trend Nos. 5, 46, 51, 55, 61, 63, 66, 69, 79 & 81) - Follow up ✓
 (CMB meeting 11/28/12)
 – Final Contract Amount/Bid Item Adjustment (Trend Nos. 8 and 60) - Approval ✓

3. **1252** – ~~Retrieval Shaft Options – For Discussion –~~
 – ~~COR 007 – Oil filled pipe @ Launch Box – Merit –~~
 – COR 031 - Retrieval Shaft - Unmarked 12" Steel Pipe - Merit
 – COR 061 - LB – Panel P-17 Buried Obstruction - Merit
 – COR 062 - LB – Panel P-09 Buried Obstruction - Merit
 – COR 065 - LB – Panel P-12 Buried Obstruction - Merit
 – COR 067 - LB – Panel P-10 Buried - Merit
 – COR 002 - AWSS Add. Tie-Rods 4th-Harrison – Cost/Not to Exceed Amount ✓
 – COR 015 - LB - Pre-Excavation for Slurry Walls – Cost/Not to Exceed ✓
 – PCC 1252-07 BART Annex Wall (Draft) ✓
 – PCC 1252-08 UMS Tree Removal (Executed) ✓

1. **1253 (UMS)** – Nothing to Report

2. **1254 (CTS)** – Nothing to Report

3. **1255 (MOS)** – Nothing to Report

4. **1256 (STS)** – Nothing to Report

5. **Trend/Change Log** –

6. **Other Business** –

Meeting Attendance Sheet

Project No. M544.1, Contract No. 149
Program/Construction Management
Configuration Management Board Meeting No. 107
December 19, 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, Shahn timer	SFMTA	(415) 554-0721	Shahn timer.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	
Lebovitz, Brad	STV/PMOC	(510) 464-8052	Bradley.lebovitz@stvinc.com	<i>BL</i>
Lee, Matt	SFCTA	(415) 522-4813	matt@sfcta.org	
Nguyen, Roger	SFMTA	(415) 701-4312	Roger.Nguyen@sfmta.com	

central T subway

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Park, Joon	SFMTA	(415) 701-4742	Joon.Park@sfmta.com	JP
Redmond, Richard	CSP	(415) 701-4288	Richard.Redmond@sfmta.com	RR
Stassevitch, Eric	CSP	(415) 701-4426	Eric.Stassevitch@sfmta.com	ES
Ward, Beverly	CSP	(415) 701-5291	Beverly.Ward@sfmta.com	BW
Wilson, Sarah	CSP	(415) 243-0950	Sarah.Wilson@sfmta.com	SHW
Wong, Arthur	SFMTA	(415) 701-4305	Arthur.Wong@sfmta.com	
Zurinaga, Luis	SFCTA	(415) 716-6956	Luis.zurinaga@sfcta.org	LZ
<p>John Fung, Mike Acosta & Jane Wang were in attendance, but did not sign in.</p>				
<p style="font-size: 2em;">(PW)</p>				

CONTRACT MODIFICATION NO. 30

Final Contract Bid Item Adjustment/Credits for Damages Facilities

SFMTA Contract No. ~~1250~~ 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:

Adjust the estimated Contract Bid Item quantities to match the actual quantities and amounts of work provided and installed by the Contractor, as listed on the attached Contract Bid Item Reconciliation.

A new Bid Item will be established for this work.

Pursuant to General Provisions Paragraph 13 “Estimate of the Amount of Work to be Done”, adjust Unit Prices for 40 Contract Bid Items whose final usages exceed the thresholds listed below:

For Bid Items whose final usage fell below 75 percent of the quantity shown in the Schedule of Bid Prices, the Unit Prices were adjusted to allow the Contractor to recoup lost general condition costs included in the unused Bid Item Contract Amount.

For Bid Items whose final usage was greater than 125 percent of the quantity shown in the Schedule of Bid Prices, the Unit Prices were adjusted to allow the SFMTA to realize cost savings. These cost savings were due to increased efficiency/experience resulting from higher actual final quantity as compared to the anticipated quantity used to create a Unit Price during the bidding process.

The unit price adjustments contained herein were identified and calculated by the SFMTA Resident Engineer (the Contractor has not agreed to the adjustments contained herein). 40 new Bid Items will be established with new negotiated unit prices to replace the original Bid Items.

This Contract Modification also contains two credits to the SFMTA for estimated costs to repair privately owned utility infrastructure damaged by the Contractor.

REASON FOR CHANGE:

The Final Bid Item Adjustment contained within this Contract Modification is required in order to allow for final Contract closeout.

The Unit Price adjustment contained within this Contract Modification is pursuant to Contract General Provisions Paragraph 13 “Estimate of the Amount of Work to be Done”. This paragraph states that at the conclusion of Contract work the SFMTA and the Contractor are to review all Contract Bid Items and identify ones whose final usages exceed the overage/underage thresholds listed in the Scope of Work section. The Unit Prices for Bid Items whose usage exceeds these thresholds shall be adjusted as needed to allow the Contractor to recoup general condition costs and to allow for the SFMTA to realize costs savings when so entitled.

During the execution of Contract work, the Contractor inadvertently damaged AT&T and PG&E infrastructure at multiple locations within the project limits. Due to time constraints it was decided that, in lieu of repairing the damaged facilities himself, the Contractor would credit the SFMTA with the estimated repair costs. These funds would be used by the SFMTA at a later date to repair these damaged utilities or install replacements.

TOTAL MODIFICATION VALUE:

	\$(299,080.27)	Unused Bid Item Amount
+	\$59,996.96	Contractor's Additional General Condition Costs (including credits to SFMTA)
	\$(239,083.31)	Contract Value Change Related to Final Bid Item Adjustment
	\$(23,813.60)	Estimated Credit for Damaged AT&T Conduits at 3 Locations
+	\$(30,706.00)	Estimated Credit for Damaged PG&E Electrical Cable at PG&E MH 783
	\$(293,602.91)	Total Contract Modification No. 30 Value

FINAL CONTRACT VALUE:

	\$16,832,549.80	Original Contract Amount
	\$2,109,385.74	Executed Contract Modifications (1 through 12)
+	\$2,165,255.47	Remaining Contract Modifications (13 through 30)
	\$21,107,191.11	FINAL CONTRACT VALUE

COST ANALYSIS:

At the conclusion of Contract work, the SFMTA Resident Engineer analyzed all Contract Bid Item usage and produced a Final Bid Item Analysis. It was determined that there was \$(299,080.27) in unused Contract Bid Items (including Contract Modifications No. 01 through No. 29).

During this analysis, the SFMTA Resident Engineer identified 40EA Bid Items for which there was zero total usage or under/over usage exceeding the threshold listed in the Scope of Work section. For these Bid Items, the Contractor's previously calculated General Condition rate of 19.69% (refer to Modification No. 20 to Contract Number 1250) was used to determine costs/credits resulting from under usage and over usage, respectively. For the Bid Items meeting the aforementioned under usage threshold, this percentage was applied to the difference between the original Contract amount and the final actual amount. Having determined the additional general conditions due to the Contractor, the RE then modified the respective Unit Prices as required to allow for the actual final usage to fully compensate the Contractor for all costs incurred.

The RE then used a similar logic to determine credits due to the SFMTA for Bid Items whose final usage exceeded the original allowance amount in excess threshold listed in the Scope of Work section. As with the underused Bid Items, the Contractor's agreed general conditions percentage was applied to the difference between the original allowance amount and the final actual usage. This credit due to the SFMTA was then used to determine a modified lower Unit Price.

Each of the utility credits contained herein is based off the SFMTA Resident Engineer's estimated repair cost.

SCHEDULE ANALYSIS:

There is no time extension associated with this Contract Modification.

TREND NUMBERS 5, 46, 51, 55, 61, 63, 66, 69, 79 AND 81

SFMTA Contract No. 1251
UNION SQUARE/MARKET STREET STATION
UTILITIES RELOCATION

Contractor: Synergy Project Management Inc.
30 Grant Street, Suite 300
San Francisco, CA 94108

UPDATE

SUPPLEMENTAL CHANGE ANALYSIS (FOR CMB APPROVAL)

SCOPE OF WORK:

Trend 05: Additional work to work around and shift existing PG&E conduits on Geary Blvd. at 2 locations (east and west of Stockton Street) during installation of AWSS.

Trend 46: Additional cost for enlarging PG&E Vault No. 584 on O'Farrell east of Stockton.

Trend 51: Intercept existing PG&E ductbank and terminate into Vault No. 5464 at Market/Ellis.

Trend 55: Install Swiveloc lids on 7EA PG&E vaults.

Trend 61: Excavate for PG&E service cut-over at 177 Stillman.

Trend 63: Excavation and restoration for PG&E gas tie-in and kill holes (Part II).

Trend 66: Intercept PG&E conduits at Vault No. 573 at Geary east of Stockton.

Trend 69: Removal of abandoned PG&E gas valve (8EA) and installation of anodes.

Trend 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).

Trend 81: Use of regular concrete as opposed to CDF to cover PG&E electrical ductbanks

REASON FOR CHANGE:

Trend 05: 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 of and parallel to the existing AWSS (whereas Contract Plans JT-308 and 309 showed the existing electrical and AWSS to be in separate trenches). See attached sketch.

Trend 46: The 2 existing PG&E ductbanks that were supposed to be intercepted by vault 584 were further apart than shown on Contract Plans. It was therefore necessary to enlarge Vault No. 584 to capture the 2 ductbanks.

Trend 51: PG&E requested that the Contractor reroute an existing ductbank running north out of Manhole 1803 at 4th/Pioneer Place into Manhole 5464 at Market/Ellis.

Trend 55: PG&E requested that the SFMTA add these lids for safety reasons.

Trend 61: PG&E requested that the Contractor excavate for service cut-over at 177 Stillman Street.

Trend 63: PG&E originally intended to self-perform the excavation and restoration work at all gas tie-in/kill holes. However, due to a lack of available crews, PG&E instructed that the Contractor to finish excavation and restoration work for the last remaining tie-in/kill holes.

Trend 66: During installation of intercept Vault No. 573, PG&E had incorrectly identified the conduits to be intercepted. This error was discovered during cut-over process by PG&E.

Trend 69: PG&E instructed that the Contractor remove all abandoned gas valves (8EA)

Trend 79: Unforeseen conditions were encountered during installation of select PG&E vaults including joint trenches leading to these vaults.

Trend 81: Due to heat dissipation problems associated with CDF covering of PG&E ductbanks, PG&E representatives requested that the Contractor use regular concrete as a substitute.

COST SUMMARY TABLE:

Trend Number:	Description of Additional Work Performed:	Contractor's Cost Proposal	Forecasted Cost:	Trended Amount	PG&E Form B Agreement Status
05	AWSS/PG&E Conflict on Geary Blvd.	\$250,605.02	\$114,551.16	\$127,892.53	Partial agreement (\$61,314.54)
46	PG&E Vault No. 584 Enlargement	\$115,660.47	\$80,000.00	\$60,053.76	Agreed
51	Rerouting of Existing PG&E Ductbank at Vault No. 5464	\$33,531.01	\$23,633.17	\$15,000.00	Agreed
55	Installation of Swiveloc Vault Lids	\$29,254.85	\$29,254.85	\$29,254.85	Agreed
61	Excavation for Cut-Over at 177 Stillman	\$15,000.00	\$7,424.14	\$15,000.00	Agreed
63	Excavation and Restoration for Gas Kill/Tie-In Holes (Part II)	\$88,539.87	\$55,231.06	\$40,000.00	Agreed
66	Intercept Conduits at Vault No. 573	\$7,269.84	\$6,465.79	\$15,000.00	Agreed
69	Removal of Abandoned Gas Valves	\$8,611.56	\$4,562.17	\$15,000.00	Agreed
79	Unforeseen Conditions Encountered During Vault Installation	\$120,872.36	\$44,530.20	\$50,000.00	Agreed
81	Use of Regular Concrete Substitute for CDF	\$99,751.11	\$55,925.75	\$99,751.11	Agreed to scope, TBD for cost
TOTAL		\$769,096.09	\$421,578.29	\$466,952.25	

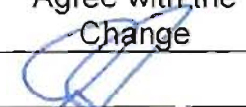

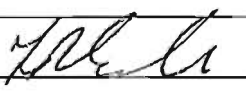

COST ANALYSIS:

Each of the FARs, CORs and/or invoices submitted by the Contractor was thoroughly reviewed by the SFMTA Resident Engineer. After this comprehensive review it was determined that the final compensation value of these items will be \$421,578.29 as shown in the Cost Summary Table.

Approval of the Contract Modification cost contained herein will allow the Resident Engineer to conduct final negotiations with the Contractor which in turn will facilitate the compilation and execution of a Contract Modification for the work contained herein.

SCHEDULE ANALYSIS:

This work does not impact the Substantial Completion Date. There is no time adjustment associated with this Contract Modification.

GENERAL						
Proposed Change Sponsor: <u>S. Wilson</u>		Received by CMB: <u>12/19/2012</u>		(Date)		
Affected Disciplines: <u>Utilities</u>						
Impacts of Change <u>Additional work to restrain the AWSS line</u>						
Change Order Request (COR 002) Amount Not To Exceed \$13,000 increase of original \$45,000 for a total of \$58,000						
<u>Contract(s) Directly Affected by this Proposed Change:</u>						
1250	1251	1252	1253	1254	1255	1256
1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input checked="" 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						
<i>Signatures</i>						
	Agree with the Change	Disagree with the Change	Date			
Senior Program Manager:			<u>12-19-12</u>			
Deputy Program Manager:			<u>12/19/12</u>			
PM Project Services:						
PM Project Development/Delivery:			<u>12/19/2012</u>			
SFMTA O & M Manager:						
SFMTA Safety and Security						
SFCTA PMO			<u>19 Dec '12</u>			
Comments						

Estimate Summary

Scope/Background: The scope of this change order includes additional AWSS installation and restraining. The work was reduced to 16 different work activities and then combined into 3 for analysis. The three summary activities to complete this work consisted of:

- Pavement demolition and excavation
- Install AWSS and test
- Backfill and restore pavement

Stakeholders: SFMTA, SFWD, BIH, SPM

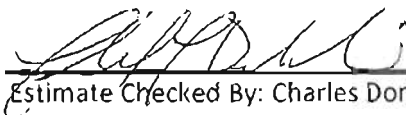
Date of occurrence: 04/13/2012 - 05/16/2012

List of attached documents:

- Summary level comparison
- Detailed comparison
- Detailed estimate
- Materials list



Estimate Prepared By: Ken Barnhart



Estimate Checked By: Charles Dombrowski

COR 002								
No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (EE-C)	Summary of Delta	
Labor	1	Activities 1-7 Pavement demolition and excavation	4.82	4.375	\$ 9,398.00	\$ 7,721.96	\$ (1,676.04)	Activity No. 4 "Get added materials" duration does not match. It was completely excluded from the Engineer's Estimate as it is not appropriate work item. The contractor is not using prevailing labor rates
	2	Activities 8,12,13,14,15 Install AWSS and Test	3.5	3.5	\$ 6,827.00	\$ 4,514.91	\$ (2,312.09)	Activity No. 13 "Install AWSS" duration does not match. This duration was adjusted in relation to the other "Install AWSS" activity to create a total install AWSS duration of one day. This pertains to 23LF of 12" ductile iron pipe. This duration was checked with a CN 1252 Inspector and was agreed to be reasonable. The Contractor is not using prevailing labor rates.
	3	Activities 9,10,11,16 Backfill and Restore Pavement	1.13	1.13	\$ 2,539.00	\$ 2,024.87	\$ (514.13)	The Contractor is not using prevailing labor rates
Equipment	1	Activities 1-7 Pavement demolition and excavation	4.82	4.375	\$ 19,790.00	\$ 11,652.09	\$ (8,137.91)	Activity No. 4 "Get added materials" duration does not match. It was completely excluded from the Engineer's Estimate as it is not appropriate work item. The contractor is using a few incorrect equipment rates and a couple different pieces of equipment than the engineer's estimate.
	2	Activities 8,12,13,14,15 Install AWSS and Test	3.5	3.5	\$ 8,135.00	\$ 4,444.31	\$ (3,690.69)	Activity No. 13 "Install AWSS" duration does not match. This duration was adjusted in relation to the other "Install AWSS" activity to create a total install AWSS duration of one day. This pertains to 23LF of 12" ductile iron pipe. This duration was checked with a CN 1252 Inspector and was agreed to be reasonable. The contractor is using a few incorrect equipment rates and a couple different pieces of equipment than the engineer's estimate. No standby time for equipment was included in the Engineer's Estimate.
	3	Activities 9,10,11,16 Backfill and Restore Pavement	1.13	1.13	\$ 4,622.00	\$ 3,618.41	\$ (1,003.59)	The Contractor is using a few incorrect equipment rates. No standby time was used in the Engineer's Estimate.
				Material	\$ 6,009.73	\$ 6,131.19	\$ 121.46	
				Markup LM&E - 15%	\$ 8,598.11	\$ 6,016.16		
				2nd Tier Subs	\$ 1,480.00	\$ 1,480.00		
				Markup - 5%	\$ 74.00	\$ 74.00		
				Sub. Bond/Insurance 2.14%	\$ 1,443.52	\$ 1,020.31		
				Prime Markup - 5%	\$ 3,445.84	\$ 2,434.91		
				Prime Bond/Insurance 1.68%	\$ 1,215.69	\$ 859.04		
				Total	\$ 73,578.29	\$ 51,591.18	\$ (21,586.13)	



Hill International

Change Order Request - 002
 12/19/2012

CO# 002									
No.	Activity Name	Days (C)	Days (FF)	Contractor 8/14/12	Delta 8/14-10/01	Contractor 10/01/12	Engineer's Estimate (FF)	Delta (FF 8/12)	
Labor	1	04/13/12 Traffic control for MTA to inspect tee	0.38	0.375	\$ 1,099.00	\$ -	\$ 1,099.00	\$ 947.87	\$ (151.63)
	2	04/18/12 Sawcut/remove AC roadbase	0.63	0.625	\$ 1,822.00	\$ -	\$ 1,822.00	\$ 1,578.95	\$ (243.05)
	3	04/19/12 Excavate	1	1	\$ 2,892.00	\$ -	\$ 2,892.00	\$ 2,526.52	\$ (365.48)
	4	04/24/12 Get added materials	0.38	0	\$ 993.00	\$ -	\$ 993.00	\$ -	\$ (993.00)
	5	04/26/12 Remove cone from M/JNI conduits	0.88	0.875	\$ 825.00	\$ -	\$ 825.00	\$ 692.85	\$ (132.15)
	6	04/30/12 Excavate to top of pipe	0.5	0.5	\$ 889.00	\$ -	\$ 889.00	\$ 758.18	\$ (130.82)
	7	05/01/12 Excavate	1	1	\$ 1,498.00	\$ -	\$ 1,498.00	\$ 1,308.29	\$ (189.71)
	8	05/02/12 Install AWSS	0.5	0.5	\$ 1,027.00	\$ -	\$ 1,027.00	\$ 1,263.16	\$ (236.16)
	9	05/03/12 Backfill	0.25	0.25	\$ 405.00	\$ -	\$ 405.00	\$ 447.68	\$ (42.68)
	10	05/11/12 Backfill	0.25	0.25	\$ 323.00	\$ -	\$ 323.00	\$ 447.98	\$ (124.98)
	11	05/16/12 Restore Pavement	0.25	0.25	\$ 513.00	\$ -	\$ 513.00	\$ 447.98	\$ (65.02)
	12	Support Worker	1.5	1.5	\$ 1,462.00	\$ -	\$ 1,462.00	\$ 725.44	\$ (736.56)
	13	05/03/12 Install AWSS	1	0.5	\$ 2,892.00	\$ -	\$ 2,892.00	\$ 1,763.16	\$ (1,128.84)
	14	05/04/12 Additional testing line pressure	0.25	0.25	\$ 723.00	\$ -	\$ 723.00	\$ 631.58	\$ (91.42)
	15	05/04/12 Additional testing full pressure	0.25	0.25	\$ 723.00	\$ -	\$ 723.00	\$ 631.58	\$ (91.42)
	16	05/08/12 Backfill	0.38	0.38	\$ 908.00	\$ -	\$ 908.00	\$ 880.93	\$ (27.07)
Equipment	1	04/13/12 Traffic control for MTA to inspect tee	0.38	0.375	\$ 1,032.00	\$ 516.00	\$ 1,071.00	\$ 892.35	\$ (178.65)
	2	04/18/12 Sawcut/remove AC roadbase	0.63	0.625	\$ 2,834.00	\$ 1,041.00	\$ 3,875.00	\$ 1,967.17	\$ (1,907.83)
	3	04/19/12 Excavate	1	1	\$ 3,325.00	\$ 1,827.00	\$ 4,852.00	\$ 3,028.72	\$ (1,823.28)
	4	04/24/12 Get added materials	0.38	0	\$ 344.00	\$ -	\$ 344.00	\$ -	\$ (344.00)
	5	04/26/12 Remove cone from M/JNI conduits	0.88	0.875	\$ 1,282.00	\$ 1,796.00	\$ 3,078.00	\$ 1,450.81	\$ (1,627.19)
	6	04/30/12 Excavate to top of pipe	0.5	0.5	\$ 770.00	\$ 899.00	\$ 1,269.00	\$ 1,417.93	\$ (148.93)
	7	05/01/12 Excavate	1	1	\$ 1,095.00	\$ 1,516.00	\$ 2,671.00	\$ 2,896.14	\$ (225.14)
	8	05/02/12 Install AWSS	0.5	0.5	\$ 1,000.00	\$ 902.00	\$ 1,902.00	\$ 1,284.27	\$ (617.73)
	9	05/03/12 Backfill	0.25	0.25	\$ 794.00	\$ 888.00	\$ 1,462.00	\$ 810.62	\$ (651.38)
	10	05/11/12 Backfill	0.25	0.25	\$ 584.00	\$ 394.00	\$ 958.00	\$ 810.62	\$ (147.38)
	11	05/16/12 Restore Pavement	0.25	0.25	\$ 407.00	\$ 551.00	\$ 958.00	\$ 802.08	\$ (155.92)
	12	Support Worker	1.5	1.5	\$ 881.00	\$ -	\$ 881.00	\$ 581.46	\$ (299.54)
	13	05/03/12 Install AWSS	1	0.5	\$ 2,898.00	\$ 1,437.00	\$ 4,335.00	\$ 1,284.27	\$ (3,050.73)
	14	05/04/12 Additional testing line pressure	0.25	0.25	\$ 699.00	\$ 339.00	\$ 1,038.00	\$ 647.16	\$ (390.84)
	15	05/04/12 Additional testing full pressure	0.25	0.25	\$ 699.00	\$ 339.00	\$ 1,038.00	\$ 647.16	\$ (390.84)
	16	05/08/12 Backfill	0.38	0.38	\$ 1,005.00	\$ 539.00	\$ 1,544.00	\$ 1,195.00	\$ (349.00)
Material				\$ 6,009.79	\$ -	\$ 6,009.79	\$ 6,131.38	\$ (121.59)	
Markup LM&E - 15%				\$ 6,791.81	\$ 1,816.20	\$ 8,598.01	\$ 8,016.16	\$ (581.85)	
2nd Tier Sub				\$ 1,480.00	\$ -	\$ 1,480.00	\$ 1,480.00	\$ -	
Markup - 5%				\$ 74.00	\$ -	\$ 74.00	\$ 74.00	\$ -	
Sub. Bond/Insurance 2.14%				\$ 1,145.94	\$ 297.98	\$ 1,443.92	\$ 1,020.31	\$ (423.61)	
Prime Markup - 5%				\$ 1,734.79	\$ 721.11	\$ 2,455.90	\$ 2,434.91	\$ (20.99)	
Prime Bond/Insurance 1.88%				\$ 964.81	\$ 250.88	\$ 1,215.69	\$ 858.04	\$ (357.65)	
Total				\$ 38,394.12	\$ 15,184.17	\$ 53,578.29	\$ 41,992.18	\$ (11,586.11)	

Summary of Differences:

- Durations all match except activities No. 4, 13
- Activity No. 4 does not fit into the scope of the detailed labor and equipment estimate.
- Activity No. 13 was adjusted in relation to the other "Install AWSS" activity to create a total install AWSS duration of one day. This pertains to 180' of 12" ductile iron pipe. This duration was checked with a CA 1252 inspector and was agreed to be reasonable.
- No standby time for equipment was included in this lump sum estimate where comparatively SPM added standby for equipment into their cost estimate.

Client: 971472
 Hill Project Number: PWA-21218.01
 On 1252- Tunnel
 Change Order Request No. 002
 Engineer's Estimate



Hill International

Change Order Request - 002
 12/19/2012

No.	Activity	Date	Hourly rates:								Labor totals	Equipment																	Equipment Totals
			4 51.54	5 59.26	5 91.00	5 0.00	5 0.00	5 0.00	5 0.00	5 0.00		4 73.12	4 73.12	5 33.31	5 34.18	5 19.83	5 22.02	5 66.03	5 61.87	5 42.26	5 61.29	5 192.51	5 80.02	5 1.71	5 4.63	5 2.17	5 0.00		
			4 Laborer (511)	5 Operating Engineer (OE) (52)	5 Number Utility Pipe Fitter	5 Labor Assistance	5 Labor Assistance	5 Labor Assistance	5 Labor Assistance		Work Truck	Work Truck	Air Compressor	Generator	Concrete Saw	Power Sucker	Dump Truck - 3 axle	Backhoe (John Deere 10 3100)	Breaker attachment for Backhoes	Mini Excavator (Kubota G45)	Excavator (Hitachi 200)	Traffic Control (Intersection)	Interlocking Water Filled Trench Rainwater	Total per Pipe (small)	Total per trench base	Equipment			
1	04/18/12 Traffic control for MTA to inspect tee	0.375	1	1																	1	1	1	10			5	892.15	
2	04/18/12 Sawcut/Remove AC roadbase	0.425	1	1											1			1	1	1	0.10	1	10			5	1,067.17		
3	04/18/12 Excavate	1	1	1													1			1	0.063	1	10	17	17	5	3,028.72		
4	04/24/12 Get added materials	0																									5	-	
5	04/26/12 Remove cone from MURI conduits	0.875	1,296	0,296							0.29			1								0.071	1	10	17	17	5	1,450.31	
6	04/30/12 Excavate to top of pipe	0.5	2.5	0.875																1	0.125	1	10	17	17	5	1,417.51		
7	05/01/12 Excavate	1	2.5	0.5																1	0.063	1	10	17	17	5	2,856.24		
8	05/01/12 Install AWSS	0.5	1	1	1															1	0.125	1	10	17	17	5	1,284.27		
9	05/07/12 Backfill	0.25	1	1																1	0.25	1	10	17	17	5	820.63		
10	05/11/12 Backfill	0.25	1	1																1	0.25	1	10	17	17	5	820.63		
11	05/16/12 Restore Pavement	0.25	1	1												1	1					1	0.25	1	10	17	5	802.08	
12	Support Welder	1.5	0.5	0.5																	0.5						5	583.48	
13	05/09/12 Install AWSS	0.5	1	1	1															1	0.125	1	10	17	17	5	1,284.27		
14	05/04/12 Additional testing fine pressure	0.25	1	1	1																0.25	1	10	17	17	5	547.18		
15	05/04/12 Additional testing full pressure	0.25	1	1	1																0.25	1	10	17	17	5	547.18		
16	05/08/12 Backfill	0.38	1	1																	1	0.164	1	10	17	17	5	1,195.05	
17	Total										\$ 14,261.74																5	19,718.87	

Labor	\$ 14,261.74
Material	\$ 6,151.19
Equipment	\$ 19,718.82
2nd Tier Sub	\$ 1,480.00
Markup on 2nd Tier Sub - 3%	\$ 74.00
1st Tier Sub OH&P - 13%	\$ 6,016.16
1st Tier Sub Bond/Insurance - 2.14%	\$ 1,020.31
Prime - Markup - 5%	\$ 3,434.91
Prime - Bond/Insurance - 1.68%	\$ 855.04
Total Amount	\$ 51,992.16

- Assumptions:
- Traffic Control at intersection consists of 2CMS, 2 Arrow Boards, 4 Construction signs
 - All material procurement and delivery is captured under 2% premium added on the materials summary sheet
 - Hitachi 200 Excavator is used 10min per day to move temporary road decking
 - Trench barrier rate is reduced to an hourly rate from the monthly rate using a 368hr month (assuming 6 holidays/year)
 - Total temp. road decking includes additional plates needed to allow AWSS testing.

Estimated By: 
 Kenneth Samhari

Shift Duration: 8hrs

 Checked By: Charles F. Dombrowski

Client: SFMTA
 Hill Project Number: PNN-01215.02
 CN 1232 - Tunnel
 Change Order Request No. 002
 Engineer's Estimate



Hill International

Change Order Request - 002
 12/19/2012

Material	Qty.	Unit	Unit Price	Extension
Weld Stops	12	EA	\$ 22.45	\$ 269.40
Stop Collar	3	EA	\$ 470.82	\$ 1,412.46
Bell Collar	1	EA	\$ 455.33	\$ 455.33
Tie Rods 1 1/4" x 32" (3lf each - 8 used)	24	LF	\$ 25.95	\$ 622.90
SS Wire 10 Gauge	300	LF	\$ 0.93	\$ 278.70
SS Square Washers	16		\$ 2.32	\$ 37.12
SS Bolts	16		\$ 23.81	\$ 380.96
SS Nuts	16		\$ 3.65	\$ 58.40
12" MJ glands	2	EA	\$ 56.96	\$ 113.92
12" MJ gasket	2	EA	\$ 8.28	\$ 16.56
12" Bell gasket	1	EA	\$ 11.10	\$ 11.10
12" Gripper Gaskets	2	EA	\$ 123.33	\$ 246.66
3' Length of 12" DI	20	LF	\$ 42.44	\$ 848.80
51" Spool	4.25	LF	\$ 42.44	\$ 180.37
Sawcutting Blade (Caltrans code 100'/inch)	720	IN/FT	\$ 0.18	\$ 129.60
Delivery doesn't apply below				
Concrete Base (\$30 delivery not taxable)	2.15	CY	\$ 197.50	\$ 424.63
Asphalt	1	TN	\$ 73.00	\$ 73.00
			Sales Tax - 8.5%	\$ 470.04
			Delivery - 2%	\$ 101.25
Total				\$ 6,131.19
			2nd Tier Sub Quote	
			Al's Welding 4 Stops	\$ 480.00
			Al's Welding 8 Stops	\$ 1,000.00

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

EVALUATION of MERIT

COR 002

Recommendation: Accept justification of merit for COR 002. SFMTA directed the additional work to restrain the AWSS line, not contained in contract documents.

Facts: During excavation for contract work, AWSS relocation, at the intersection of Fourth and Harrison Street, BIH's subcontractor Synergy Project Management (SPM) uncovered a section of pipe north of the AWSS "T" fitting which was unrestrained and badly rusted, not conforming to current code.

Rationale for COR: SFMTA issued a response to RFI 56 directing the Contractor to restrain the AWSS pipe. The RFI response prepared by Michael Smith of the San Francisco Department of Public Works stated: "Added 04/18/12: Following confirmation after SFDPW field inspection of exposed AWSS line, restrain the existing 12-inch tee to the existing pipe north of the tee. Restrain any other joints that are not restrained on the existing pipe up to the new pipe to be installed." Additional details of the connections were then provided by SFMTA for Contractor to execute the work.

Justification: The following activities were required to be performed in order to install the new restraining materials: roadway surface demolition, soil excavation, utility demolition, installation of new AWSS piping, hydrostatic testing, backfill and compaction, restoration and traffic control devices.

Note: this COR also relates to a time impact analysis which has been received under cover of COR 008.

By:



Sarah Wilson
Resident Engineer

10/10/12
Date

Configuration Management Board
Approval

Date



BARNARD IMPREGILO HEALY JOINT VENTURE

420 Fourth Street San Francisco, CA 94107, PH (415) 546-0799, FX (415) 546-3822

PRELIMINARY CHANGE ORDER REQUEST FORM

Third Street Lightrail Program Phase 2 - Central Subway Project
CONTRACT 1252

9/5/2012

COR 2: Additional AWSS restraining @ 4th & Harrison

DIRECT COST IMPACTS:

COR #002 submitted on 8/14/2012 had a total direct cost impact equal to \$58,444.22. See the COR package for details of all direct costs.

TIME IMPACTS:

Time impacts pertaining to this COR are captured in the COR #008 package (TIA Summary for COR's 001, 002 and 003.

WHAT (DESCRIPTION OF COR):

Additional AWSS work that was required by M. Smith from the Water department. This work consisted of approximately x12 stainless steel restraint rods, several glands, a custom cut nipple, several bell and stop collars and an additional 23' of 12" High Pressure DIP to be added to the AWSS line on 4th and Harrison.

WHY (REASON FOR COR):

This was work that was requested by M. Smith from the Water Department. SFMTA asked SPM to track it on force account in order to proceed quickly since the work was on the critical path.

WHERE (LOCATION/STATION):

4th & Harrison

WHEN (OCCURRENCE DATE, ACTION DATE):

The work began on April 13, 2012 and proceeded until pavement restoration on May 16, 2012.

HOW (RECOMMENDATION OF ACTION):

The work was on the critical path and in an effort to start the work without any delay, the MTA asked that this work be tracked on Force Account tags and that a fully executed change order would be processed in 1-2 months. However, the change order work was installed at the same time as base contract pipe with workers jumping between the added scope and base contract scope, and as a result, there were several items of work that got missed on the Force Account tags. In so much as this work was done and can be verified by the SFMTA inspectors or with daily photos, this change order has included the true and complete cost of the additional work and not just what was on the Force Account Tags. Some examples of what was not included is the welding work, some installation time, and the testing time. In addition to these items, all equipment that was used and shown on the photos are included as part of this COR. Lastly, any plates or shoring that were in use on the base contract AWSS installation and had to remain in place during the time that the added AWSS work was done have also been included in this COR in that Synergy could not backfill any part of the AWSS until the COR work was complete and the entire line was tested. This COR has excluded any delay costs on the balance of the project site and has been instructed by BIH to include these costs in another COR along with a Time Impact breakdown.

SPEC REF: 33 11 20
APPLICABLE DRAWINGS: AW-501.12

PREPARED BY:

 Engineer
Contractor's Representative (Name, Title) 9/5/12
Date

Barnard Impregilo Healy JV

REQUEST FOR INFORMATION

No. 00056

PO BOX 78270
San Francisco, CA 94107

Phone: 415-546-0799
Fax: 415-546-3822

TITLE: AWSS utility conflict: Harrison/4th

DATE: 4/11/2012

PROJECT: Contract 1252 - Tunnels

JOB: 221

TO: Attn: Sarah H. Wilson
SF Municipal Transportation Agency
821 Howard Street
San Francisco, CA 94103
Phone: (415) 701-4299 Fax: (415) 701-5222

STARTED:

COMPLETED:

REQUIRED: 4/18/2012

QUESTION:

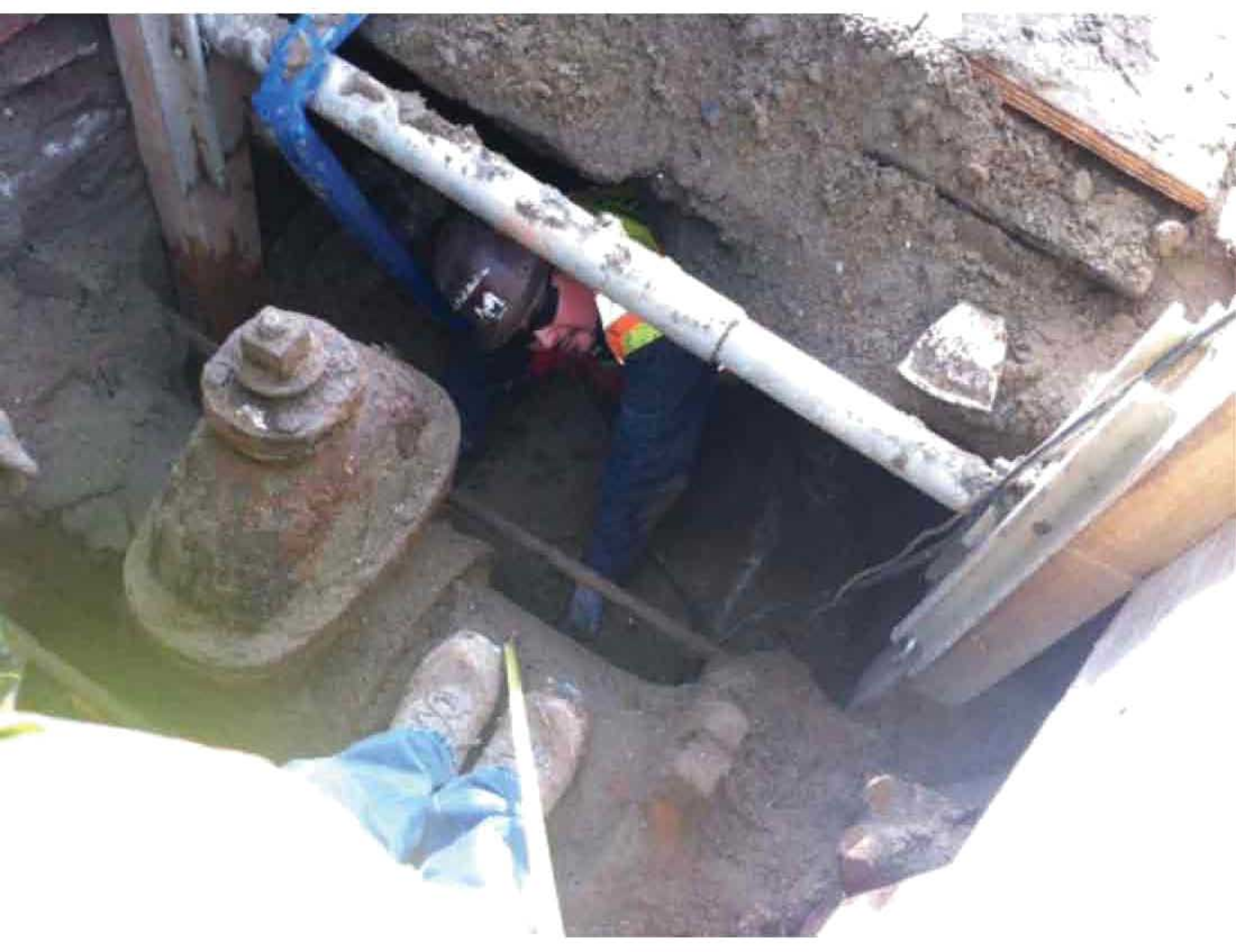
It was discovered that the existing AWSS "T" fitting shown on contract drawing AW-501.12 is in conflict with an existing 12" water line. The water line, which is shown to be located 3 feet away on contract drawing UT-501 is actually only 2-3 inches away and does not provide adequate space needed for the tie-in work to the existing AWSS "T" fitting required by drawing AW-501.12. Synergy is not physically capable of gaining access to the tie rod bolts required to tighten the mechanical joint fittings at this location. Synergy's workers have already had to undermine the existing 12" water utility just to examine the utility conflict and can't continue the installation of new AWSS fittings. Synergy has removed the existing lead joint pipe and recommends leaving the ductile iron pipe intact and installing new tie rods between the new 90 degree elbow and the existing "T" fitting. Also, the existing thrust block was poured in such a way that it is covering a portion of the existing "T" fitting and will need to be chipped away in order to install the new tie rods. Can the SFMTA direct us how to proceed?

Requested By: Barnard Impregilo Healy JV

Date: 4/11/2012

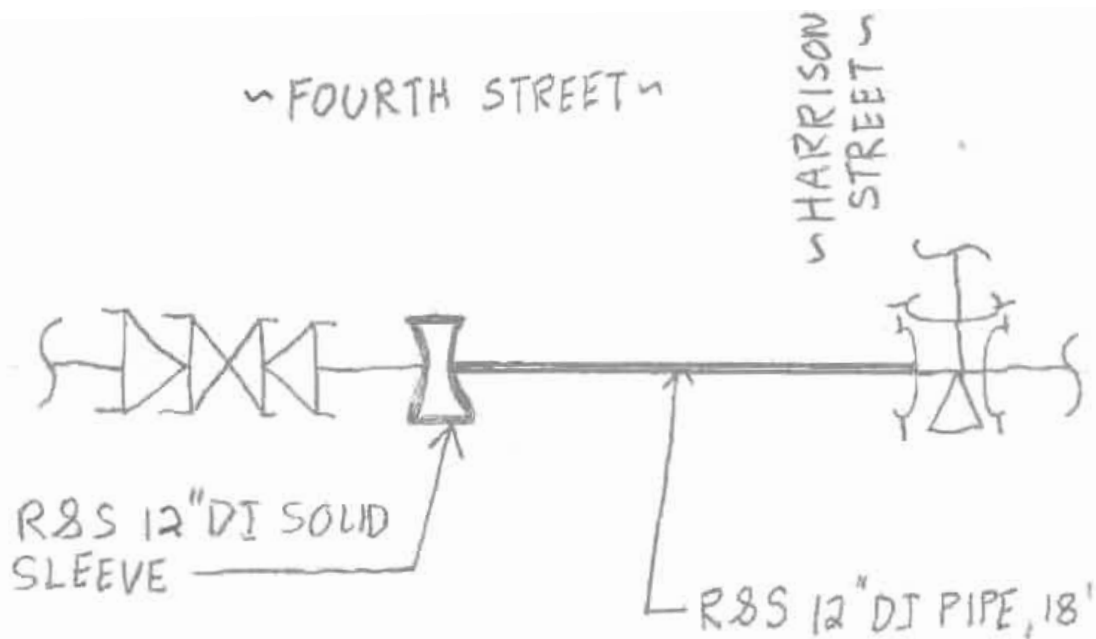
Signed: 

Ben Campbell

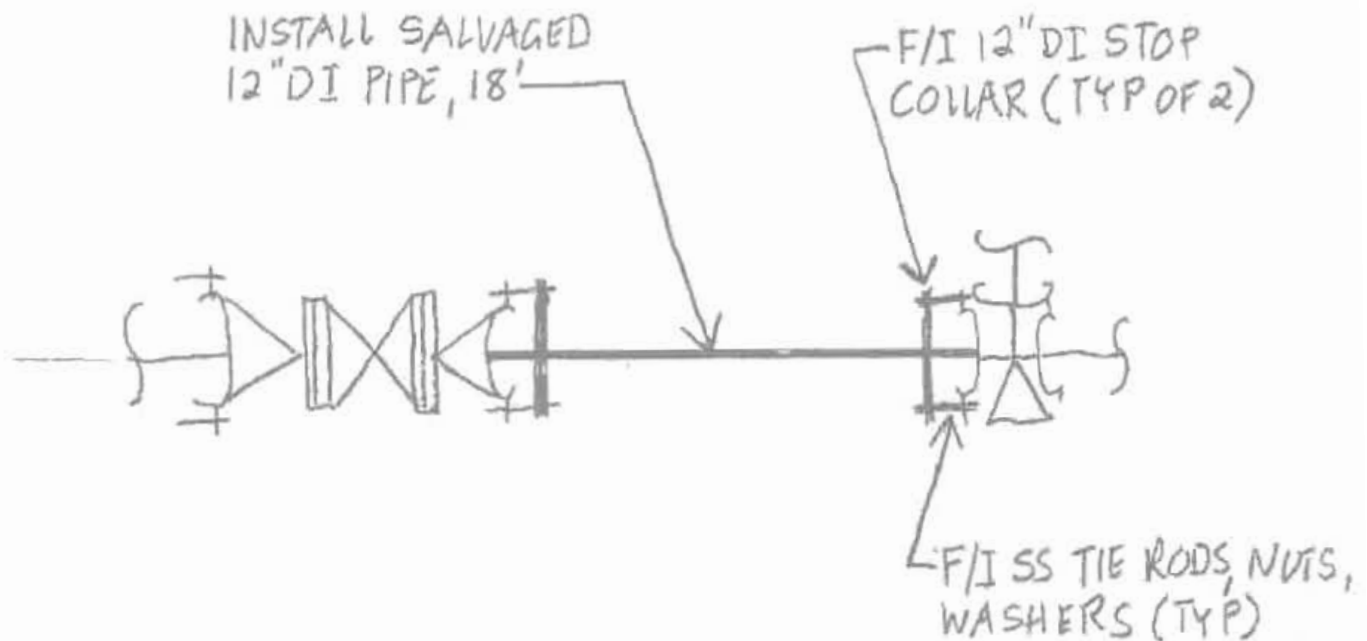






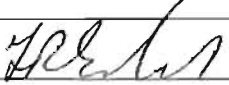





REMOVAL WORK-PLAN



NEW WORK-PLAN

GENERAL		
Proposed Change Sponsor:	S. Wilson	Received by CMB: <u>12/19/2012</u> (Date)
Affected Disciplines:	<u>Demolition</u>	
Impacts of Change	Pre-excavation to remove concrete encased sewer line at the west slurry wall of the tunnel launch box	
	Change Order Request (COR 015) Amount Not To Exceed \$96,000	
<u>Contract(s) Directly Affected by this Proposed Change:</u>		
1250 1 <input type="checkbox"/> (CP01)	1251 2 <input type="checkbox"/> (CP02)	1252 3 <input checked="" type="checkbox"/> (CP03)
1253 4 <input type="checkbox"/> (CP04)	1254 5 <input type="checkbox"/> (CP05)	1255 6 <input type="checkbox"/> (CP06)
		1256 7 <input type="checkbox"/> (CP07)
CONFIGURATION MANAGEMENT BOARD APPROVALS		
	<i>Signatures</i>	
	Agree with the Change	Disagree with the Change
Senior Program Manager:		Date
Deputy Program Manager:		<u>12-19-12</u>
PM Project Services:		<u>12/19/12</u>
PM Project Development/Delivery:		<u>12/19/2012</u>
SFMTA O & M Manager:		
SFMTA Safety and Security		
SFCTA PMO		<u>19dec/12</u>
	Comments	

Estimate Summary

Scope/Background:

A differing site condition was encountered while performing slurry wall construction along the west side of the Launch Box. A concrete encased 8" sewer main was discovered to be in the direct path of the slurry wall panel excavation which impacted production.

Stakeholders: SFMTA, BIH, CJA-NCC

Date of occurrence: 8/29/12

List of attached documents:

CJA-NCC Equipment rate submittal with edits
Prevailing Wage rate for O.E. apprentice



Estimate Prepared By: Charles Dombrowski



Estimate Checked By: Ken Barnhart

COR 015							Summary of Delta	Negotiation Position	
No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (E-C)			
Labor	1	Pre-excavation for Slurry Wall	1.25	1	\$ 3,328.91	\$ 2,546.50	\$ (782.41)	Contractor used 1.25 hours per panel. Engineer's estimate used 1 hour per panel.	
	2	Pre-excavation on Critical Path	5	4	\$ 22,481.07	\$ 14,267.29	\$ (8,213.78)	Contractor used 1.25 hours per panel. Engineer's estimate used 1 hour per panel.	
	3	Slurry Plant	2.5	2	\$ 5,800.38	\$ 3,841.33	\$ (1,959.05)	Contractor used 1.25 hours per panel. Engineer's estimate used 1 hour per panel.	
	4	Credit for Excavated Materials	-0.75	-1.25	\$ (1,506.02)	\$ (3,183.11)	\$ (2,077.11)	Contractor credited 0.15 hours per panel. Engineer's estimate used 0.25 hours per panel.	
Equipment	1	Pre-excavation for Slurry Wall	1.25	1	\$ 2,477.90	\$ 1,448.00	\$ (1,029.90)		
	2	Pre-excavation on Critical Path	5	4	\$ 28,766.40	\$ 20,875.84	\$ (7,890.56)		
	3	Slurry Plant	2.5	2	\$ 11,012.40	\$ 6,444.80	\$ (4,567.60)		
	4	Credit for Excavated Materials	-0.75	-1.25	\$ (2,828.22)	\$ (4,713.70)	\$ (1,885.48)		
	Materials			\$ 32,700.00	\$ 30,853.24	\$ (1,846.76)	Contractor uses \$150/c y. of concrete. Engineer's estimate uses \$128.75/c y. plus sales tax.		
	Markup LM&E - 15%			\$ 28,680.71	\$ 10,812.00		Contractor used 25% markup.		
	2nd Tier Subs			\$ -	\$ -				
	Markup - 5%			\$ -	\$ -				
	Sub. Bond/Insurance 0.52%			\$ 667.18	\$ 411.04				
	Prime Markup - 5%			\$ 6,448.54	\$ 4,166.18				
	Prime Bond/Insurance 1.60%			\$ 2,275.04	\$ 1,469.82				
	Total			\$ 117,694.28	\$ 88,959.23	\$ (48,735.05)			


No. Activity	Days	Hourly rates:								Labor totals	Equipment																Equipment Totals							
		59.67	73.87	71.98	73.06	43.73	0.00	0.00	108.33		72.78	94.87	102.64	75.07	113	31.07	84.08	11.36	5.11	5.11	5.58	5.54	15.88	5.15	211.18	388.35		5.98	7.88	107.59	7.84	11.36		
		Laborer (22)	Operating Engineer (OE) (G2)	Operating Engineer (OE) (G3)	Site Worker (SW) (F10)	Site Engineer Apprentice	Labor Records	Labor Resource			Cat M3220 Excavator Wheeled	Cat 938 Loader	Skytrak 10042 Forklift	500 KW Generator	185CFM Air Compressor	12,000 gal Slurry Tank	Auro Bentonite Mixer	Derrick Dosander 300M3	Electric 10' Container	100HP VFD Pump-Control Panel	Mission Pump 3rd R 40 HP	Mission Pump 5th S0MP	Mission Pump 6th R 150HP	Screwsucker Pump	Water Pump Gould 40 HP	Bushnell 855 Crane	CAT 950H w/ bucket	MALTA Extension Guide 800	190 814x700 Jaws	847A Hydraulic Grab	TD 800 Square Chase	Taring with Cobalt Ins		
1	1	1	1	1	1	1			\$ 2,546.50	1	1																							\$ 1,448.00
2	4	2	3	1	1	1			\$ 14,267.29	1	1																							\$ 20,376.84
3	2	1	1		1	1			\$ 3,941.33																									\$ 6,444.83
4	-1.25	1	1	1	1	1			\$ (8,183.11)																								\$ (8,714.71)	
5																																		\$ -
6																																		\$ -
7																																		\$ -
8																																		\$ -
9																																		\$ -
10																																		\$ -
11																																		\$ -
12																																		\$ -
13	Total								\$ 17,572.00																									\$ 24,054.94

Labor \$ 17,572.00
 Material \$ 30,453.24
 Equipment \$ 24,054.94
 2nd Tier Sub \$ -
 Markup on 2nd Tier Sub - 3% \$ -
 3rd Tier Sub OH&P - 15% \$ 10,812.03
 1st Tier Sub Bond/Insurance - 0.52% \$ 431.04
 Prime - Markup - 5% \$ 4,166.16
 Prime - Bond/Insurance - 1.68% \$ 1,469.82
Total Amount \$ 88,958.21

Assumptions:
 40 Panels
 Engineer's estimate uses 1 hour per panel to remove obstructions uncovered during excavation
 Credit for original scope uses .25 hrs/panel

Shift Duration: 8hrs

 Estimated By: C. Dymkowski 12/6/2012

Checked By: Ken Barnhart


Material	Qty.	Unit	Unit Price	Extension
Concrete	218	C.Y.	\$ 128.75	\$ 28,067.50
				\$ -
				\$ -
				\$ -
			Sales Tax 8.5%	\$ 2,385.74
Total				\$ 30,453.24

2nd Tier Sub Quote \$ -

Prevailing Labor Rates - SF

<http://www.dir.ca.gov/>

Labor Resource		Social Security	Medicare	PUTA	SUTA	SF Pay	WC	Vacation/Holiday	Other Fringes	Fully Burdened
		6.10%	1.45%	0.60%	6.20%	1.50%	12.00%			
										0
Carpenter	\$ 38.50	\$ 2.64	\$ 0.62	\$ 0.26	\$ 2.64	\$ 0.64	\$ 5.11	\$ 4.05	\$ 21.77	\$ 76.21
Cement Mason	\$ 28.65	\$ 2.09	\$ 0.49	\$ 0.20	\$ 2.09	\$ 0.51	\$ 4.05	\$ 5.14	\$ 16.82	\$ 60.05
Electrician (Inside Wireman)	\$ 54.87	\$ 3.73	\$ 0.87	\$ 0.36	\$ 3.72	\$ 0.90	\$ 7.20	\$ 1.64	\$ 23.95	\$ 97.23
Flag Person	\$ 26.89	\$ 1.82	\$ 0.43	\$ 0.18	\$ 1.82	\$ 0.44	\$ 3.52	\$ 2.48	\$ 14.62	\$ 52.20
Iron Worker	\$ 33.00	\$ 2.29	\$ 0.54	\$ 0.22	\$ 2.29	\$ 0.55	\$ 4.43	\$ 3.92	\$ 21.37	\$ 68.60
Laborer (G1)	\$ 26.89	\$ 1.82	\$ 0.43	\$ 0.18	\$ 1.82	\$ 0.44	\$ 3.52	\$ 2.48	\$ 15.96	\$ 53.54
Laborer (G2)	\$ 26.99	\$ 1.83	\$ 0.43	\$ 0.18	\$ 1.83	\$ 0.44	\$ 3.54	\$ 2.48	\$ 15.96	\$ 53.67
Operating Engineer (OE) (G2)	\$ 36.24	\$ 2.48	\$ 0.58	\$ 0.24	\$ 2.48	\$ 0.60	\$ 4.79	\$ 3.70	\$ 22.77	\$ 73.87
Operating Engineer (OE) (G3)	\$ 34.76	\$ 2.38	\$ 0.56	\$ 0.23	\$ 2.38	\$ 0.58	\$ 4.62	\$ 3.70	\$ 22.77	\$ 71.98
Pile Driver (PD) (G2)	\$ 37.17	\$ 2.53	\$ 0.59	\$ 0.25	\$ 2.53	\$ 0.61	\$ 4.90	\$ 3.70	\$ 22.77	\$ 75.06
Plumber Utility Pipe Fitter	\$ 51.00	\$ 3.18	\$ 0.74	\$ 0.31	\$ 3.18	\$ 0.77	\$ 6.16	\$ 0.30	\$ 29.65	\$ 95.29
Teamster	\$ 27.43	\$ 1.83	\$ 0.43	\$ 0.18	\$ 1.83	\$ 0.44	\$ 3.53	\$ 2.15	\$ 20.42	\$ 58.27
Traffic Control Person I	\$ 27.19	\$ 1.84	\$ 0.43	\$ 0.18	\$ 1.84	\$ 0.45	\$ 3.56	\$ 2.48	\$ 14.62	\$ 52.58
Traffic Control Person II	\$ 24.69	\$ 1.68	\$ 0.39	\$ 0.16	\$ 1.68	\$ 0.41	\$ 3.26	\$ 2.48	\$ 14.62	\$ 49.38
Scaffold / Shoring Erector	\$ 38.65	\$ 2.65	\$ 0.62	\$ 0.26	\$ 2.65	\$ 0.64	\$ 5.12	\$ 4.05	\$ 21.77	\$ 76.40
Elevator Mechanic/Constructor	\$ 57.29	\$ 3.77	\$ 0.88	\$ 0.36	\$ 3.77	\$ 0.91	\$ 7.29	\$ 3.44	\$ 23.84	\$ 101.54
Elevator Mechanic Helper	\$ 40.10	\$ 2.70	\$ 0.63	\$ 0.26	\$ 2.70	\$ 0.65	\$ 5.22	\$ 3.44	\$ 23.84	\$ 79.54
Asbestos Removal Specialist II	\$ 24.87	\$ 1.67	\$ 0.39	\$ 0.16	\$ 1.67	\$ 0.40	\$ 3.23	\$ 2.02	\$ 10.53	\$ 44.94
Lead Removal Worker	\$ 36.25	\$ 2.36	\$ 0.55	\$ 0.23	\$ 2.36	\$ 0.57	\$ 4.57	\$ 1.85	\$ 6.09	\$ 54.84

Equipment	Caltrans Page No	CalTrans Category Sub-Category Rental Quote/ Code	Hourly Rate	Delay Factor	Standby Rate
Equipment			\$ -		
1 Work Truck	34	TRUCK	\$ 33.12	0.14	\$ 4.64
2 Dump truck - 3-axle	34	TRUON	\$ 66.43	0.16	\$ 10.63
3 Tow Behind Trailer	33	TRAIT	\$ 5.72	0.42	\$ 2.40
4 End Dump - 5-axle	34	TRUON	\$ 83.50	0.16	\$ 13.36
5 Generator	6	ELGEN	\$ 14.18	0.11	\$ 1.56
6 Air Compressor	1	AIRCP	\$ 34.31	0.12	\$ 4.12
60-90 Lb. Jack-hammer	1	AIRTOL	\$ 1.31	0.61	\$ 0.80
Air compressor, hoses & hammer total			\$ 35.62		\$ 4.92
7 Arc Welder	34	WELD	\$ 11.87	0.18	\$ 2.14
Welding Rods	N/A	N/A	\$ 5.34		\$ -
F250	34	TRUCK	\$ 33.12	0.14	\$ 4.64
Welder and Truck			\$ 50.33		\$ 6.77
8 Torches and Tanks	34	WELD	\$ 0.24	0.18	\$ 0.04
Oxygen Tank and Acetylene Tank	N/A	N/A	\$ 38.70		\$ -
Total Torches and Tanks			\$ 38.94		\$ 0.04
9 Rotohammer	6	ELTOL	\$ 0.44	0.61	\$ 0.27
Generator	6	ELGEN	\$ 14.18	0.11	\$ 1.56
Rotohammer and Generator			\$ 14.62		\$ 1.83
10 Rivet Buster	1	AIRTOL	\$ 1.31	0.61	\$ 0.80
Air Compressor	1	AIRCP	\$ 34.31	0.12	\$ 4.12
Rivet Buster and Air Compressor			\$ 35.62		\$ 4.92

11 Compactor, Hand Guided	4 COMHG	\$ 8.82	0.18	\$ 1.59
12 Bobcat 763	31 TRACS	\$ 25.35	0.11	\$ 2.79
13 Backhoe (John Deere ID 310G)	18 LDDRT	\$ 62.87	0.12	\$ 7.54
Clam Shell Bucket	1 N/A	\$ 9.29	0.12	\$ 1.11
Backhoe w/ Clam Shell total		\$ 72.16		\$ 8.66
14 Breaker attachment for Backhoe	7 HAMMR	\$ 42.26	0.23	\$ 9.72
15 Mini Excavator (Kubota U45)	N/A N/A	\$ 63.79	0.18	\$ 11.48
16 Excavator (Hitachi 200)	N/A N/A	\$ 142.51	0.18	\$ 25.65
17 New Holland Excavator (E135)	N/A N/A	\$ 120.13	0.18	\$ 21.62
18 Ride-on Sweeper	4 BRMSW	\$ 145.11	0.14	\$ 20.32
19 Bituminous Distributor	4 BITDT	\$ 6.52	0.14	\$ 0.91
Work truck	33 TRUCK	\$ 33.12	0.14	\$ 4.64
Bituminous Distributor with truck		\$ 39.64		\$ 5.55
20 Fork Lift Truck	6 FKLFT	\$ 27.14	0.20	\$ 5.43
21 Concrete Saw	28 SAWCO	\$ 19.63	0.14	\$ 2.75
Saw blade 12" x \$18 per hour (100 LF)	28 SAWCO	\$ 216.00	0.14	\$ 30.24
Concrete Saw and Blade		\$ 235.63		\$ 32.99
22 Water Pump	22 PUMWA	\$ 22.61	0.35	\$ 7.91
23 Confined Space Equipment				
Gas Detector 4-Gas w/ Motorized Integral Pump		\$22.79		
Blower Portable w/ 8"x15' Hose		\$8.82		
Retrieval 65' Winch for Tripod		\$11.53		
SCBA-NFPA Approved 2216 PSI Complete airpeck		\$9.03		
Total Confined Space		\$52.15		
Traffic Control (per street, intersection = x2 24 streets)				
Construction Signs	32 TRAFC	\$2.43		

Changeable Message Boards	32 TRAF A	\$9.92		
Arrow Board	32 TRAF A	\$3.20		
No Parking Signs (A-frames)	32 TRAF C	\$0.22		
Cones (per 100)	32 TRAF C	\$13.27		
25 Interlocking Water Filled Triton Barrier	N/A N/A	\$1.61		
\$270 per month /168 hours per month				
26 Traffic Plates Installed				
Total per Plate (small)	N/A N/A	\$4.61		
Total per Plate (large)	N/A N/A	\$7.19		
27 Trench Shoring (4' wide trends)		\$2.17		
Total per trench shore		\$0.48		



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(CJA-NCC JV)

Third Street Light Rail Program, Phase 2-Central Subway Tunneling
JOB # 21134

UPDATED 10/2/2012

EQUIPMENT COST

GALTRANS TAG	CJA/NCC TAG	Description	Outside Rent Rate (hour)	Inside Rent Rate (hour)	Galtrans Rate (hour)	Blue Book Rate (hour)
ATTACHMENT C	A29250T	18,000 GAL SLURRY TANK	ST \$ / 3.13			
ATTACHMENT C	A32350T	18,000 GAL SLURRY TANK	ST \$ / 3.13			
ATTACHMENT C	A35250T	10,000 GAL SLURRY TANK	ST \$ / 3.13			
ATTACHMENT C	A60310T	18,000 GAL SLURRY TANK	ST \$ / 3.13			
ATTACHMENT C	A60320T	18,000 GAL SLURRY TANK	ST \$ / 3.13			
ATTACHMENT A	ABM30001	AUTO BENTONITE MIXER	ST	\$ -15.34		
ATTACHMENT A	BEG4001	BAYA EXTENSION GUIDE 800	ST	\$ 6.68		
ATTACHMENT A	BHG60	BAYA HYDRAULIC GRAB	ST	\$ 148.86		
ATTACHMENT A	BHJ9141	H90 914 X 2700 JAWS	ST	\$ 7.39		
ATTACHMENT A	BHJ9142	H90 914 X 2700 JAWS	ST	\$ 7.39		
ATTACHMENT C	BVP01	BAUER VACUUM PUMP	ST \$ -27.24			
ATTACHMENT A	CGP0001	SINNUS 3E	ST	\$ 42.61		
ATTACHMENT A	24K124 CSQ4008	TD 800 SQUARE CHISEL (914)	ST		\$ / 8.31	\$2.84
ATTACHMENT A	CVC01	BAYA CABLETTE	ST	\$ 2.84		
ATTACHMENT A	CWS800	CWS 800 SECTION END STOP	ST	\$ 84.09		
ATTACHMENT A	DAN1801	INTEROC NR100	ST	\$ 144.62		
ATTACHMENT A	DBD3002	DERRICK DESANDER 300M3	ST	\$ 218.75	OK	\$44.50
ATTACHMENT A	DDS01	DERRICK DESILTING UNIT	ST	\$ 50.00	OK	
ATTACHMENT A	ECB2001	ELECTRIC 20' CONTAINER	ST	\$ 11.39		
ATTACHMENT C	ECP1007	100HP VFD PUMP CONTROL PANEL	ST \$ 8.16		\$ 5.11	
ATTACHMENT A	GSG9141	STEIN EXT FOR SK 280-800	ST	\$ 5.11		
ATTACHMENT A	GSK8001	STEIN DIAPHRAGM WALL GRAB BOD	ST	\$ 28.41		
ATTACHMENT C	HSP01	HYDRA-TECH PUMP	ST \$ / 27.72			
ATTACHMENT C	HSP02	HYDRA-TECH PUMP	ST \$ / 27.72			
ATTACHMENT A	JSK9141	STEIN DIAPHRAGM GRAB JAW	ST	\$ 10.23		
ATTACHMENT A	KDM01	KODEN DRILLING MONITOR	ST	\$ 17.05		
ATTACHMENT A	KDM02	KODEN DRILLING MONITOR	ST	\$ 17.05		
ATTACHMENT C	MP4313	MISSION PUMP 3X4 R 40HP	ST \$ / 22.60			\$5.11
ATTACHMENT C	MP4316	MISSION PUMP 3X4 R 40HP	ST \$ / 22.60			
ATTACHMENT C	MP4317	MISSION PUMP 3X4 R 40HP	ST \$ / 22.60			
ATTACHMENT C	MP543	MISSION PUMP 5X4 R 50HP	ST \$ / 22.60			\$5.68
ATTACHMENT C	MP6805	MISSION PUMP 6X8 R 150HP	ST \$ / 22.60			\$5.68
ATTACHMENT C	MP861	MISSION PUMP 3X4 R 40HP	ST \$ / 22.50		\$5.11	
ATTACHMENT C	MWP09	MOYNO WATER PUMP	ST \$ / 22.50			
ATTACHMENT C	PDM3002	PDM 3 DIESEL PUMP	ST \$ / 4.13			
ATTACHMENT A	OC3.5	TARALOG WITH COBAT INS	ST	\$ 31.25	\$11.36	
ATTACHMENT A	QCD45004	DIALOG LUTZ WITH NEMO	ST	\$ 23.75		
ATTACHMENT A	SBA8551	KS 3000 INCLD GRAB+GUIDE	ST	\$ 85.98		
ATTACHMENT A	SKE91401	STEIN EXTENSIONI 36"	ST	\$ 2.84		
ATTACHMENT A	SKG70104	STEIN DIAPHRAGM WALL GRAB BOD	ST	\$ 36.93		
ATTACHMENT A	SKJ91401	STEIN JAWS 36"	ST	\$ 6.25		
ATTACHMENT C	SSP20204	SCREWSUCKER PUMP	ST \$ -19.89			
ATTACHMENT C	SSP20205	SCREWSUCKER PUMP	ST \$ -19.89			
ATTACHMENT A	TPR0006	TREMIE PIPE	ST	\$ -5.68		
ATTACHMENT A	TPR0007	TREMIE PIPE	ST	\$ -5.68		
ATTACHMENT C	WPG0001	WATER PUMP HP GOULD 40HP	ST \$ 22.50		\$5.41	



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Third Street Light Rail Program, Phase 2-Central Subway Tunneling
JOB # 21134

UPDATED 10/2/2012

EQUIPMENT COST

CALTRANS TAG	CJA/NCC TAG	Description	Outside Rent Rate (hour)	Inside Rent Rate (hour)	Calltrans Rate (hour)	Blue Book Rate (hour)
00-06	2108	00 Ford F350 Diesel	ST		\$ 19.98	
00-06	2118	96 Ford Louisville	ST		\$ 19.98	
00-06	2212	11-Ford F450 XL	ST		\$ 19.98	
806-3	3023	Klemm 806-3	ST		\$ 134.37	
KR2510B	3028	Klemm/Bauer 3012	ST		\$ 187.64	
312-2	3030	Sollmec R312-200	ST		\$ 196.61	
SR60	3037	Sollmec SR-70	ST		\$ 303.79	
SM405	3042	Sollmec SM-14	ST		\$ 87.08	
075-120	4014	IR 900 CFM Air Comp 350 psi	ST		\$ 82.64	
075-120	4015	IR 900 CFM Air Comp	ST		\$ 82.64	
075-120	4018	IR 900 CFM Air Comp	ST		\$ 82.64	
075-120	4019	IR 900 CFM Air Comp	ST		\$ 82.64	
025-045	4023	IR 250 CFM Air Comp	ST	016-025	\$ 34.31	20.01
025-045	4024	IR 250 CFM Air Comp	ST		\$ 34.31	20.01
075-120	4029	IR 900 CFM Air Comp	ST		\$ 82.64	
025-045	4030	IR 250 CFM Air Comp	ST		\$ 34.31	20.01
016-025	4034	IR 185 CFM Air Comp	ST		\$ 20.01	
016-025	4038	IR 185 CFM Air Comp	ST		\$ 20.01	
1150XHD	4046	Sullair 1150XH Air Comp	ST		\$ 101.60	
025-050	5025	Multiquip 25kw GENER	ST	015-025	\$ 14.24	14.18
500	5026	Lincoln Comander 500 We	ST	250-500	\$ 12.02	11.87
025-050	6027	Multiquip 25kw GENER	ST		\$ 14.24	14.18
015-025	5030	20kw GENER	ST		\$ 14.18	
100-200	5031	Coleman 110kw Gen	ST		\$ 52.37	
025-050	5032	Multiquip 25kw GENER	ST		\$ 14.24	14.18
050-100	5033	Multiquip 60kw Gen w/lr	ST		\$ 25.81	
025-050	5034	Multiquip 36kw GENER	ST		\$ 14.24	
100-200	5035	Multiquip 125kw GENER	ST		\$ 62.37	
200-300	5045	Cat 225kw GENER	ST		\$ 89.61	
200-300	5047	Multiquip DCA300SSK Gener	ST		\$ 89.61	
TS9070	6020	Pul TS9070 Crawler	ST		\$ 44.85	
TS9070	6021	Pulzmeister S9070 2-axl	ST		\$ 44.85	
1057	6039	Schwing 32M Boom Pump	ST		\$ 95.81	
1057	6040	Schwing 32M Boom Pump	ST		\$ 95.81	
AD10	6057	Highhear 7/14 GRPLANT	ST	714W160	\$ 32.98	22.87
7T450	6064	Sollmec 7T500 HP Pump	ST		\$ 106.80	
7T450	6077	Sollmec 7T600 HP Jet Pump	ST		\$ 106.80	
W3170	6094	Sollmec SGA-45 Agtallo	ST		\$ 5.71	
1C	6095	Sollmec SGT-45 Turbomix	ST		\$ 58.00	
400-500	7002	Pettibone S-20 Forklift 20k lbs	ST	160-200	\$ 114.44	69.39
400-500	7012	Pettibone S-20 Forklift	ST		\$ 114.44	69.39
300-400	7014	Pettibone S-15 Forklift 15k lbs	ST	120-160	\$ 95.06	69.27
SIL02	7017	Belgrade Silo 200B LP	ST		\$ 9.16	
2AX-550	7019	Water Buffalo 500 Gal	ST		\$ 2.52	
5538Q	7028	Linkbelt HSP 8030	ST		\$ 91.77	
2AX-550	7029	Water Buffalo 500 Gal	ST		\$ 2.52	
5050	7030	Linkbelt 218ft Crane	ST		\$ 110.62	
400-500	7038	Pettibone S-20 Forklift 20k lbs	ST		\$ 114.44	69.39
400-500	7039	Pettibone S-20 Forklift 20k lbs	ST		\$ 114.44	69.39



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CALTRANS TAG	CJA/NCC TAG	Description	Outside Rent Rate (hour)	Inside Rent Rate (hour)	Callrans Rate (hour)	Blue Book Rate (hour)
400-500	7040	Pettibone S-20 Forklift <i>20K lbs</i>	ST		\$ 114.44	<i>69.59</i>
2100	7044	Cal 936 Loader	ST		\$ 72.79	
8012	7058	Mantis 8012 Crane	ST		\$ 183.13	
6810	7059	Mantis 6810 Crane	ST		\$ 95.70	
<i>TM18/22</i> TB18/22	7062	ABI 22M Sheeldriver	ST		\$ 628.86	
0335	7063	Cal 326BL Excavator	ST		\$ 114.01	
ATTACHMENT B	7068	ABI TM14/17 Sheeldriver	ST			\$ 383.42
SIL02	7074	Belgrade Silo 200B LP	ST		\$ 9.15	
2362	7084	CAT 986G Loader	ST		\$ 151.78	
080-120	7085	Skytrak 10042 Forklift	ST		\$ 66.63	
080-120	7088	Skytrak 10042 Forklift	ST		\$ 58.63	
2AX-550	7093	Water Buffalo 500 Gal	ST		\$ 2.52	
2AX-550	7096	Water Buffalo 500 Gal	ST		\$ 2.52	
SIL02	7099	Cementech 300B LP Silo	ST		\$ 9.15	
SIL02	7106	Lo-Pro 200 Bril Silo L	ST		\$ 9.15	
3815	7127	Cal D6KXL Track Dozer	ST		\$ 102.97	
ATTACHMENT A	7155	Linkbell TCC750 76T Hydro	ST	\$ 115.62		
855HD	7156	Liebherr 855 Crane	ST		\$ 211.16	
SS1500	7542	Supersax 1600 Silo LO	ST		\$ 3.59	
SS1500	7545	350BBL Vertical Silo	ST		\$ 3.59	
SS1600	7547	CJA Supersacker Silo	ST		\$ 3.59	
2088	9002	Cal 830 Loader	ST		\$ 67.33	
807D	9017	Klemm 806D Drill	ST		\$ 105.20	
807D	9019	Klemm 806D Drill	ST		\$ 105.20	
312-2	9025	Solimec R312-200 Drill	ST		\$ 196.61	
400-500	21134-AA	500 KW GENERATOR	ST		\$ 152.54	
2310H	21134-AB	CAT 950H W/ BUCKET & FORKS	ST		\$ 130.35	
855HD	21134-AC	LIEBHERR 855	ST		\$ 211.16	
YB4415	21134-AD	16 TON CARRY DECK CRANE	ST		\$ 32.36	
M322D	21134-AE	CAT M322D EXCAVATOR WHEELED	ST		\$ 108.21	
4 LIGHT	21134-AF	DIESEL LIGHT TOWER	ST		\$ 7.48	
4 LIGHT	21134-AG	DIESEL LIGHT TOWER	ST		\$ 7.48	
4 LIGHT	21134-AH	DIESEL LIGHT TOWER	ST		\$ 7.48	
4 LIGHT	21134-AJ	DIESEL LIGHT TOWER	ST		\$ 7.48	
4 LIGHT	21134-AK	DIESEL LIGHT TOWER	ST		\$ 7.48	
4 LIGHT	21134-AL	DIESEL LIGHT TOWER	ST		\$ 7.48	
ATTACHMENT C	21134-AM	PUMP BOOSTER 2x4x9.5 60HP 480V	ST	\$ 16.31	<i>15.77</i>	
ATTACHMENT C	21134-AN	VFD 100HP 480V 3P	ST	\$ 8.16	<i>7.72</i>	
025-045	21134-AO	185CFM AIR COMPRESSOR	ST	<i>016-025</i>	\$ 34.31	<i>30.01</i>
ATTACHMENT C	21134-AP	TRASH/VACUUM PUMP	ST	\$ 27.24	<i>19.38</i>	
ATTACHMENT C	21134-AQ	4" SLURRY PUMP+DISCHARGE HOSE	ST	\$ 40.60	<i>29.72</i>	
200/500	21134-AR	APE VIBRO HAMMER	ST		\$ 145.26	
305CR	21134-AS	CAT 305 EXCAVATOR W/HYD BRKR	ST		\$ 34.37	
500	21134-AT	STUD WELDING EQUIPMENT	ST		\$ 12.02	
0100	21134-AU	ABI HVR 60 EXCAVATOR MOUNTED	ST		\$ 37.43	
ATTACHMENT C	21134-AV	SWING STAGE & SCAFFOLDING	ST	\$ 2.50		
ATTACHMENT B	8GEN550	GENERATOR-600KW	ST			\$ 286.79
100-200	8K40	25-125 kw Diesel Generator	ST	<i>050</i>	\$ 52.37	<i>OK</i>
ATTACHMENT C	A29160T	18,000 GAL SLURRY TANK	ST		\$ 3.13	
ATTACHMENT C	A29220T	18,000 GAL SLURRY TANK	ST		\$ 3.13	

GENERAL PREVAILING WAGE APPRENTICE RATES

APPRENTICE INFORMATION

Determination: 2012--2 *Issue Date:* 09-17-2012 *Expire Date:* 06-30-2013 *

Page: 1

Craft/Classification: Operating Engineer

Shift: 1

Area 1

Counties: Alameda, Bulte, Contra Costa, Kings, Marin, Merced, Napa, Sacramento, San Benito, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Solano, Stanislaus, Sutter, Yolo, Yuba

Period	Duration Months	OJT Hours	Hourly Basic Rate	Health & Welfare	Pension	Vacation /Holiday	Training	Other	Hourly Total Rate
1		1,000	\$18.360	\$12.530	\$7.290	\$3.200	\$1.620	\$0.730	\$43.730
2		1,300	\$20.030	\$12.530	\$7.290	\$3.200	\$1.620	\$0.730	\$45.400
3		1,300	\$21.700	\$12.530	\$7.290	\$3.200	\$1.620	\$0.730	\$47.070
4		1,300	\$23.370	\$12.530	\$7.290	\$3.200	\$1.620	\$0.730	\$48.740
5		1,300	\$28.370	\$12.530	\$7.290	\$3.200	\$1.620	\$0.730	\$53.740

Footnote(s):

Apprentice rates based on Operating Engineer (Heavy and Highway Work): Group 4

In addition to counties listed above, Area 1 includes portions of Alpine, Amador, Calaveras, Colusa, Del Norte, El Dorado, Fresno, Glenn, Humboldt, Lake, Lassen, Madera, Mariposa, Mendocino, Monterey, Nevada, Placer, Plumas, Shasta, Sierra, Siskiyou, Sonoma, Tehama, Tulare, Tuolumne, and Trinity counties.

Vacation/Holiday-- Includes amount for supplemental dues.

Apprentice Prevailing Wage Rates are paid only to apprentices registered with the State of California, Division of Apprenticeship Standards, for work the registered apprentice performs in his/her specific craft or trade. You may check whether an Apprentices is registered at <http://www.dir.ca.gov/DAS/appcertpw/AppCertSearch.asp>

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 015

Recommendation: Accept justification of Merit for COR 015, for pre-excavation to remove concrete encased sewer line at the west slurry wall of the tunnel launch box. Time impact associated with this COR has not yet been determined.

Facts: During construction of the slurry wall for the west wall of the tunnel launch box, BIH subcontractor, Condon Johnson – Nicholson Construction Company Joint Venture (CJA-NCC), uncovered an existing 8" vitrified clay pipe (VCP) sewer main encased in concrete. The concrete encasement was found by the Contractor to extend to a depth of 9'-11' below the top of guide wall or street surface. The 8" VCP sewer main and concrete encasement was incorrectly shown in the contract drawings to be approximately 4'-5' below the street surface.

BIH notified SFMTA of the impacts to the slurry wall production due to obstructions in Letter Nos. 024, 025, 026, 027, 028, 029 and 30 beginning on June 26th, 2012 through July 20th, 2012. SFMTA met with the Contractor on July 12th, 2012 to investigate the issue. SFMTA, BIH and CJA-NCC then met on August 6th, 2012 and agreed to a plan to pre-excavate in order to remove the concrete encased sewer line, in advance of the slurry wall construction. Due to the depth of the concrete encasement the excavation could not take place during guide wall construction.

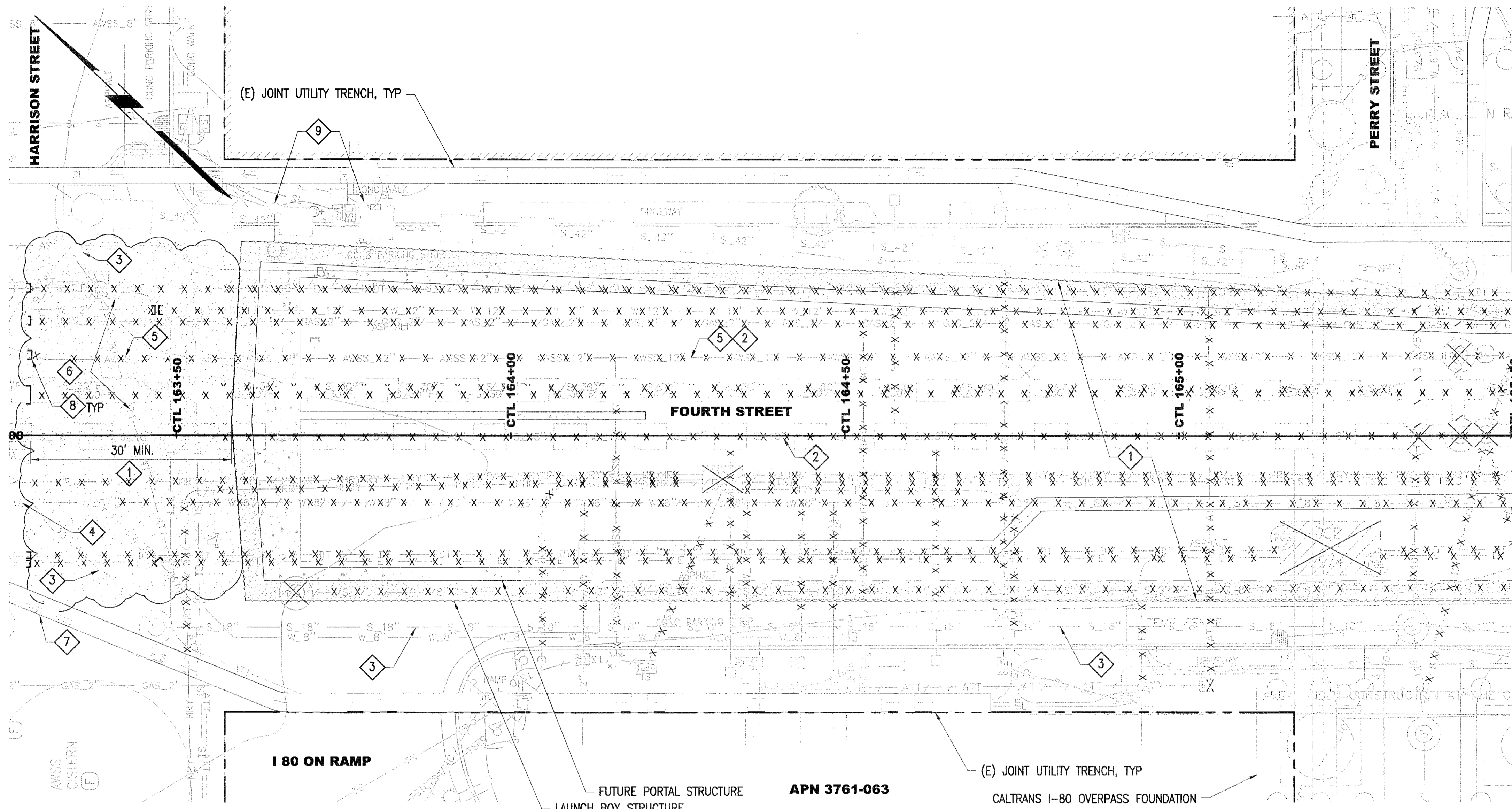
Rationale for COR: The sewer line encased in concrete was a differing site condition. Additional costs were incurred to remove the concrete and place additional slurry (bentonite and water) to fill the resulting over-excavated wall width due to the concrete encasement removal.

Justification: The contract documents show that the concrete encased sewer pipe was at a depth shallower than was found at the Site. For the condition shown in the contract documents, the VCP sewer line could have been broken and removed along with the soil excavation during the Contractor's guide wall construction. Additional equipment and labor were required to remove the concrete and to fill the resulting over-excavated wall width with additional slurry. The work was required to be completed before the Contractor's slurry wall production could continue.

By:  _____ 11/28/12
Sarah Wilson Date
Resident Engineer

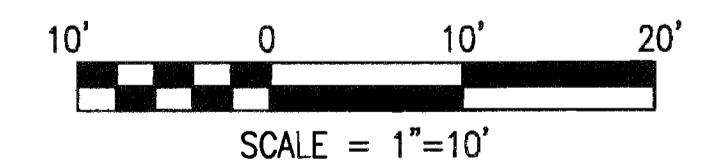
 _____ 11-28-12
Configuration Management Board Date
Approval

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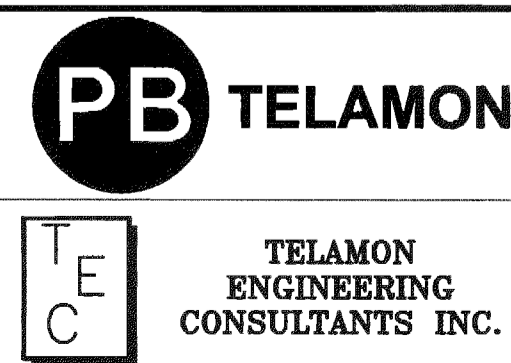
NOTES:

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 ABANDONEMENT AND REMOVAL OF WATER FACILITIES.
5. SEE (AW) DRAWINGS FOR ABANDONEMENT 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 POLE IF NECESSARY FOR LAUNCH BOX STRUCTURE CONSTRUCTION AND REINSTALL. AFTER PORTAL CONSTRUCTION.

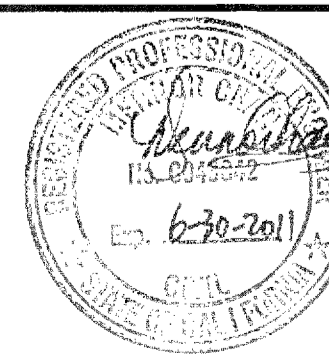


CONFORMED

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



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

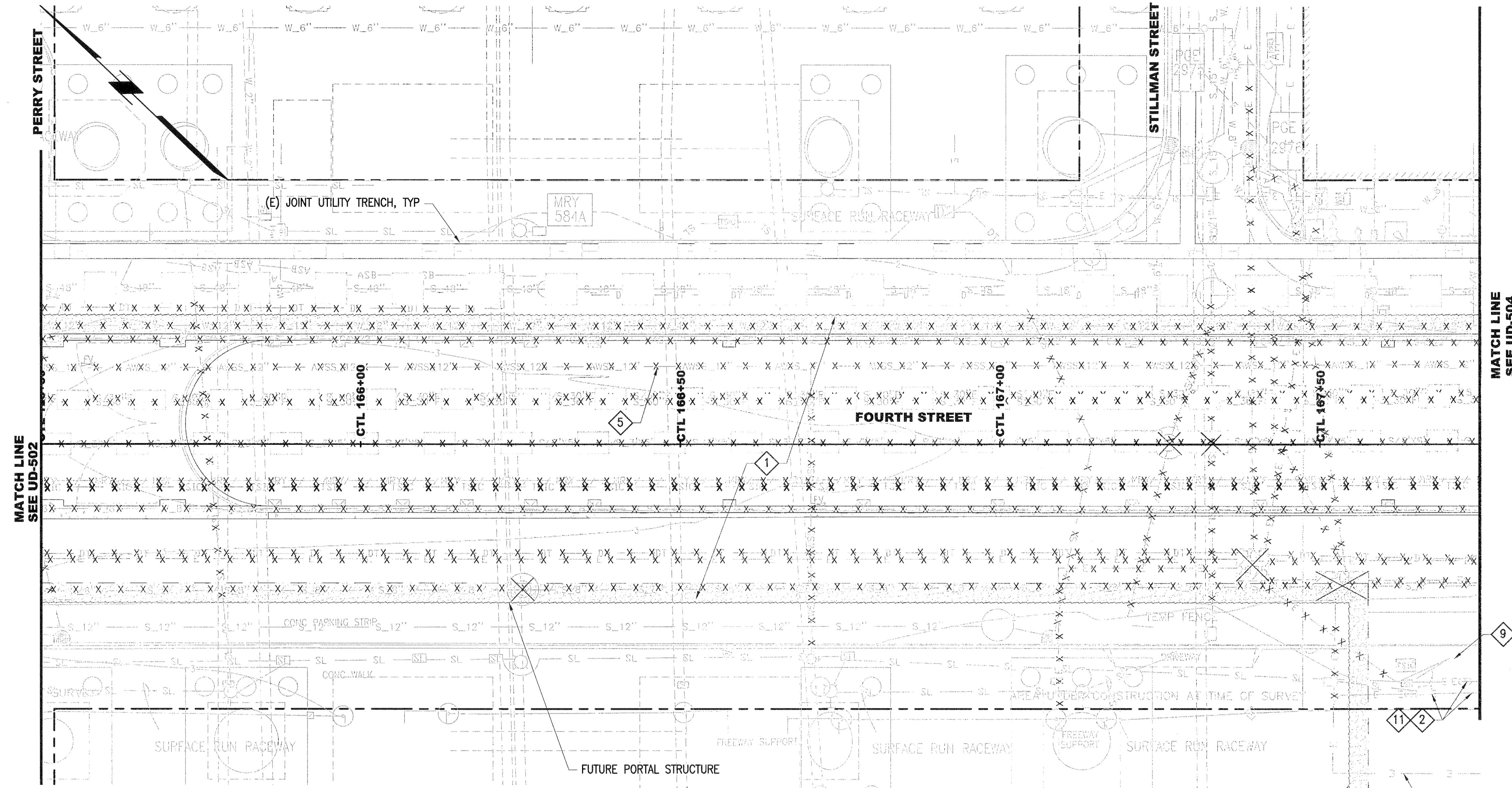
APPROVED
CARTER R. ROHAN
EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
PHASE 2 - CENTRAL SUBWAY
TUNNELS

UTILITY DEMOLITION
FOURTH STREET PORTAL
CTL 163+25 TO 165+50

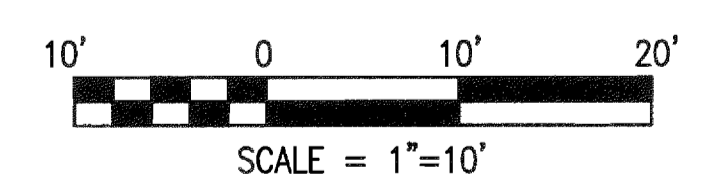
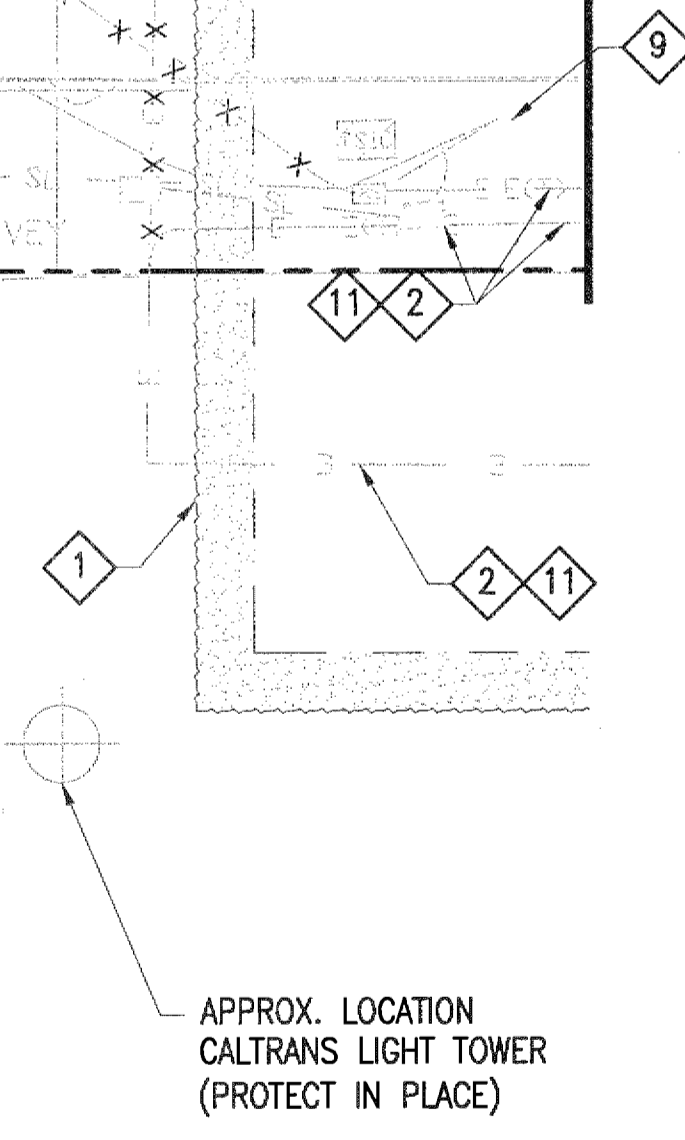
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SFMTA CONTROL NO.	CL-18032
DRAWING NO.	UD-502
SHEET NO.	85
REVISION	0

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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.
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7. PROTECT (E) JOINT TRENCH.
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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

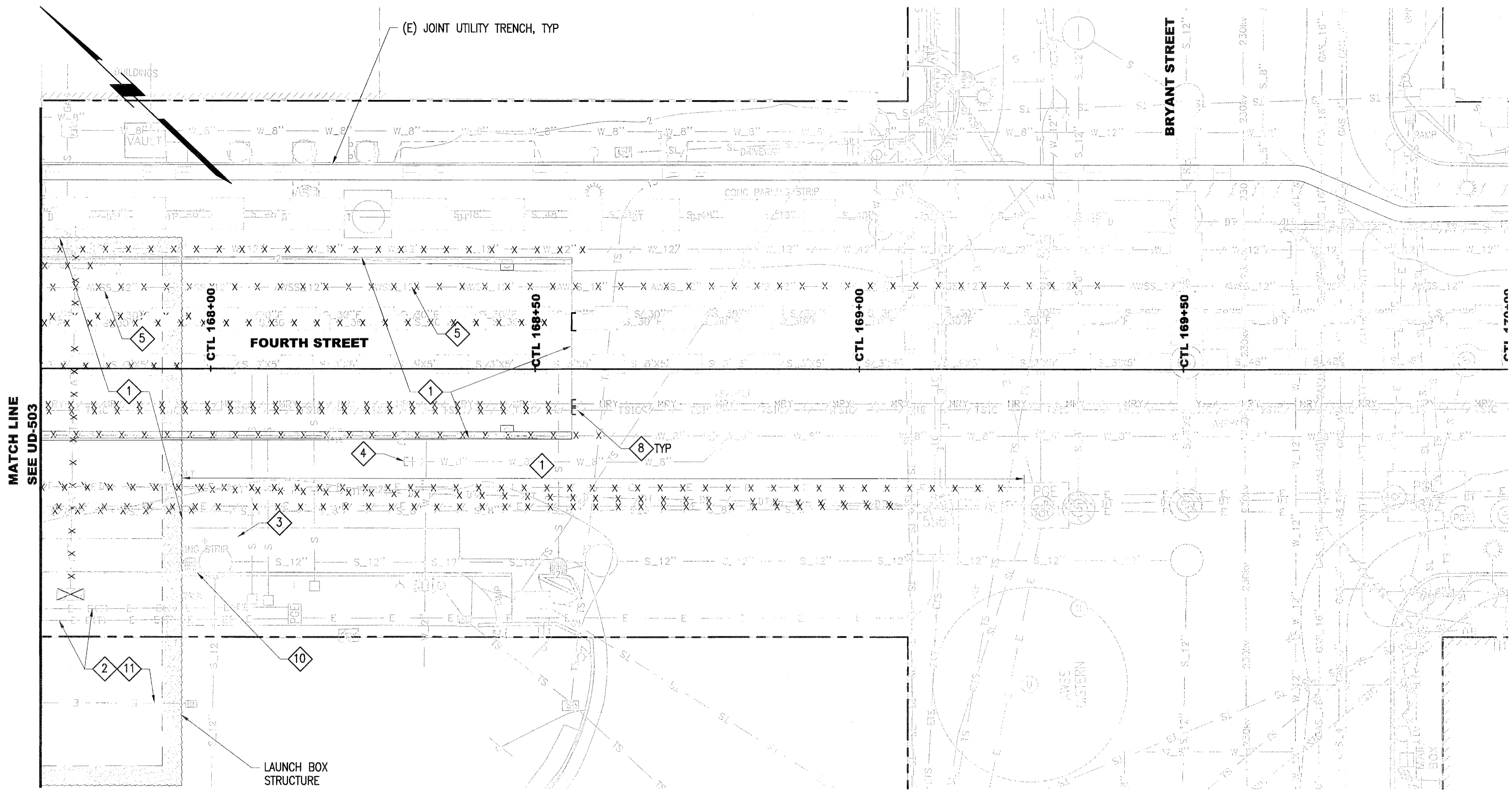
APPROVED: *[Signature]*
 EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
 PHASE 2 - CENTRAL SUBWAY TUNNELS

UTILITY DEMOLITION
 FOURTH STREET PORTAL
 CTL 165+50 TO 167+75

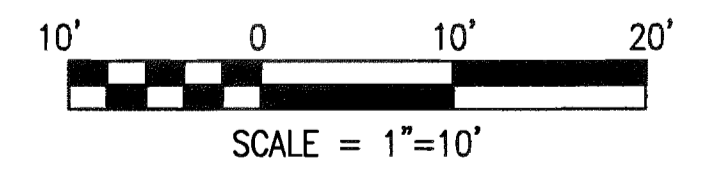
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DRAWING NO.	UD-503
SHEET NO.	86
REVISION	0

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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.
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11. RELOCATE (E) SERVICE TO OUTSIDE OF LAUNCH BOX STRUCTURE. COORDINATE WITH OWNER.

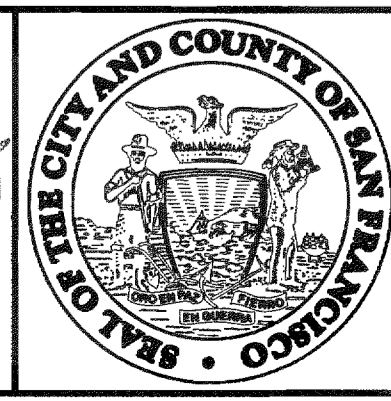
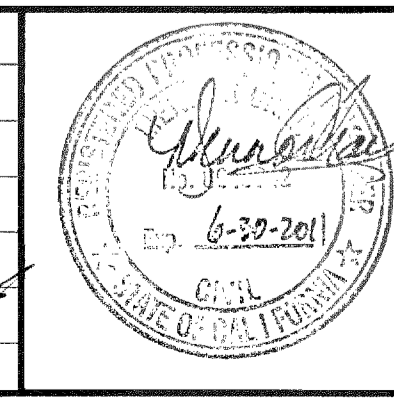


CONFORMED

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

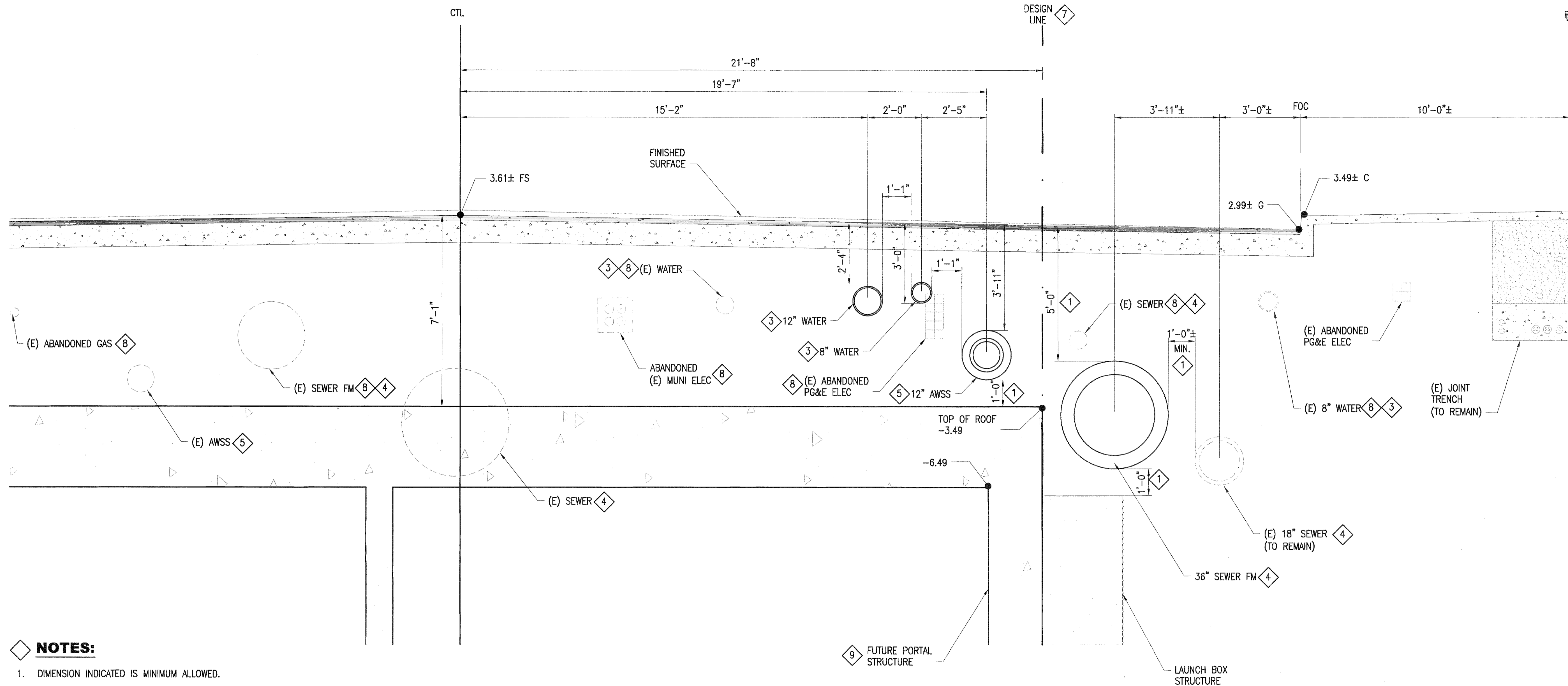
APPROVED: [Signature]
 EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
 PHASE 2 - CENTRAL SUBWAY TUNNELS

UTILITY DEMOLITION
 FOURTH STREET PORTAL
 CTL 167+75 TO 170+00

CONTRACT NO.	1252
SFMTA CONTROL NO.	CL-18034
DRAWING NO.	UD-504
SHEET NO.	87
REVISION	0

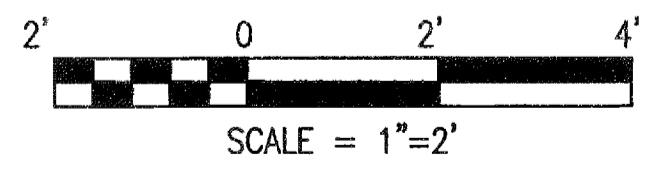
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NOTES:

1. DIMENSION INDICATED IS MINIMUM ALLOWED.
2. DIMENSION APPROXIMATE, SUBJECT TO CONTRACTOR'S LAYOUT. SUBMIT FOR APPROVAL PRIOR TO INSTALLATION.
3. WATER PIPE - SEE WD DRAWINGS.
4. SEWER PIPE - SEE SW DRAWINGS.
5. AWSS PIPE - SEE AW DRAWINGS.
6. CONDUIT BANK - SEE JT DRAWINGS.
7. SEE REFERENCE DRAWINGS FOR LOCATION OF DESIGN LINE.
8. SEE DEMOLITION (UD) DRAWINGS.
9. SEE STRUCTURAL (ST) DRAWINGS.

SECTION @ CTL 164+12 (RIGHT)



CONFORMED

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">DATE</td> <td style="width: 50%;">ISSUED FOR BID</td> </tr> <tr> <td>01/21/2011</td> <td>0</td> </tr> <tr> <td>REV. NO.</td> <td>BY</td> </tr> <tr> <td>CHECKED</td> <td>APPROVED</td> </tr> </table>	DATE	ISSUED FOR BID	01/21/2011	0	REV. NO.	BY	CHECKED	APPROVED	<p>TELAMON ENGINEERING CONSULTANTS INC.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DESIGNED</td> <td>M. DEFORGE</td> </tr> <tr> <td>DRAWN</td> <td>F. BAYANI</td> </tr> <tr> <td>CHECKED</td> <td>P. WILSON</td> </tr> <tr> <td>REVIEWED</td> <td>M. CHAN</td> </tr> <tr> <td>RECOMMENDED</td> <td>M. FOWLER</td> </tr> <tr> <td>APPROVED</td> <td>R. EDWARDS</td> </tr> <tr> <td>DATE</td> <td>JAN 21 2011</td> </tr> </table>	DESIGNED	M. DEFORGE	DRAWN	F. BAYANI	CHECKED	P. WILSON	REVIEWED	M. CHAN	RECOMMENDED	M. FOWLER	APPROVED	R. EDWARDS	DATE	JAN 21 2011	<p>CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY</p> <p>APPROVED <i>[Signature]</i> EXECUTIVE DIRECTOR/CEO</p>	<p>THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS</p> <p>UTILITY COMPOSITE FOURTH STREET PORTAL CROSS SECTION AT CTL 164+05 (LEFT)</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">CONTRACT NO.</td> </tr> <tr> <td colspan="2" style="text-align: center;">1252</td> </tr> <tr> <td colspan="2">SFMTA CONTROL NO.</td> </tr> <tr> <td colspan="2" style="text-align: center;">CL-17996</td> </tr> <tr> <td>DRAWING NO.</td> <td>REVISION</td> </tr> <tr> <td style="text-align: center;">UT-521</td> <td style="text-align: center;">0</td> </tr> <tr> <td>SHEET NO.</td> <td></td> </tr> <tr> <td style="text-align: center;">72</td> <td></td> </tr> </table>	CONTRACT NO.		1252		SFMTA CONTROL NO.		CL-17996		DRAWING NO.	REVISION	UT-521	0	SHEET NO.		72	
DATE	ISSUED FOR BID																																										
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DRAWING NO.	REVISION																																										
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PROPOSED CONTRACT CHANGE

Contract No. 1252 Tunnels
 PCC No. 1252-07
 PCC Title BART Annex Wall

Date 12/19/2012

Description of PCC:	
<u>Summary of Changes:</u>	
BIH shall address the requirements of the BART Temporary Wall Permit, including but not limited to:	
<ul style="list-style-type: none"> • Providing pre-construction surveys of the area; • Constructing a 2-hour fire rated temporary wall consisting of 5/8" sheet rock (both sides) and covered with 1/2" fire treated plywood on the SFMTA side, fire taped finished and painted white on the Powell Street Station side and fire taped on the SFMTA side (as detailed in the BART permit application, Exhibit A) to provide fire separation between Powell Street Station and the future UMS Station and to prevent the public from entering the work site. A six-inch rubber/resilient base to trim shall be installed where the wall meets the floor; • Work on the BART side must be done during the hours of 9am-3:30pm to finishing the temporary wall and painting. Use the Stockton/Ellis/Market Street entrance for any necessary access to the Powell Street BART Station unless otherwise directed by BART. BART must be given a minimum of 3-week advance notice on the Temp Wall installation date; • Physically sealing the annexed area by the end of the first day after taking possession of the site to prevent cross-entry from either side of the Wall; • Covering and protecting the existing escalators with plywood and heavy duty plastic as directed by the Engineer; • Installing signage (as detailed in the Bart permit application, Exhibit B). SFMTA will provide the signs; and • Work shall comply with the requirements set forth in Permit No. M-08.1-014 – Draft Permit to Enter Work. 	
<u>Supplementary Conditions:</u>	
<ul style="list-style-type: none"> • No utility service is provided for any construction activity; • SFMTA has forwarded to BART the certificates of insurance for Contract 1252; • SFMTA will secure permit for the installation of the wall; 	
Spec Ref.	CN 1252 Tunnels CN 1252 SP-7 Contractor Provided Insurance
Drawing Nos.	Exhibit A - Temporary Wall Installation Drawings Exhibit B - Signage Details
Attachments	Exhibit C - BART General Terms and Conditions Relating to Utility Permits Permit No. M-08.1-014 - Draft Permit to Enter Work

The Contractor's proposal in price and time is required on the following proposed contract change to the subject contract in accordance with the General Provisions Section 88.B within 14 days after receipt of a PCC.

Recommended by: _____ Date _____
Sarah Wilson, Resident Engineer
SFMTA Representative

Concur in Principle: _____ Date _____
Mark Benson, Construction Manager
SFMTA Representative

FINDING OF FACTS

Contract No. & Name	1252 - Tunnels	Date	12/19/2012
PCC No. & Title	_____		
Initiator (Name & Dept)	Jane Wang/DOM		

What (Description of PCC) BART Annex Wall
Why (Reason for Requesting PCC) The Powell Street Station Ellis Street entrance, currently known as BART Entrance R, is necessary for UMS egress purposes. As condition for the purchase of Entrance R property from BART, a fire separation is required between the Powell Street Station and the planned Union Square/Market Street Station. This Temporary Wall fulfills this requirement until the UMS construction is complete with the installation of and fully operable permanent roll-down fire door and grille door.
Where (Location, Station) Powell Street Station – Ellis Entrance (Entrance R)
When (Occurrence date, action date, potential time impact) Install Wall by mid-January 2013.
How (Recommendation of Action) Utilize Contract 1252 to install the Temporary Wall
Estimate (Summary of Engineer's Estimate w/EE attached) TBD
Drawing Exhibit A

The Contractor's proposal in price and time is required on the following proposed contract change to the subject contract in accordance with the General Provisions Section 75.1.B within 14 days after receipt of a PCC.

Prepared by: Jane Wang _____ Date _____

Jane Wang, DOM
SFMTA Representative

RIGHT OF WAY
 NOV - 1 2012
 RECEIVED

ENLARGED PLAN
 SCALE: 1/8" = 1'-0"

BART CONDOURSE - KEY PLAN
 NO SCALE

NOTE: CONSTRUCTION AND/OR CURB WILL BE REMOVED
 WITHOUT DAMAGE TO THE WALL

TEMPORARY WALLS BETWEEN (N) UNS CONSTRUCTION ZONE - (E) BART POWELL STA
 SCALE: NO SCALE

VIEW TOWARD WHERE ADJOINING (E) WEST WALL
 SCALE: NO SCALE

WALL DETAIL
 SCALE: NO SCALE

WALL DETAIL
 SCALE: NO SCALE

WALL DETAIL
 SCALE: NO SCALE

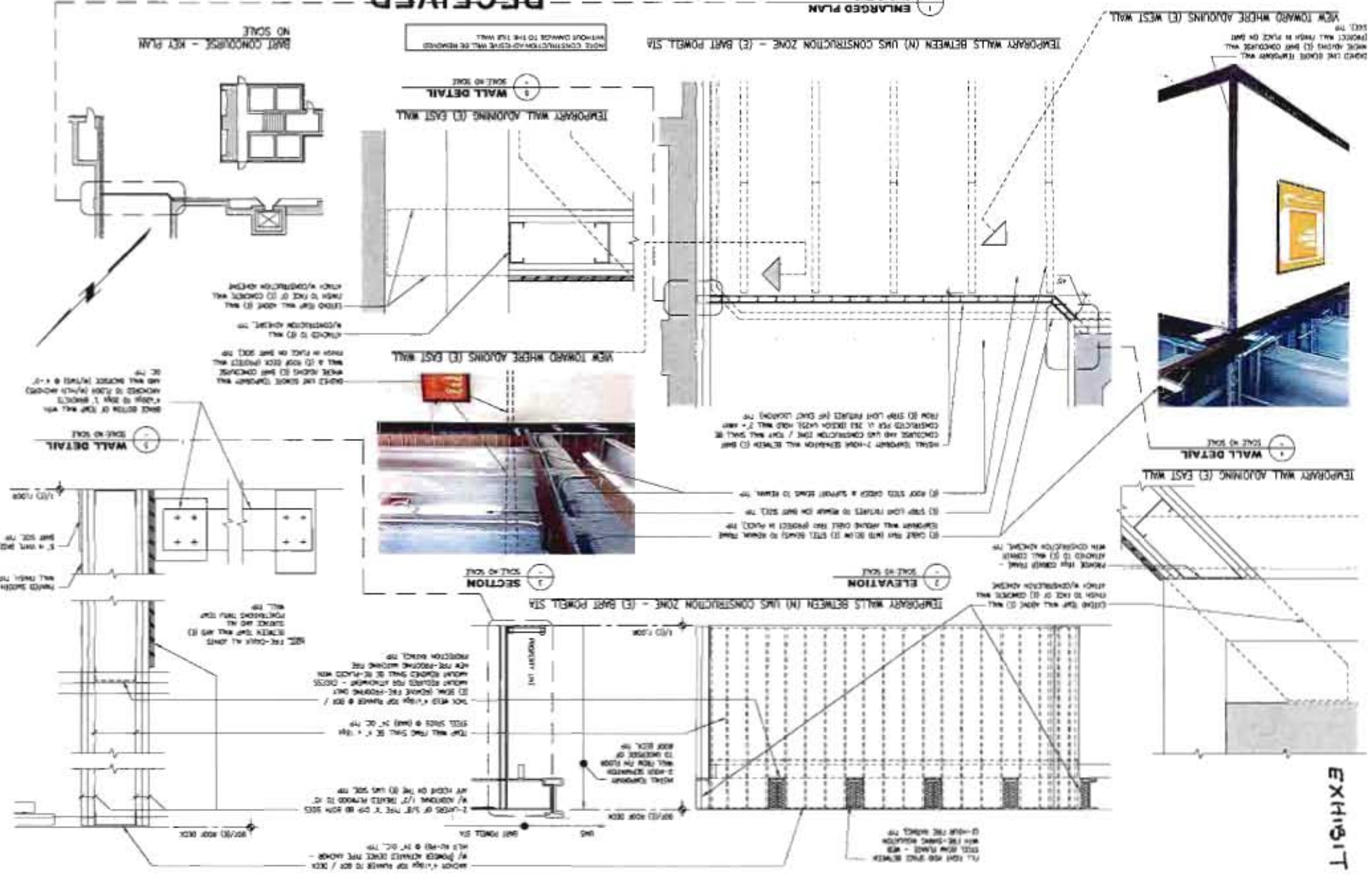
SECTION
 SCALE: NO SCALE

ELEVATION
 SCALE: NO SCALE

TEMPORARY WALLS BETWEEN (N) UNS CONSTRUCTION ZONE - (E) BART POWELL STA
 SCALE: NO SCALE

TEMPORARY WALL ADJOINING (E) EAST WALL
 SCALE: NO SCALE

EXHIBIT "A"



FINISH W/ CONSTRUCTION JOINTS
 LEADING UP TO FACE OF (E) CONCRETE WALL
 FINISH TO FACE OF (E) WALL
 WITH CONSTRUCTION JOINTS

FINISH TO (E) WALL
 WITH CONSTRUCTION JOINTS
 WITH A (E) CONCRETE JOINT
 WITH A (E) CONCRETE JOINT

FINISH TO FACE OF (E) WALL
 WITH CONSTRUCTION JOINTS
 WITH A (E) CONCRETE JOINT

FINISH TO FACE OF (E) WALL
 WITH CONSTRUCTION JOINTS
 WITH A (E) CONCRETE JOINT

(E) CONCRETE WALL WITH CONSTRUCTION JOINTS
 WITH CONSTRUCTION JOINTS
 WITH CONSTRUCTION JOINTS

FINISH TO FACE OF (E) WALL
 WITH CONSTRUCTION JOINTS
 WITH A (E) CONCRETE JOINT

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FINISH TO FACE OF (E) WALL
 WITH CONSTRUCTION JOINTS
 WITH A (E) CONCRETE JOINT

EXHIBIT "B"
(SHEET 1 of 2)



PowellTemp001 74" x 14"

EXHIBIT "B"
(SHEET 2 of 2)

FILL TIGHT VOID SPACE BETWEEN
STEEL BEAM FLANGE - WEB
WITH FIRE-SWING INSULATION
(2-HOUR FIRE RATING), TYP

ANCHOR 4"x18ga TOP RUNNER TO BOT / OECK
W/ (POWDER ACTIVATED DEVICE TYPE ANCHOR -
HILTI XU-P8) @ 24" O.C., TYP

INSTALL TEMPORARY
2-HOUR SEPARATION
WALL FROM FIN FLOOR
TO UNDERSIDE OF
ROOF DECK, TYP

2-LAYERS OF 5/8" TYPE 'X' GYP BD BOTH SIDES
W/ ADDITIONAL 1/2" TREATED PLYWOOD TO 10'
AFF HEIGHT ON THE (E) UMS SIDE, TYP

TEMP WALL FRMG SHALL BE 4" x 18ga
STEEL STUDS @ (MAX) 24" OC, TYP

TACK WELD 4"x18ga TOP RUNNER @ BOT /
(E) BEAM, (REMOVE FIRE-PROOFING ONLY
AMOUNT REQUIRED FOR ATTACHMENT - EXCESS
AMOUNT REMOVED SHALL BE RE-PLACED WITH
NEW FIRE-PROOFING MATCHING FIRE
PROTECTION RATING), TYP

NOTE: FIRE-CAULK ALL JOINTS
BETWEEN TEMP WALL AND (E)
SURFACE AND ALL
PENETRATIONS THRU TEMP
WALL, TYP

PAINTED SMOOTH
WALL FINISH, TYP

6" H VINYL BASE
BART SIDE, TYP

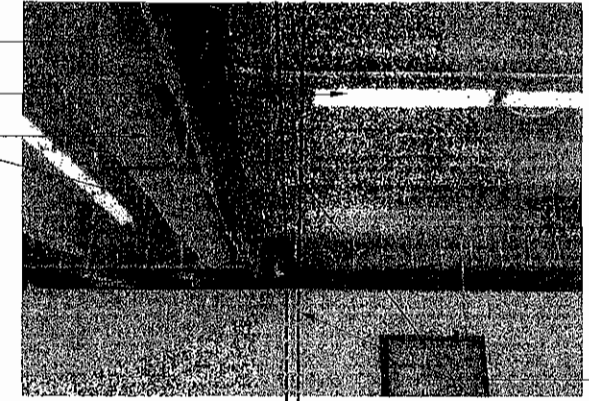
TEMPORARY WALLS BETWEEN (N) UMS CONSTRUCTION ZONE - (E) BART POWELL STA

2 ELEVATION
SCALE: NO SCALE

3 SECTION
SCALE: NO SCALE

- (E) CABLE TRAY (MTD BELOW (E) STEEL BEAMS) TO REMAIN, FRAME TEMPORARY WALL AROUND CABLE TRAY (PROTECT IN PLACE), TYP
- (E) STRIP LIGHT FIXTURES TO REMAIN (ON BART SIDE), TYP
- (E) ROOF STEEL GIRDER & SUPPORT BEAMS TO REMAIN, TYP

INSTALL TEMPORARY 2-HOUR SEPARATION WALL BETWEEN (E) BART CONCOURSE AND UMS CONSTRUCTION ZONE / TEMP WALL SHALL BE CONSTRUCTED PER UL 263 (DESIGN U425), HOLD WALL 2"+ AWAY FROM (E) STRIP LIGHT FIXTURES (VIF EXACT LOCATION), TYP



VIEW TOWARD WHERE ADJOINS (E) EAST WALL

DASHED LINE DENOTE TEMPORARY WALL WHERE ADJOINS (E) BART CONCOURSE WALL & (E) ROOF DECK (PROTECT WALL FINISH IN PLACE ON BART SIDE), TYP

5 WALL DETAIL
SCALE: NO SCALE

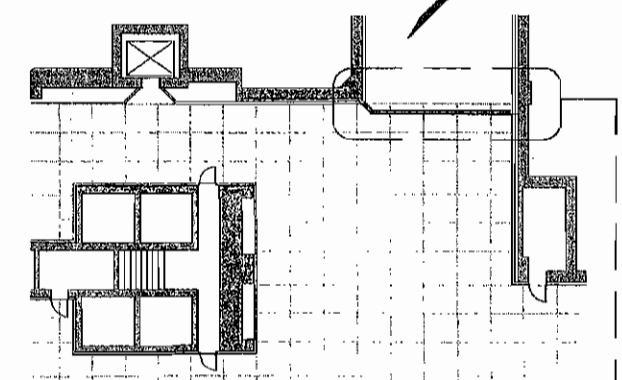
BRACE BOTTOM OF TEMP WALL WITH 4"x20ga TO 20ga 'L' BRACKETS ANCHORED TO FLOOR (W/HILTI ANCHORS) AND WALL BACKSIDE (W/SMS) @ 4'-0" OC, TYP

ATTACHED TO (E) WALL W/CONSTRUCTION ADHESIVE, TYP

EXTEND TEMP WALL ABOVE (E) WALL FINISH TO FACE OF (E) CONCRETE WALL ATTACH W/CONSTRUCTION ADHESIVE

TEMPORARY WALL ADJOINING (E) EAST WALL

6 WALL DETAIL
SCALE: NO SCALE



BART CONCOURSE - KEY PLAN
NO SCALE

NOTE: CONSTRUCTION ADHESIVE WILL BE REMOVED WITHOUT DAMAGE TO THE TILE WALL.

TEMPORARY WALLS BETWEEN (N) UMS CONSTRUCTION ZONE - (E) BART POWELL STA

1 ENLARGED PLAN
SCALE: NO SCALE

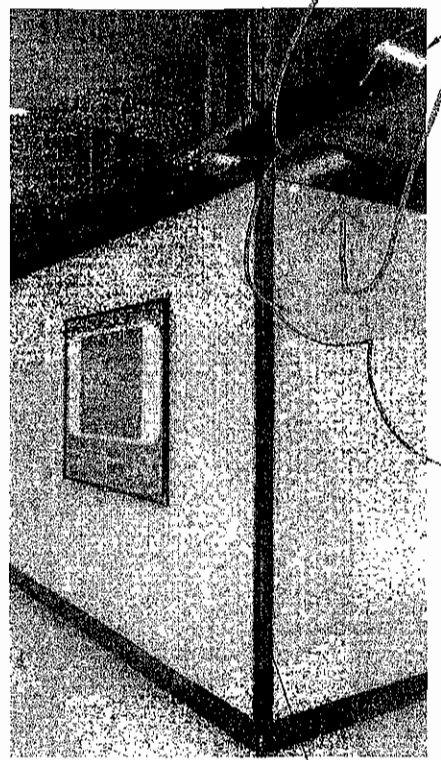
TEMPORARY WALL ADJOINING (E) EAST WALL

4 WALL DETAIL
SCALE: NO SCALE

EXTEND TEMP WALL ABOVE (E) WALL FINISH TO FACE OF (E) CONCRETE WALL ATTACH W/CONSTRUCTION ADHESIVE

PROVIDE 18ga CORNER FRAME - ATTACHED TO (E) WALL CORNER WITH CONSTRUCTION ADHESIVE, TYP

TOP OF SIGN ALIGNS



VIEW TOWARD WHERE ADJOINS (E) WEST WALL

DASHED LINE DENOTE TEMPORARY WALL WHERE ADJOINS (E) BART CONCOURSE WALL (PROTECT WALL FINISH IN PLACE ON BART SIDE), TYP



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

GENERAL TERMS AND CONDITIONS RELATING TO UTILITY PERMITS

EXHIBIT "C"

All Utility Permits issued by the San Francisco Bay Area Rapid Transit District to privately and publicly owned utilities relating to poles, wires, cables and other overhead structures, pipes, conduits, manholes and other miscellaneous underground facilities, railroad crossings, storm drains, flood control and minor work are subject to the following General Terms and Conditions contained herein as well as the specific conditions set forth on the face of the Permit.

1. DEFINITION:

Each Utility Permit (hereinafter referred to as "Permit") is issued by the San Francisco Bay Area Rapid Transit District (hereinafter referred to as BART) by the Manager of Real Estate Services.

Applicant (hereinafter referred to as "Permittee") understands and agrees that except as otherwise provided, all Permits issued by BART are subject to the terms and conditions contained herein.

2. REVOCABILITY AND MODIFICATION:

Any Permits issued hereunder are revocable upon thirty (30) days written notice by BART, and the terms and conditions thereof shall be subject to modification by BART at any time. Any Permit is revocable immediately in the event of any use other than that authorized by the Permit, or upon failure of the Permittee to conform to any of the terms and conditions of the Permit.

3. NEW WORK PERFORMED ON EXISTING PERMIT:

No new work can be initiated by a Permittee based upon a prior Permit unless that Permit specifically sets forth the nature and method of such future work at the time of the original approval and if the prior Permit has not expired.

If occupation of BART right-of-way is under easement or previous agreement with BART, new installations and work must be applied for to provide BART with notice and record of new work, and for inspection and approval by BART relating to construction and safety procedures. All prior rights shall be fully protected in such cases.

4. ACCEPTANCE OF PROVISIONS:

It is understood and agreed by Permittee that doing any work under a Permit shall constitute an acceptance of the terms and conditions contained herein except as otherwise specifically provided in the Permit.

5. NO PRECEDENT ESTABLISHED:

It is understood and agreed by Permittee that approval of a particular action under a Right of Entry or Permit shall not establish a precedent for similar future requests by Permittee.

6. NOTICE PRIOR TO STARTING WORK:

Before starting work on which full inspection is required in the Permit, the Permittee shall notify BART's Special Services Section in writing fourteen days in advance of the day work is to begin. Five days notice shall be given on Permits where partial inspection is specified.

7. PERMIT AT SITE OF WORK:

The Permit or a copy thereof shall be available at the site of the work and must be shown to any representative of BART on demand.

8. PERMITS FROM OTHER AGENCIES:

The party or parties to whom a Permit is issued shall, whenever the same is required by law, secure the written order or consent to any work under a Permit from the Public Utilities Commission of the State of California or any other public agency having jurisdiction and any Permit shall not be valid until such order or consent is obtained.

9. PROTECTION OF TRAFFIC WHEN APPLICABLE:

Adequate provisions shall be made for the protection of the traveling public when construction affects cross streets along BART right-of-way. Warning signs, lights, safety devices and other measures required for the public safety shall conform to requirements of the Vehicle Code.

10. RAIL CLEARANCE AT OR NEAR GRADE:

No construction material shall be stored, nor equipment parked within 10 feet, measured at right angles, from the outer edge of the BART aerial structure or BART right-of-way fence, whichever is greater. Construction equipment operating adjacent to BART tracks or facilities shall be so situated and restrained so as not to fail in a manner that would potentially damage BART facilities or to interfere with BART's operating envelope. Any activity within 10 feet, measured at right angles, of BART's aerial structure or rail shall be conducted during non-revenue service hours and shall be subject to Track Allocation clearance.

11. LIMIT OF EXCAVATION AT OR NEAR GRADE:

No excavation is to be made closer than 10 feet, measured at right angles, from the edge of rail except as specified in the Permit. Depth of excavation shall be subject to inspection and approval by BART's Special Services Section.

12. STANDARDS OF CONSTRUCTION:

All work performed within BART right-of-way shall conform to Civil and Structural Design Criteria, latest revision, by this reference made a part hereof.

13. APPROVAL BY BART:

All work shall be subject to inspection and approval by BART. The type of inspection will be specified in each Permit.

14. CLEAN UP OF RIGHT-OF-WAY:

Upon completion of the work, the right-of-way shall be left in the same condition as existed before work started.

15. MAINTENANCE:

Permittee agrees, by acceptance of a Permit, to exercise reasonable care to properly maintain any installation placed in BART right-of-way and to exercise reasonable care in preventing damage to any portion of right-of-way or to BART's facilities as a result of work done under a Permit.

16. RESTORATION:

Within 30 days of the expiration or earlier termination of a Permit, Permittee shall, at its sole expense, restore to its former condition any portion of the right-of-way or of any BART facility which has been disturbed by Permittee, except as provided otherwise in the Permit. Restoration shall include, but not be limited to, removal of improvements, equipment, materials, debris, and the like, and repair of any damage. If Permittee fails to restore BART property as required herein, BART may perform such restoration at Permittee's sole expense.

17. CARE OF DRAINAGE:

If the work contemplated in any Permit interferes with established drainage, provision shall be made by Permittee to re-establish equal drainage conditions as may be directed by BART, at Permittee's sole expense.

18. SUBMISSION OF PLANS:

For installation of all underground facilities and surface work, Permittee shall submit for approval a plan showing location and details with its application. Three sets of as-built plans shall be filed with BART upon completion and approval of work. Any substantial change from plans submitted with the application must be approved by BART prior to commencement of work.

19. EXPENSE OF INSPECTION, PREPARATION, AND ADMINISTRATION:

On installations made under request of Permittee which require the presence of any employee of BART as inspector, the cost of such inspection during the work shall be paid by Permittee upon presentation of bills therefor. In addition, Permittee agrees to promptly pay BART for costs involved in the preparation, administration and processing of the Permit and its provisions upon presentation of bills therefor per the fee schedule in Resolution No. 4515, adopted by the District's Board of Directors.

20. LIABILITY FOR DAMAGES:

Permittee agrees to assume responsibility and liability for all damage, loss or injury of any kind or nature whatever to persons or property, caused by or resulting from or in connection with work done by Permittee under a Permit or which may arise out of failure on Permittee's part to perform their obligations under any Permit. In the event any claim of such liability is made against BART, or any department, officer, or employee thereof, Permittee shall defend, indemnify and hold them, and each of them harmless from such claim, and pay and satisfy any resulting judgments. At its sole discretion, BART may require that Permittee obtain a bond and/or insurance in connection with the Permit.

21. FUTURE MOVING OF INSTALLATIONS:

It is understood by Permittee that whenever BART construction, re-construction or maintenance work on BART right-of-way may be required, and upon request by BART, the Permittee's installation shall be immediately moved by and at the sole expense of Permittee except as otherwise provided for by a specific Permit provision.

22. ROUTINE MAINTENANCE OF PERMITTEE'S FACILITIES:

Permittee may perform routine work maintenance on Permittee's facilities in accordance with the Terms and Conditions set forth in the Permit. It will be necessary to provide fourteen days' prior written notice, unless otherwise stated, to BART's Construction Liaison prior to commencing any work within the property boundaries of BART. In emergencies, the Permittee shall notify BART's Construction Liaison by telephone and then follow up by confirming letter relating to the emergency and the disposition of the emergency.

23. PIPES, CONDUITS AND MISCELLANEOUS FACILITIES:

BART's Civil and Structural Design Criteria, latest revision, sets forth specification for installation and maintenance of all underground facilities within BART right-of-way. In addition to BART criteria, all installation and maintenance procedures by Permittee shall be in accordance with the applicable orders of the Public Utilities Commission of the State of California. When abandonment of facilities is contemplated, Permittee shall notify BART.

24. POLES, WIRES, CABLES AND OVERHEAD STRUCTURES:

Poles shall be located as specifically directed in the Permit. In addition to BART's Civil Structural Design Criteria, latest revision, all clearances and types of construction shall be in accordance with the applicable orders of the

Public Utilities Commission of the State of California. Whenever it is necessary to secure permission from abutting property owners, such authority must be secured by Permittee prior to commencing work. Where removal of old poles, guys and stubs is necessary, the entire length of the abandoned pole, guy or stub shall be removed from the ground and the hole backfilled and thoroughly tamped.

25. CLEARANCE OF TREES:

All new pole line construction must allow sufficient vertical clearance for trees 40 feet in height. At locations where growing trees are in place, or Permittee's facilities are already in place, normal construction standards may be followed at the option of Permittee with the ultimate provision to clear a 40-foot tree. Protected cable, tree wire, or plastic tree wire guards may be used on telephone lines through trees provided neither the tree nor its appearance will be damaged. No guy wires are to be attached to trees or BART structures.

26. TRIMMING OF TREES:

Trimming of trees will be permitted only where specifically stated in a Permit. Except when specifically authorized in the Permit, removal of trees will generally be prohibited since all trees within BART right-of-way have been placed as landscaping. Permittee shall be required to conduct tree trimming at no cost to BART. In general, only light trimming of branches two inches or less in diameter will be permitted. The shapeliness of the trees must be preserved. If the permit requires inspection by BART during progress of the work, the cost of inspection shall be borne by the Permittee.

27. SERVICE CONNECTIONS:

These terms and conditions do not authorize installation of utility service connections within BART right-of-way regardless of location of Permittee's facilities. All such service connections or excavations to abandon services must be covered by individual Permits.

GT&CUTIL.PER.doc (Exhibit C).doc

**BERNARD IMPREGLIO
HEALY JOINT VENTURE
420 4TH Street
San Francisco, CA 94107**

PERMIT NO. M-08.1-014-SF

PERMIT TO ENTER (WORK)

Subject to the following covenants, terms, conditions and restrictions, the San Francisco Bay Area Rapid Transit District (hereinafter "District" or "BART") hereby grants permission to Bernard Impreglio Healy Joint Venture (hereinafter "Permittee") (collectively, the "Parties") to construct, maintain and use an interior grade, 2-hour fire rated temporary wall, to be located approximately 18-inches within BART property from the existing Powell Street Station wall and will extend to the underside of the roof deck. Said wall shall close off Entrance "R" to the Powell Street BART Station. Permittee shall use and maintain a temporary work area which shall extend five (5) feet from the temporary wall. (hereinafter the "Work") upon that portion of BART property at the Powell Street BART Station in the City and County of San Francisco, (hereinafter "Premises"), shown on Exhibit "A" (SFMTA drawing received by BART on November 1, 2012) attached hereto and incorporated herein by this reference.

1. Subject to Section 17 below, the term of this Permit shall commence on the date the City and County of San Francisco takes title to BART Parcel No. O-S335 (County Assessor's Parcel No. 0327-024) (the "Commencement Date"), and end five (5) years from the Commencement Date (Temporary Work Area to end 7 calendar days following Commencement Date) provided, however, that at any time during the term, the Permit may be terminated by either party upon thirty (90) days prior written notice to the other party. Said notice shall be sent certified mail, return receipt requested, to:

Bernard Impreglio Healy Joint Venture
420 4th Street
San Francisco, CA 94107
Attn: Ben Campbell

or

Real Estate and Property Development Department
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 22nd Floor
Oakland, California 94612
Attention: Jeffrey P. Ordway, Manager

The notice period shall begin to run upon receipt of said notice.

2. The fee for this Permit shall be calculated pursuant to the attached Fee Schedule in effect when staff time is expended, pursuant to the policy adopted by the BART Board of Directors in Resolution No. 4989. An application fee pursuant to such Fee Schedule shall be paid prior to issuance of this Permit. Fees to reimburse BART for plan review and inspection will be billed to Permittee upon completion of the Work and shall be paid to BART within thirty (30) days of the invoice date. A 10% late fee will be assessed on the balance if payment is not received within said 30 days of the invoice date. The late fee will be increased to 20% on the original balance if payment is not received within 60 days of the invoice date. BART reserves all rights to pursue all appropriate remedies to collect outstanding payments and penalties that have not been paid by Permittee within 90 days of the invoice date.

3. Permittee's right to use this area shall be non-exclusive and non-transferable, except as noted in paragraph 4.l below, and shall be for the sole purpose of performing the Work. In no event shall BART's property be deemed to be a public right-of-way. Overnight parking is prohibited on BART's property.

4. Conditions of Use:

4.a This Permit is issued with the understanding that the nature of the work to be conducted within Entrance R during the term of this Permit will be limited to construction staging, storage and office space, and no heavy equipment will be used within Entrance R and no structural changes will be made to Entrance R during the term of this Permit. Should the work to be conducted within Entrance R change, prior to commencement of such work this Permit shall be amended to reflect any modifications to the design of the wall or other conditions of this Permit deemed necessary by BART.

4.b Permittee shall confirm the Commencement Date with Jeff Ordway (510-464-6114) in BART's Real Estate and Property Development Department prior to conducting any activities under this Permit. Permittee shall not conduct any work

under this Permit until BART confirms the Commencement Date to Permittee in writing.

4.c Construction and finishing of the wall shall take approximately 5 but no greater than 7 calendar days. During the installation of the wall and any associated work conducted within the Powell Street Station. Permittee's work shall not impede patron access.

4.d Permittee shall install a 2-hour fire rated temporary wall with steel studs (Max. 24" O. C.). Wall shall be constructed of 5/8" sheet rock (both sides) and covered with 1/2" fire treated plywood on the SFMTA side, fire taped finished and painted white on the Powell Street Station side and fire taped on the SFMTA side. No doors are allowed in the wall. Existing wall tiles and floor finish shall be protected against any damage.

4.e Permittee shall complete a substantial portion of the wall on the Commencement Date sufficient to prevent access to Entrance "R" by BART or MUNI Patrons.

4.f Permittee shall install a temporary directional sign as shown on Exhibit "B" attached hereto and incorporated herein by reference. Permittee shall comply with the following: (1) Material - 18 ga. Aluminum; (2) Deburr and break sharp edges; (3) .50" radius at 4 corners; (4) Green color to match Pantone 3415C. Sign to be installed at the location shown on Exhibit "B."

4.g Permittee shall install a six-inch rubber/resilient base to trim where the wall meets the floor.

4.h Permittee accepts the Premises as-is and acknowledges that there may be hazardous materials on the site, including but not limited to asbestos.

4.i Permittee shall take all necessary steps per current OSHA code to prevent any exposure to hazardous materials to Permittee's workers, BART personnel, and BART or MUNI patrons.

4.j Permittee shall maintain the wall in the as constructed condition, except that BART agrees to maintain the cosmetic condition of the wall where it faces the Powell Street Station.

4.k Permittee's wall shall provide BART/MUNI patrons protection from fire, flood, water intrusion, and undue noise at all times. Permittee shall ensure the wall has adequate lateral support at all times. At no time shall sharp metal objects be exposed on the wall.

4.l Permittee must remove the wall upon termination of this Permit. Prior to termination, this Permit may be assigned to the City of San Francisco or the San

Francisco Municipal Transportation Agency upon proper notice to BART and the term may be extended as may be mutually agreeable between BART and the subsequent Permittee. Notice shall be provided by subsequent Permittee to the Manager of the Real Estate and Property Development Department, 300 Lakeside Drive, 22nd Floor, Oakland, CA 94612, at least thirty (30) days in advance of said termination.

4.m Permittee work hours are subject to BART approval.

4.n Permittee shall use the Stockton/Ellis/Market Street entrance for any necessary access to the Powell Street BART Station unless otherwise directed by BART.

4.o Permittee shall leave the temporary work area in a clean, safe and secure condition at the end of each work shift.

4.p After the temporary wall is installed, Permittee shall center the Titan advertising diorama on the space remaining on the existing wall. Titan will re-space any static advertising frames as necessary. Permittee shall be responsible for repairing or replacing any advertising units or Titan equipment damaged during the course of Permittee's work.

4.q Demolition and removal of the temporary wall is subject to a separate amendment. On the removal of Temporary Wall, the existing BART wall surface and floor finish shall be restored to the original condition and the ceiling shall be reinstalled to match the ceiling at the time of Temporary Wall removal.

4.r Permittee shall have Underground Service Alert and an independent utility locator service mark out the excavation locations prior to digging.

4.s BART shall not be responsible for any impact to the Permittee's work due to BART operations.

4.t Any change in the scope of this permit shall be subject to a separate amendment.

5. The cost of repair and any and all losses caused by Permittee's damage to any BART property or facility, or resultant loss of service, shall be at the sole expense of Permittee. Any damage to BART property or facilities shall be repaired or remedied by Permittee or BART, at BART's discretion, and at Permittee's sole cost and expense. Permittee agrees to reimburse BART promptly for any such damage.

6. Permittee shall have the duty and hereby agrees to exercise reasonable care to properly maintain BART's property pursuant to this Permit, including but not limited to, removing debris dumped or placed on the Premises during the term of this Permit, from any source, and to exercise reasonable care inspecting for and preventing any damage to any portion of BART's property.

7. Permittee acknowledges that said Work constitutes an encroachment upon BART's property and agrees to perform said Work in accordance with and subject

to the provisions of this Permit, applicable provisions of the "General Terms and Conditions Relating to Utility Permits," attached hereto as Exhibit "C" and incorporated herein by reference, and all applicable state and local laws. Where there is a conflict between the provisions of this Permit and the "General Terms and Conditions Relating to Utility Permits," this Permit shall prevail.

8. Permittee agrees to notify BART's Construction Liaison in the Construction Services Division, John Fu at (510) 464-6439, at least 14 calendar days prior to any use of the Premises. Should Permittee require any utility hook-ups, Permittee must obtain any and all necessary permits and pay all fees in connection therewith. Permittee shall not perform any work on BART property until all necessary permits, licenses and environmental clearances have been obtained.

9. Permittee shall not (a) use, generate, or store, or allow its employees, contractors or agents to use, generate, or store any Hazardous Materials on the Premises, except for those materials required to perform the Work permitted under this Permit and in compliance with all federal, state and local laws and regulations for the protection of the environment, human health and safety, as now in effect or hereafter amended (hereinafter "Environmental Laws"); or (b) release or dispose of, or allow its employees, contractors or agents to release or dispose of, any Hazardous Materials on the Premises. "Hazardous Materials" are those materials now or hereafter (a) defined as hazardous substances or hazardous wastes pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. section 9601 et seq.) or the Resource Conservation and Recovery Act (42 U.S.C section 6901 et seq.); (b) listed in the Hazardous Substances List, Title 8, California Code of Regulations, G.I.S.O. Section 337-339, or those which meet the toxicity, reactivity, corrosivity or flammability criteria of the above Code; (c) characterized, regulated or subject to permitting or warning requirements as hazardous or toxic materials, substances, chemicals, pollutants, contaminants or wastes, or as materials for which removal, remediation or disposal is required, under any Environmental Laws; or (d) otherwise posing a present or potential hazard to human health, welfare or the environment.

10. BART shall at all times have the right to go upon and inspect the Premises and the operations conducted thereon to assure compliance with any of the requirements in this Permit. This inspection may include, but is not limited to, taking samples of substances and materials present for testing.

11. Permittee shall be responsible for and bear the entire cost of removal and disposal, in compliance with Environmental Laws, for all Hazardous Materials and non-hazardous wastes introduced to the Premises during Permittee's use and possession of the Premises. Permittee shall also be responsible for any remediation on or off the Premises necessitated by such Hazardous Materials or non-hazardous wastes. As used herein, "remediation" includes any investigation or post-cleanup monitoring that may be necessary in compliance with Environmental Laws. For purposes of disposal, Permittee shall be the generator of any such Hazardous Materials and shall provide a generator identification number on manifests for such disposal as required by Environmental Laws.

12. To the extent that any New Environmental Condition is caused by, or any Pre-existing Environmental Condition is contributed to or exacerbated by, Permittee's acts or omissions (including those of its employees, contractors and agents) during its use and possession of the Premises, Permittee shall, at BART's discretion, either (a) perform remediation of such New Environmental Condition or Pre-Existing Environmental Condition, at Permittee's cost and expense, in compliance with Environmental Laws and subject to the approval of a governmental agency with jurisdiction; or (b) indemnify BART against all costs incurred by BART in performing remediation of such New Environmental Condition or Pre-Existing Environmental Condition. A "New Environmental

Condition” is defined as the release or threatened release of Hazardous Materials on, about, under or emanating from the Premises as of the commencement date of this Permit. A “Pre-Existing Environmental Condition” is defined as the release or threatened release of Hazardous Materials on, about, under or emanating from the Premises prior to the commencement date of this Permit.

13. Permittee agrees to assume responsibility and liability for, and defend, indemnify and hold harmless BART, its directors, officers, agents and employees from all claims, demands suits, losses, damages, injury, and liability, direct or indirect (including any and all costs, fees and expenses in connection therewith) arising from the introduction on the Premises of any Hazardous Materials or non-hazardous wastes by Permittee (including its employees, consultants, subcontractors and agents) or, and to the extent that, from any New Environmental Condition caused by, or any Pre-existing Environmental Condition is contributed to or exacerbated by, the acts or omissions of Permittee (including those of its employees, consultants, subcontractors and agents) during its use and possession of the Premises.

14. Permittee agrees to assume responsibility and liability for, and defend, indemnify and hold harmless BART, its directors, officers, agents and employees from all claims, demands, suits, losses, damages, injury, and liability, direct or indirect (including any and all costs, fees and expenses in connection therewith), caused by acts or omissions of Permittee, its employees, contractors and agents in connection with the Work done pursuant to this Permit, except to the extent such losses are caused by the gross negligence or willful misconduct of BART. Permittee agrees at its own cost, expense and risk to defend any and all actions, suits, or other legal proceedings brought or instituted against BART, its directors, officers, agents and employees arising from the acts or omissions of Permittee, its employees, contractors and agents in connection with the Work done pursuant to this Permit, and to pay and satisfy any resulting judgments, settlements or other expenses associated therewith.

15. To the extent that a governmental agency with jurisdiction requires remediation of any Pre-Existing Environmental Condition that is discovered as a result of Permittee’s activities pursuant to this Permit, and is not contributed to or exacerbated by the acts or omissions of Permittee, its employees, contractors or agents, Permittee shall, at BART’s discretion, either (a) perform remediation of such Pre-Existing Environmental Condition, at Permittee’s cost and expense, in compliance with Environmental Laws and subject to the approval of a governmental agency with jurisdiction; or (b) indemnify BART against all costs incurred by BART in performing remediation of such Pre-Existing Environmental Condition. Provided however, that in no event shall Permittee be responsible for remediation or indemnification with respect to the discovery of a Pre-Existing Environmental Condition that occurs outside the permitted work area or any other area where Permittee, its employees, contractors or agents are actually conducting work.

16. Permittee agrees that no easement, lease or other property right is acquired by Permittee through this Permit.

17. Upon any use of BART property by Permittee other than that authorized by this Permit, or upon failure of the Permittee to conform to any of the terms and conditions of this Permit, BART may terminate this Permit immediately.

18. Permittee shall provide insurance in accordance with the provisions of Appendix E of the Cooperative Agreement between the City and BART, attached hereto as Exhibit “D” and incorporated herein by reference.

SAN FRANCISCO BAY AREA

RAPID TRANSIT DISTRICT

By _____
Jeffrey P. Ordway, Manager
Real Estate and Property Development Department

Date _____

ACCEPTED

BERNARD IMPREGLIO
HEALY JOINT VENTURE

By _____
Title _____

Date _____

M-08.1-014-SF.pte.doc

PROPOSED CONTRACT CHANGE

Contract No. 1252 Tunnels
 PCC No. 1252-08
 PCC Title UMS Tree Removal

Date 12/17/2012

Description of PCC:

Summary of Changes:

- Remove tree and stump at the northeast corner of Stockton and O'Farrell Streets (see attach. No.1) to a depth of 6" below grade.
- Finish grade and bark mulch shall match adjacent planting areas.

Supplementary Conditions

- Tree Removal is to be performed by a Certified Arborist.
- Work is to be performed prior to January 11th, 2013.

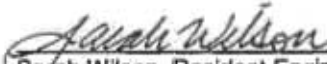
Spec Ref. CN 1252 Tunnels

Drawing Nos. N/A

Attachments Attach. No.1 - Tree Location and Photos
 Attach. No.2 - Permit for Planting, Maintenance or Removal of Sidewalk Trees

The Contractor's proposal in price and time is required on the following proposed contract change to the subject contract in accordance with the General Provisions Section 88.B within 14 days after receipt of a PCC.

Recommended by:

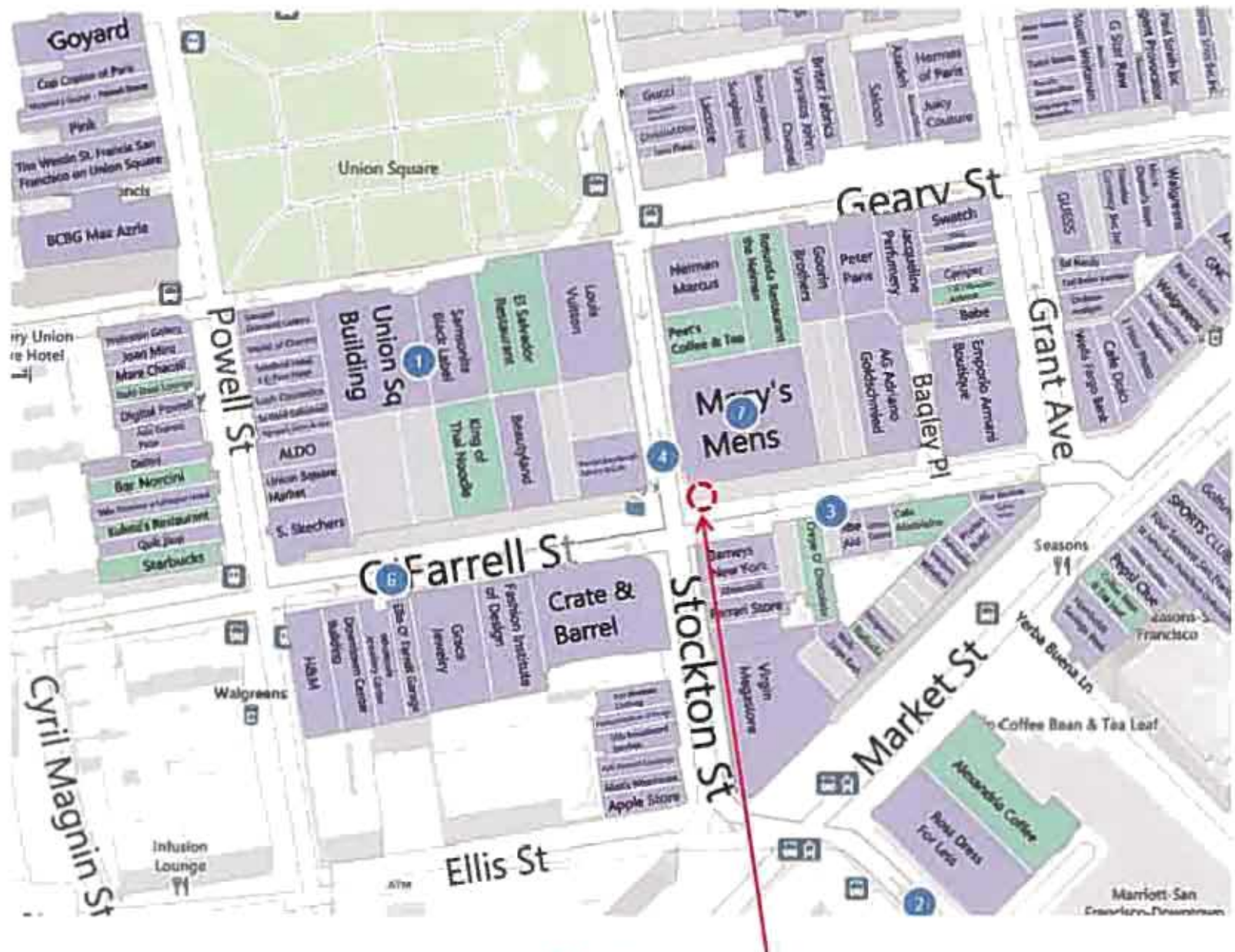

 Sarah Wilson, Resident Engineer
 SFMTA Representative

Date 12/17/12

Concur in Principle:


 Mark Benson, Construction Manager
 SFMTA Representative

Date 12/17/12



Approx.
Location
TREE No. 160

CENTRAL SUBWAY PROJECT
FREE-REMOVAL-PERMIT-APPLICATION
ATTACHMENT 1, PAGE 1
5K-120502-001 – Tree Location



CITY AND COUNTY OF SAN FRANCISCO
Department of Public Works - Bureau of Urban Forestry
2323 Cesar Chavez Street, San Francisco, CA 94124

PERMIT FOR PLANTING, MAINTENANCE OR REMOVAL OF SIDEWALK TREES

Pursuant to the provisions of Article 16, Sec. 806 of the Public Works Code, as amended, permission is hereby granted to:

Peter Giomi
Macy's
120 Stockton St
San Francisco CA 94108

This permit specifically grants permission for:

Permit Remove Tree - 1 - Ficus microcarpa nitida 'Green Gem' :: Indian Laurel Fig Tree 'Green Gem'

Permit Plant Tree - 1 - Tree(s) ::

on the sidewalk adjacent to the premises at:

120 Stockton St

Tree is located on the O'Farrell Street frontage of property.

Permittee agrees to hold harmless the City and County of San Francisco, its officers, agents and employees from any damage or injury caused by reason of the planting or the placement or maintenance of the planter plants. The owner or owners of the respective property shall be solely liable for any damage. Per Article 16: Section 806.5(b).(1) all work associated with a street tree permit must be completed within six (6) months of issuance, unless an extension has been granted by the Department. This permit must be on site when permission has been granted for removal of a street tree. If a tree species is not specified above, please contact Bureau of Urban Forestry to discuss an appropriate and approved species to plant.

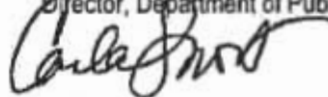
Special Conditions: Tree is located on the O'Farrell Street frontage of the property.

Date issued: 7/12/2012

Permit No: 769094

Approved:

Director, Department of Public Works



Carla Short, Urban Forester

Bureau of Urban Forestry

**CENTRAL SUBWAY PROJECT -
ATTACHMENT 2**

Barnard Impregilo Healy JV

TRANSMITTAL

No. 00987

PO BOX 78270
San Francisco, CA 94107

Phone: 415-546-0799
Fax: 415-546-3822

PROJECT: Contract 1252 - Tunnels

DATE: 12/19/2012

TO: SF Municipal Transportation Agency
821 Howard Street
San Francisco, CA 94103

REF: PCC #008
UMS - Tree Removal

ATTN: Sarah H. Wilson

WE ARE SENDING:	SUBMITTED FOR:	ACTION TAKEN:
<input type="checkbox"/> Shop Drawings	<input checked="" type="checkbox"/> Approval	<input type="checkbox"/> Approved as Submitted
<input type="checkbox"/> Letter	<input type="checkbox"/> Your Use	<input type="checkbox"/> Approved as Noted
<input type="checkbox"/> Prints	<input checked="" type="checkbox"/> As Requested	<input type="checkbox"/> Returned After Loan
<input type="checkbox"/> Change Order	<input type="checkbox"/> Review and Comment	<input type="checkbox"/> Resubmit
<input type="checkbox"/> Plans		<input checked="" type="checkbox"/> Submit
<input type="checkbox"/> Samples	SENT VIA:	<input type="checkbox"/> Returned
<input type="checkbox"/> Specifications	<input checked="" type="checkbox"/> Attached	<input type="checkbox"/> Returned for Corrections
<input checked="" type="checkbox"/> Other: PCC 008	<input type="checkbox"/> Separate Cover Via:	<input type="checkbox"/> Due Date:

ITEM NO.	COPIES	DATE	ITEM NUMBER	REV. NO.	DESCRIPTION	STATUS
1	1	12/19/2012			PCC #008	NEW

Remarks: Attached is PCC #008 (UMS - Tree Removal) as requested by the SFMTA. Bartlett Tree Experts must have an answer no later than Dec. 26, 2012 in order to meet the expiration date established in the DPW Permit.

CC:

Signed: Jack Sucilsky
Jack William Sucilsky



**BARNARD
IMPREGILO
HEALY** JOINT VENTURE

BARNARD IMPREGILO HEALY JOINT VENTURE

420 Fourth Street San Francisco, CA 94107, PH (415) 546-0799, FX (415) 546-3822

Third Street Lightrail Program Phase 2 - Central Subway Project
CONTRACT 1252

12/19/2012

PCC 008: UMS - Tree Removal Quote

LUMP SUM ESTIMATE

Direct Costs	Total
Labor	\$4,583.04
Labor Markup at Specified 15%	\$916.61
Equipment	\$998.80
Equipment Markup at Specified 15%	\$149.82
Materials	\$667.95
Materials Markup at Specified 15%	\$100.19
Other Items And Expenditures	\$0.00
Other Items And Expenditures Markup at Specified 15%	\$0.00
Subcontractors	\$5,000.00
Contractors Markup at Specified 5%	\$250.00
Total Project Costs	\$12,666.41
BIHJV Payment & Performance Bonds & Builder's Risk Insurance (1.68%)	\$212.80
Total Amount	\$12,879.21

PCC 008 – UMS TREE REMOVAL SUMMARY

CONTRACT 1252: Third Street Lightrail Program Phase 2 - Central Subway Project
General Contractor: Barnard Impegilo Healy Joint Venture (BIHJV)
Address: 420 Fourth Street San Francisco, CA 94107, PH (415) 546-0799, FAX (415) 546-3822

TITLE: PCC #008: UMS – Tree Removal

DIRECT COST IMPACTS:

Barnard Impregilo Healy (BIH) and Bartlett Tree Experts have estimated a lump sum (LS) cost for the performance of the work described herein to be equal to \$12,879.21.

TIME IMPACTS:

This work will not affect the critical path of the project.

WHAT (DESCRIPTION OF COR):

The scope of work described herein is a request from the SFMTA to BIH to perform tree removal at the northeast corner of Stockton and O'Farrell. This request was originally initiated through an email from Sarah Wilson (SFMTA) to Jack Sucilsky (BIH) dated September 6, 2012 at 1:58pm (see attached Figure 1). A follow up email from Mun Leong (SFMTA) to Jack Sucilsky (BIH) contained further clarification with specification section requirements, restoration details and trunk removal depths that override spec section 32.90.05 – 3.03 (see attached Figure 2). The SFMTA has further defined this work as an official proposed contract change (PCC) 008 dated December 17, 2012 (see attached Figure 3).

Bartlett Tree Experts prepared a cost quote to perform the tree and stump removal. The estimated duration for this work is equal to 2 days.

BIH prepared a cost quote to perform the balance of the work including, but not limited to subcontractor assistance and final restoration. Subcontractor assistance will consist of satisfying the general requirements of the contract including SWPPP, traffic control setup, flagging and noise monitoring during the duration of the subcontractor's work. The restoration will consist of a 3.5" (t) concrete sidewalk that will sit atop compacted sand subgrade. The sand subgrade will start at elevation -6" to elevation -3.5". The concrete sidewalk will start at elevation -3.5" to elevation 0" with a finish elevation equal to the adjacent panel elevations as described in Figure 2.

WHY (REASON FOR COR):

The SFMTA issued PCC 008 to BIH with the request of the scope described above.

WHERE (LOCATION/STATION):

North east corner of Stockton and O'Farrell streets, see attached Figure 3.

WHEN (OCCURRENCE DATE, ACTION DATE):

The work has not occurred yet, but is scheduled to occur between the days of January 2, 2013 and finishing no later than January 11, 2013. All work will be performed during day hours after the 2012 Moratorium.

HOW (RECOMMENDATION OF ACTION):

Bartlett Tree Experts must have an official notice to proceed for this work from BIH no later than December 26, 2012 or the work described above cannot be scheduled prior to the expiration of the attached DPW permit.

SPEC REF: 32.90.05 – Section 3.02 & 3.03
APPLICABLE DRAWINGS: N/A – PCC #008

PREPARED BY: Jack Sucilsky Project Engineer
Contractor's Representative (Name, Title)

December 19, 2012
DATE

Barnard - Central T Subway COs
Summary for:
UMS Tree Removal

	Total Cost	Markup %	Markup Amount	Totals With Markup Amount	% of Total
Permanent Material:	667.95	0.00	0.00	667.95	5.94
Owned Material:		0.00	0.00	0.00	0.00
Construction Material:		0.00	0.00	0.00	0.00
Labor:	4,583.04	0.00	0.00	4,583.04	40.74
Owned Equipment:		0.00	0.00	0.00	0.00
Rented Equipment:	998.80	0.00	0.00	998.80	8.88
Outside Trucking:	0.00	0.00	0.00	0.00	0.00
Other Costs:		0.00	0.00	0.00	0.00
Plugged Costs:	0.00			0.00	0.00
Subtotal Direct Job Cost:	6,249.79		0.00	6,249.79	55.55
Subcontractors:	5,000.00	0.00	0.00	5,000.00	44.45
Subcontractor Bonding:		0.00		0.00	0.00
Total Subcontractor Costs:				5,000.00	44.45
Joint Venture:	0.00	0.00	0.00	0.00	0.00
Joint Venture Bonding:		0.00		0.00	0.00
Total Joint Venture Costs:				0.00	0.00
Total Detail Costs:	11,249.79			11,249.79	100.00
		Markup %	Markup Amount / Totals		
Bid Expense:		0.00	0.00	0.00	0.00
G&A Expense:		0.00	0.00	0.00	0.00
Total Direct Costs:				6,249.79	55.55
Indirect Costs:				0.00	0.00
Total Costs:				6,249.79	55.55
Profit:		0.00		0.00	0.00
Cut/Add Total:				0.00	0.00
Bonding:		0.0000		0.00	0.00
Insurance:		0.00		0.00	0.00
SubTotal:				11,249.79	100.00
Overall Markup:		0.00		0.00	0.00
Total Bid:				\$11,249.79	100.00

Multiplication Factor: 0.00000 Subcon. Multiplication Factor: 0.00000 J V Multiplication Factor: 0.00000

Total Markup Amount: 0.00 TotalMarkup Percent: 0.00

Cash Generated: 0.00 % of Operating Expense: 0.00%
% Profitability: 0.00% % Cash on Cost: 0.00%

Barnard - Central T Subway COs
Item Cost Detail
UMS Tree Removal

Bid-Item	Description	Quantity	UM	Unit Cost	Total Cost		
01	Bartlett Tree Services	1.00	LS	5,000.0000	5,000.00		
Prod. per Hr:		Day Lgth: 8.00	Hrs Req:	Lbr Typ: Standard	Man. Hrs.:		
Work. Comp. DEFAULT 0.00%			Days Req:		Prod./Man Hr: 0.000000		
<u>Material</u>		<u>Labor</u>	<u>Equipment</u>	<u>Other</u>	<u>Subcontractor</u>	<u>Plug</u>	<u>Truck</u>
Unit Cost:				5,000.00			
Total Cost:				5,000.00			

Description	Area	Quantity/Hours	UM	Unit Cost	Total Cost
S Bartlett Tree Services		1.00	LS	5,000.0000	5,000.00



Client: 0152946

Printed on: 12/18/2012

Barnard Impregilo Healy Joint Venture
Attn: Jack Sucilsky
120 Stockton St
San Francisco, CA 94108
E-Mail Address: jack.sucilsky@barnard-inc.com
Mobile Phone: (406) 599-6483
Business: (415) 546-0799

Juan Carrasco - Representative
2262 Palou Avenue
San Francisco, CA 94124
Business: 415-206-0790
Fax Number: 415-206-0793
E-Mail Address: jcarrasco@bartlett.com
Contractor Lic. No.: 678496

Property Address: 120 Stockton St, San Francisco, CA 94102

The following program is recommended for certain trees and shrubs on your property. In addition to a thorough plant health care program, Bartlett Tree Experts recommends having a qualified arborist inspect your property periodically to assist you in identifying potential risks or hazardous conditions relating to your trees or shrubs. THIS IS NOT AN INVOICE.

I would like to thank you for the opportunity to present this Tree Management Program.

Bartlett Tree Experts has been in business since 1907. We believe in professional management and preventive care for the trees and shrubs based on a scientific approach.

For more than 100 years Bartlett Tree Experts has been committed to providing our clients with the best services in pruning, plant health care, soil management, cabling and bracing, technical removals, diagnostic services, maintenance programs, GPS/GIS tree inventories and consultations. Our procedures in the field are guided by information developed and provided by the scientists of the R.A. Bartlett Research Laboratories.

Safety is the number one priority within our organization. Bartlett Tree Experts has won several international recognition awards due to our leadership and dedication to ensure our employee and public safety and property protection. All the work performed by Bartlett follows the most strict safety procedures and guidelines from ANSI Z133.1-2006 and our internal policies.

Since 2008 Bartlett Tree Experts and the San Francisco office are fully accredited by the Tree Care Industry Association (TCIA).

The following are the recommendations based on the property inspection:

General Tree Work

Cut down the tagged 1 Ficus # 160 located at the front of Macy's Men's on O'Farrell St.
Leave stump at 6-10 inches. Remove resulting debris.

Grind the 1 Ficus # 160 stump located at the front of Macy's Men's on O'Farrell St to approximately 6 inches below existing grade. Rake all mulch back into hole.

- A metal pipe is embedded into the trunk of the tree. A saw and/or grinder will be use to cut the pipe at 6 inches below grade as specified in the e-mail from Mun Wei Leong dated 12-4-12.

Work will be perform during January 2nd and January 12th 2013 during regular business

hours.

Equipment to be used is: Aerial Lift/Chip Truck, Chipper, Chainsaws, stump grinder, lowering dvice (manual crane), arborist gear to climb trees, Sawzall to cut metal pipe.

All the work will be performed based on contract specifications 3.02 and 3.03.

Total for 'General Tree Work'

Amount: \$5,000.00

Thanks for your consideration to use Bartlett Tree Experts.

NOTICE OF RIGHT TO CANCEL: You, the homeowner or tenant (client) have the right to require the contractor to furnish you with a performance and payment bond. If a performance or payment bond is requested, the client understands that the cost of such a bond will be added to the original proposed price for the services, and such cost will be assumed by the client. You, the client, may cancel this transaction at any time prior to midnight of the third business day after the date of this transaction. Or if this is a contract for the repair of damages resulting from an earthquake, flood, fire, hurricane, riot, storm, tidal wave, or other similar catastrophic occurrence, you the client may cancel this transaction at any time prior to midnight of the seventh business day after the date of this transaction. Contractors are required by law to be licensed and regulated by the Contractors' State License Board which has jurisdiction to investigate complaints against contractors if a complaint is filed within three years of the date of the alleged violation. Any questions concerning a contractor may be referred to the Registrar, Contractors' State License Board, P.O. Box 26000, Sacramento, CA 95826.

Please review the information and the terms and conditions attached, which become part of the agreement, and sign and return one copy authorizing the program.

(Customer Signature)

(Date)

(Bartlett Representative - Juan Carrasco)

(Date)

All accounts are net payable upon receipt of invoice.
Work is done in accordance with ANSI standards.

A Job Site Safety Analysis was completed for your property, please contact your arborist for further details.

Barnard - Central T Subway COs
Item Cost Detail
UMS Tree Removal

Bid-Item	Description	Quantity	UM	Unit Cost	Total Cost																					
02	Subcontractor Assist	1.00	LS	2,806.4000	2,806.40																					
Prod. per Hr: 0.06 Day Lgth: 8.00 Hrs Req: 16.00 Lbr Typ: Standard Man. Hrs.: 32.00 Work. Comp. DEFAULT 0.00% Days Req: 2.00 Prod./Man Hr: 0.031250																										
<table border="0" style="width:100%"> <tr> <td style="width:25%"><u>Material</u></td> <td style="width:15%"><u>Labor</u></td> <td style="width:15%"><u>Equipment</u></td> <td style="width:15%"><u>Other</u></td> <td style="width:15%"><u>Subcontractor</u></td> <td style="width:10%"><u>Plug</u></td> <td style="width:10%"><u>Truck</u></td> </tr> <tr> <td>Unit Cost:</td> <td>2,276.48</td> <td>529.92</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total Cost:</td> <td>2,276.48</td> <td>529.92</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						<u>Material</u>	<u>Labor</u>	<u>Equipment</u>	<u>Other</u>	<u>Subcontractor</u>	<u>Plug</u>	<u>Truck</u>	Unit Cost:	2,276.48	529.92					Total Cost:	2,276.48	529.92				
<u>Material</u>	<u>Labor</u>	<u>Equipment</u>	<u>Other</u>	<u>Subcontractor</u>	<u>Plug</u>	<u>Truck</u>																				
Unit Cost:	2,276.48	529.92																								
Total Cost:	2,276.48	529.92																								

Description	Area	Quantity/Hours	UM	Unit Cost	Total Cost
L Skilled Labor	221COLAB	1.00 / 16.00	HR	72.0400	1,152.64
L Flagger	221COLAB	1.00 / 16.00	HR	70.2400	1,123.84
E Pickup - 1 Ton Flatbed	221COEQP	1.00 / 16.00	HR	33.1200	529.92

Barnard - Central T Subway COs
Item Cost Detail
UMS Tree Removal

Bid-Item	Description	Quantity	UM	Unit Cost	Total Cost		
03	Restoration	1.00	LS	3,443.3900	3,443.39		
Prod. per Hr: 0.13		Day Lgth: 8.00	Hrs Req: 8.00	Lbr Typ: Standard	Man. Hrs.: 32.00		
Work. Comp. DEFAULT 0.00%			Days Req: 1.00		Prod./Man Hr: 0.031250		
	<u>Material</u>	<u>Labor</u>	<u>Equipment</u>	<u>Other</u>	<u>Subcontractor</u>	<u>Plug</u>	<u>Truck</u>
Unit Cost:	667.95	2,306.56	468.88				
Total Cost:	667.95	2,306.56	468.88				

Description	Area	Quantity/Hours	UM	Unit Cost	Total Cost
L Crew Foreman	221COLAB	1.00 / 8.00	HR	74.0000	592.00
L Skilled Labor	221COLAB	1.00 / 8.00	HR	72.0400	576.32
L Skilled Labor	221COLAB	1.00 / 8.00	HR	72.0400	576.32
L Flagger	221COLAB	1.00 / 8.00	HR	70.2400	561.92
E Pickup - 1 Ton Flatbed	221COEQP	1.00 / 8.00	HR	33.1200	264.96
E Jumping Jach Compactor	221COEQP	1.00 / 8.00	HR	8.8200	70.56
E Cat 277 Skidsteer Loader {EO Rate}	221COEQP	1.00 / 8.00	HR	16.6700	133.36
M Concrete Material From Truck	221COEQP	4.00	CY	164.2500	657.00
M Sand Backfill	221COEQP	1.00	TN	10.9500	10.95

FIGURE 1: Email from Sarah Wilson to BIH

Jack Sucilsky

From: Leong, Kristie <Kristie.Leong@sfmta.com>
Sent: Tuesday, October 23, 2012 3:18 PM
To: 'Ben Campbell'; 'Jack Sucilsky'; 'Beau Blume'; 'Alessandro Tricamo (atricamo@vtcjv.com)'
Cc: Wilson, Sarah H (SFMTA)
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrell - north east corner

Importance: High

Hi Ben,
Please provide a cost quote for the tree removal at UMS by the end of this week. Please let me know if you have any questions. Thanks.

Thank you,
Kristie

Kristie Leong
CN1252 Office Engineer
SFMTA Central Subway Project
420 4th Street
San Francisco, CA 94107
Direct: (415) 243-0951 X 203
Mobile: (415) 350-4744
Email: Kristie.Leong@sfmta.com

From: Leong, Kristie
Sent: Thursday, October 18, 2012 11:26 AM
To: 'Ben Campbell'; 'Jack Sucilsky'; 'Beau Blume'; 'Alessandro Tricamo (atricamo@vtcjv.com)'
Cc: Benson, Mark; Wilson, Sarah H (SFMTA); Leong, Mun; Clifford, Alex J
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrell - north east corner

Hi Ben,
Just to clarify, please prepare a cost proposal for removing the tree to grade level (the roots do not need to be removed at this time). Thanks!

Thank you,
Kristie

Kristie Leong
CN1252 Office Engineer
SFMTA Central Subway Project
420 4th Street
San Francisco, CA 94107
Direct: (415) 243-0951 X 203
Mobile: (415) 350-4744
Email: Kristie.Leong@sfmta.com

From: Leong, Kristie
Sent: Thursday, October 18, 2012 11:17 AM
To: Ben Campbell; Jack Sucilsky; Beau Blume; Alessandro Tricamo (atricamo@vtcgv.com)
Cc: Benson, Mark; Wilson, Sarah H (SFMTA); Leong, Mun; Clifford, Alex J
Subject: FW: UMS tree removal - intersection of Stockton and O'Farrell - north east corner
Importance: High

Hi Ben,
SFMTA has received the tree removal permit for the tree located at the NE corner of Stockton and O'Farrell streets. Please provide a cost proposal for removing this tree prior to the holiday moratorium. Let me know if you have any questions. Thanks!

Thank you,
Kristie

Kristie Leong
CN1252 Office Engineer
SFMTA Central Subway Project
420 4th Street
San Francisco, CA 94107
Direct: (415) 243-0951 X 203
Mobile: (415) 350-4744
Email: Kristie.Leong@sfmta.com

From: Clifford, Alex J
Sent: Thursday, October 18, 2012 11:11 AM
To: Leong, Kristie
Cc: Benson, Mark; Wilson, Sarah H (SFMTA); Leong, Mun
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrell - north east corner

Hi Kristie,

We already have the removal permit for this tree.

Please see attached.

[Alex Clifford](#)

Third Party Agreement Lead
Central Subway Project
821 Howard Street, 2nd Floor
San Francisco, CA 94103

p 415-701-5275 f 415-701-5222 c 415-533-7906 e alex.clifford@sfmta.com

 Please consider the environment before printing this email

From: Leong, Kristie
Sent: Thursday, October 18, 2012 11:09 AM
To: Clifford, Alex J
Cc: Benson, Mark; Wilson, Sarah H (SFMTA); Leong, Mun
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrell - north east corner

Hi Alex,

Has the tree removal permit for this specific tree been applied for? The tree removal permit process for the Retrieval Shaft tree took over 30-days to complete, and since we are just a month and a few days away from the holiday moratorium, will we have the tree removal permit before then? Please advise. Thanks!

Thank you,
Kristie

Kristie Leong
CN1252 Office Engineer
SFMTA Central Subway Project
420 4th Street
San Francisco, CA 94107
Direct: (415) 243-0951 X 203
Mobile: (415) 350-4744
Email: Kristie.Leong@sfmta.com

From: Wilson, Sarah H (SFMTA)
Sent: Wednesday, October 17, 2012 8:29 PM
To: Leong, Kristie; Leong, Mun; Benson, Mark
Cc: Clifford, Alex J
Subject: Fwd: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Kristie please make sure we ask about this under change orders tomorrow. Thanks.

Begin forwarded message:

From: "Clifford, Alex J" <Alex.Clifford@sfmta.com>
Date: October 17, 2012, 8:18:31 PM EDT
To: "Wilson, Sarah H (SFMTA)" <Sarah.Wilson@sfmta.com>
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Hi Sarah,

Have BIH provided a quote for removal of the tree?

We are aiming to have it removed (down to surface level) prior to the holiday moratorium.

Could you please advise?

Alex Clifford

Third Party Agreement Lead
Central Subway Project
821 Howard Street, 2nd Floor
San Francisco, CA 94103

p 415-701-5275 f 415-701-5222 c 415-533-7906 e alex.clifford@sfmta.com

 Please consider the environment before printing this email

From: Wilson, Sarah H (SFMTA)
Sent: Tuesday, September 18, 2012 5:03 PM
To: Clifford, Alex J
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Thank you.

Sarah H. Wilson, PE
CN 1252 Resident Engineer
SFMTA Central Subway Project
420 4th Street
San Francisco, CA 94107
Direct: (415) 243-0950
Mobile: (415) 312-9167
Email: Sarah.Wilson@sfmta.com

From: Clifford, Alex J
Sent: Tuesday, September 18, 2012 4:28 PM
To: Wilson, Sarah H (SFMTA)
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Hi Sarah,

For the tree at the corner of Stockton and O'Farrell, an arborist will not be required to attend the preconstruction meeting prior to removal of the tree.

The tree must still be removed by a company using certified tree workers.

Regards,

[Alex Clifford](#)

Third Party Agreement Lead
Central Subway Project
821 Howard Street, 2nd Floor
San Francisco, CA 94103
p 415-701-5275 f 415-701-5222 c 415-533-7906 e alex.clifford@sfmta.com

 *Please consider the environment before printing this email*

From: Wilson, Sarah H (SFMTA)
Sent: Friday, September 07, 2012 8:30 AM
To: Clifford, Alex J
Subject: Fwd: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Alex,

Please advise.

Thanks,
Sarah

Begin forwarded message:

From: Alessandro Tricamo <atricamo@vtciv.com>
Date: September 6, 2012 6:54:13 PM PDT
To: "Wilson, Sarah H (SFMTA)" <Sarah.Wilson@sfmta.com>, Jack Sucilsky <jack.sucilsky@barnard-inc.com>
Subject: RE: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Sarah,

I checked the contract, guess the permit you obtained cover all our problem.
Only open point is the pre-con meeting on site with Engineer and Consulting Arborist (section 32 90 05 1.03B), do we have to provide the arborist?

Thanks
Alessandro

From: Wilson, Sarah H (SFMTA) [mailto:Sarah.Wilson@sfmta.com]
Sent: Thursday, September 06, 2012 1:58 PM
To: 'Jack Sucilsky' (jack.sucilsky@barnard-inc.com)
Cc: ben.campbell@barnard-inc.com; CentralSubwayChron; Leong, Kristie; Hembd, Matthew; atricamo@vtciv.com
Subject: FW: UMS tree removal - intersection of Stockton and O'Farrel - north east corner

Jack:

Please provide a lump sum cost estimate for the removing, prior to the holiday moratorium, the tree indicated on the attached documents.

Thanks,
Sarah

Sarah H. Wilson, PE
CN 1252 Resident Engineer
SFMTA Central Subway Project
420 4th Street
San Francisco, CA 94107
Direct: (415) 243-0950
Mobile: (415) 312-9167
Email: Sarah.Wilson@sfmta.com

Figure 2: Email from Mun Leong to BIH

Jack Sucilsky

From: Leong, Mun <Mun.Leong@sfmta.com>
Sent: Tuesday, December 04, 2012 12:27 PM
To: jack.sucilsky@barnard-inc.com
Cc: Benson, Mark; Wilson, Sarah H (SFMTA); Hembd, Matthew; Green, Larry E; ben.campbell@barnard-inc.com
Subject: Tree Removal, COR 057

Jack,

We looked at the requirements and will require BIH to remove the tree reference in COR 057 in accordance to specification 32 90 05 3.03.

BIH is directed to remove the tree and stump up to a depth of 6". The finish grade and bark mulch shall match adjacent planting areas.

Please revise your cost quote and provide this information as soon as possible. This tree needs to be removed by January 2, 2013.

Mun Wei Leong
Assistant Resident Engineer – Tunnel Contract
SFMTA Central Subway Project
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- F. Exercise extreme care in removing and replacing concrete, asphalt, or utilities within dripline. Pavement pieces shall be lifted rather than dragged. Protect surface roots immediately with 4-inch thick layer of wood chip mulch.
- G. At the start, during, and after construction, supplemental irrigation may be required as determined by the Engineer and Consulting Arborist. If needed, irrigate trees by subsurface pressure injection within dripline to a 24- to 36-inch depth until determined otherwise.
- H. Work within dripline shall be as directed by Engineer. Trenching, grading or excavation within dripline shall be done by hand. Protect exposed roots with wet burlap.
- I. Clearly mark trees to remain with protective hay bales and signs as described in Article 2.01 herein.
- J. Do not apply lime to the soil for compaction purposes within 50 feet of the driplines of the trees as lime is toxic to roots.

3.02 TREE REMOVAL OF TREES MARKED IN FIELD

- A. Vehicles or machinery shall not be driven into planting areas where irrigation lines or plant material would be damaged.
- B. Guidelines shall be tied to all significant branches removed from tree crown.
- C. The removal site shall be attended at all times during the removal process.
- D. Crane equipment shall be used for tree removal at the discretion of the contractor. All limbs over structures should be craned to the ground.
- E. Stumps shall be removed on all trees removed.

3.03 STUMP REMOVAL

- A. All tree stumps shall be removed along with their roots over 2 inches and greater in diameter. Stumps and roots shall be removed to a 24-inch depth unless there is a conflict with a utility or as directed by the Engineer.
- B. Stumps and roots may be removed by machinery or by hand, whichever is necessary so as not to damage the building, planter, or adjacent plant material.
- C. Tree stumps may not be burned in the removal process.
- D. Finish grade and bark mulch shall match adjacent planting areas.

3.04 HAY BALES

- A. Stack bales two per each side of tree (See Details on Sketch A herein) in a secure manner.
- B. The height of the bales will vary by tree form. Stack bales to at least the height of the first major branch.
- C. The bales shall not touch the trunk.

CENTRAL SUBWAY PROJECT
Project Trend/Change Control Log

Projected Trends versus Current Cost Estimate and Allocated Contingencies													
Item #	Date Initiated		Change Description	Change Type	CMB No.	Status		Projected Cost Impact +Exposure/(Benefit)		Comments	Modification Number	Completed by Project Controls Manager per Completed Change Form	
						Action	Date	Actual/Forecast	Potential Change			Verifier Name	Date
CONSTRUCTION TRENDS													
Contract 1250 - Utilities Relocation #1 (Portal & MOS)													
1250-0001	04/15/10	081-0001	Delete Option MF-OPT1 "Fire Protection Sprinkler System"	1	N/A			(50,000)		Status of ROCA? Cleared City Attorney's Office; to Shahnam for execution. [In "Current Forecast" - Sep2010 Cost Report.] COMPLETE, NO FURTHER ACTION; CMOD #1	CMOD #1 Approved	JB	04/20/10
1250-0002	05/07/10	081-0002	Changes to Sewer on 4th between Howard and Folsom	2	CMB-0001	Agree	07/12/10	+107,174		Differing conditions as AWSS is directly over existing sewer; unable to install sewer manhole per plan. [In "Current Forecast" - Sep2010 Cost Report.] No reimbursement from SFPUC Sewer. COR #2-\$34,135; COR #5-\$73,039 COMPLETE, NO FURTHER ACTION; CMOD #2	CMOD #2 Approved		
1250-0003	05/28/10	081-0003	Quantity Adjustment for JT-6 and JT-7	4	CMB-0002	Agree	08/04/10	+192,420		In April 2010 pay app, JT-6 bid qty exceeded by 344% (230 vs 1021) and JT-7 bid qty exceeded by 112% (500 vs. 1060) [In "Current Forecast" - Sep2010 Cost Report.] COMPLETE, NO FURTHER ACTION; CMOD #3	CMOD #3 Approved		
1250-0004	07/02/10	081-0004	Demolition of existing brick and concrete footing on 4th between Howard and Folsom	2	CMB-0003	Agree	07/12/10	+170,000		Unforeseen bricks and concrete footing discovered on east side of 4th Street between Folsom and Howard. [In "Current Forecast" - Sep2010 Cost Report.] COR #3-RFI #76 COMPLETE, NO FURTHER ACTION; CMOD #4	CMOD #4 Approved		
1250-0005	04/20/10	081-0005	Modify AWSS at 4th/Bryant and 4th/Harrison	3	CMB-0004	Agree	08/04/10	+586,000		At 4th/Bryant, AWSS conflict with new 48" sewer and AT&T ductbank. At 4th/Harrison, AWSS conflict with 18" sewer. [In "Current Forecast" - Sep2010 Cost Report.] No reimbursement from SFPUC AWSS. PCC #2: RFI #s 34, 49 & 51 COMPLETE, NO FURTHER ACTION; CMOD #5	CMOD #5 Approved		
1250-0006	04/29/10	081-0006	Install four additional piles and reinforce existing foundation at 401 4th Street	2	CMB-0005	Agree	08/25/10	+130,000		Existing foundation was discovered to be part brick and part concrete, which is different from plan. Also, foundation was unstable and required additional reinforcement. Refer to RFIs #85R1, 88.1, 100, 101, 102 COMPLETE, NO FURTHER ACTION; CMOD #6	CMOD #6 Approved		
1250-0007	10/06/10	081-0007	Additional work to install 48" sewer due to various utility conflicts at 4th/Bryant	2	N/A			+32,964		48" RCP sewer in conflict with existing AT&T ductbank that needs to remain in service until new joint trench is installed to enable switchover. This conflict forced contractor into a more expensive means to install sewer. Also, 48" RCP sewer in conflict with existing 30" force main and 24" steel pipes. No reimbursement from SFPUC Sewer. COMPLETE, NO FURTHER ACTION; CMOD #9	CMOD #9 Approved		
1250-0008	10/06/10	081-0008	Relocate TPC vault on 4th Street between Howard and Folsom	6	N/A			+19,500		Contractor uncovered existing TPC conduits on top of AT&T ductbank on 4th near Howard, a differing site condition. An AT&T intercept vault is to be installed, however, TPC conduits can not reside inside AT&T intercept vault. Joint Trench utilities participation cost TBD. Executed on 10/14/2010. Refer to RFI #62 (\$19,500) Expected Reimbursement from TPC. RE has provided documentation of notification to TPC, July-August '10. See final 1250 Form B actual costs COMPLETE, NO FURTHER ACTION; CMOD #8	CMOD #8 Approved		
1250-0009	10/06/10	081-0009	Install additional sewer and provide temporary connections at 4th/Stillman	3	N/A			+47,000		Location of existing sewer to be intercepted differs from where it's shown in the plan, hence additional sewer to be installed. Also, due to optional sewer MH not buildable until (E) AT&T DB is removed, additional sewer is necessary to tie into (E) main as interim. New sewer is supposed to tie into optional MH. No reimbursement from SFPUC Sewer. RFI #91 COMPLETE, NO FURTHER ACTION; CMOD #7	CMOD #7 Approved		

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CENTRAL SUBWAY PROJECT
Project Trend/Change Control Log

Item #	Date Initiated	Change Description	Change Type	CMB No.	Status		Projected Cost Impact +Exposure/(Benefit)		Comments	Modification Number	Completed by Project Controls Manager per Completed Change Form	
					Action	Date	Actual/Forecast	Potential Change			Verifier Name	Date
1250-0010	10/06/10	081-0010 Perform AT&T wye cast connection and chipping of existing ductbank at various locations	6	N/A			+48,181		AT&T was supposed to tie-in its own facility. However, AT&T's contractor, who is hired to install vaults, stated it is not in their scope of work. Refer to RFI #82.1. AT&T intercept vault at 4th/Harrison can not be installed at design location due to utility conflicts. AT&T vault to be shifted a few feet instead of vault being on top of existing ductbank. This will cause additional excavation, joint trench and modification to existing ductbank. Joint Trench utilities participation cost TBD. SFMTA and AT&T are negotiating with Contractor. (\$48,181) Expected Reimbursement from AT&T. RE has provided documentation of notification to AT&T, Sept-Oct '10. See final 1250 Form B actual costs. COMPLETE, NO FURTHER ACTION; CMOD #10	CMOD #10 Approved		
1250-0011	10/06/10	081-0011 Remove existing piles and shoring at 801 Howard	2				-0-		This change order has been incorporated in CMOD #16 (Trend #30) COMPLETE, NO FURTHER ACTION; CMOD #16	CMOD #16 Approved		
1250-0012	10/06/10	081-0012 Additional work related to AT&T facilities due to unforeseen conditions.	6	CMB-0047	Agree	08/03/11	+67,798		This is the total of all force account work related to AT&T facility. SFMTA to seek reimbursement from AT&T through the Form B process. COMPLETE, NO FURTHER ACTION; CMOD #21	CMOD #21		
1250-0013	10/06/10	081-0013 Additional work related to PG&E facilities due to unforeseen conditions.	6	CMB-0047	Agree	08/03/11	+30,547		This is the total of all force account work related to PG&E facility. SFMTA to seek reimbursement from PG&E through the Form B process. COMPLETE, NO FURTHER ACTION; CMOD #21	CMOD #21		
1250-0014	10/06/10	081-0014 Remove brick wall at sewer sta 152+94 (west side) on 4th between Howard and Folsom.	2				-0-		This change order has been incorporated in CMOD #16 (Trend #30) COMPLETE, NO FURTHER ACTION; CMOD #16	CMOD #16 Approved		
1250-0015	10/06/10	081-0015 Archaeological Findings - Charges for rental of steel plates, triton barriers, shoring and labor for maintenance.	2				+290,703		Midden deposits were discovered on 4th Street between Howard and Folsom. Contractor stopped work. Contractor requesting payment for rental charges of trench plates, barricades, and shoring, and cost of maintenance. Total cost exposure is projected through end of November 2010. The \$290,703.00 is expected to be the final estimate for the rental of trench plates, barriers and shoring. COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		
1250-0016	10/06/10	081-0016 Additional AWSS modification at 4th/Harrison	1	CMB-0016	Agree	11/10/10	+156,418		New alignment is proposed by Design team. CM awaiting cost proposal from Contractor. No reimbursement from SFPUC AWSS. COR #33 Supplemental COMPLETE, NO FURTHER ACTION; CMOD #12	CMOD #12 Approved		
1250-0017	10/06/10	081-0017 Protection Work at PG&E Vault 1611	6				+6,400		CM reviewing COR for merit. Expected Reimbursement from PG&E or work to be deferred \$6,400. RE has notified PG&E via email dated 10/29/10 that SFMTA expects full reimbursement for this work if implemented. Follow-up pending. Work was not performed and will need to be addressed in a future contract.			
1250-0018	10/06/10	081-0018 Demolition and Support Work at PG&E Vault 1611	6				+25,000		CM reviewing COR for merit. Expected Reimbursement from PG&E or work to be deferred \$25,000. RE has notified PG&E via email dated 10/29/10 that SFMTA expects full reimbursement for this work if implemented. Follow-up pending. Work was not performed and will need to be addressed in a future contract.			
1250-0019	10/06/10	081-0019 Extended overhead delay claim due to Archaeological discoveries	2				-0-		Old Note: Potential delay claim if issue extends project duration. Amount is estimated at \$3,000.00 per day for 60 days (\$180K). New Note: By exercising all option work, additional 84 calendar days is added to the contract time. In addition, midden mitigation will start on 10/7/10. As a result, the potential for extended overhead cost is averted. This trend has been superseded by Trend #37. COMPLETE, NO FURTHER ACTION			
1250-0020	10/06/10	081-0020 Sewer modification under I-80 freeway at 2 locations	3				+39,062		Inverts of existing sewer where new sewer will tie into are found to be different than shown in plan and would create a reverse slope. Additional pipe and manhole are required to fix slope. Refer to RFI Nos. 2S01 and 147. No reimbursement from SFPUC Sewer. COMPLETE, NO FURTHER ACTION; CMOD #11	CMOD #11 Approved		
1250-0021	10/06/10	081-0021 Install new AWSS lateral including hydrant at NW 4th/Harrison	2				+100,000		Existing AWSS lateral at SW 4th/Harrison is in conflict with new 18" sewer. Instead of modifying the lateral to avoid the sewer, a new lateral at NW corner is a preferred solution. CM awaiting design revision from Design team. Trend No. 21 is combined with Trend No. 22.			

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CENTRAL SUBWAY PROJECT
Project Trend/Change Control Log

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						Action	Date	Actual/Forecast	Potential Change			Verifier Name	Date
1250-0022	10/06/10	081-0022	Install additional 30 feet of DIP and new AWSS at 4th/Harrison	2	CMB-0026	Agree	01/12/11	+160,908		AWSS Point of connection on 4th Street was found to be cast iron instead of ductile iron as shown in DPW as-built. Due to this differing condition, additional length of pipe needs to be replaced and lead joint to be installed in order to install a ductile iron tee. Also, existing AWSS hydrant lateral is in conflict with new 18" sewer. The preferred solution was to install a new ductile iron lateral at a different location rather than installing vertical offsets on an existing cast iron lateral. No reimbursement from SFPUC AWSS. COMPLETE, NO FURTHER ACTION; CMOD #15	CMOD #15 Approved		
1250-0023	10/06/10	081-0023	Steel plates and shoring standby for 2 months due to PG&E delay at Clementina	3				+24,981		Sewer at Clementina was delayed by 2 months due to PG&E vault conflict. PG&E will not pay cost of steel plates and shoring standby because PG&E drawings were sent to MTA during design phase and PG&E was not made aware of the conflict then. COMPLETE, NO FURTHER ACTION; CMOD #13	CMOD #13 Approved		
1250-0024	10/06/10	081-0024	Utility support and work around for AT&T facilities	6	CMB-0048	Agree	08/24/11	+95,311		Contract specs specified AT&T to compensate contractor directly for workaround & support. AT&T refused to pay Synergy. Synergy considers AT&T's refusal as a changed condition to CN 1250 contract. (\$95,311) Reimbursement from AT&T. See Final 1250 Form B actual costs. COMPLETE, NO FURTHER ACTION; CMOD #19	CMOD #19		
1250-0025	10/06/10	081-0025	Utility support and work around for PG&E facilities	6					+182,980	Contract specs specified PG&E to compensate contractor directly for workaround & support. PG&E negotiated \$100,000 directly with Synergy and will pay synergy directly as well.			
1250-0026	10/06/10	081-0026	Utility support and work around for SFWD facilities	3	CMB-0028	Agree	02/09/11	+66,510		Total cost known to date (10/5/10) of all SFWD support and workaround. See COR #12, 20, 32 and 35. Agreed amount is total of COR #12, 20 and 32. Total exposure is equal to agreed amount plus COR #35. No reimbursement from SFWD. COMPLETE, NO FURTHER ACTION; CMOD #14	CMOD #14 Approved		
1250-0027	10/06/10	081-0027	Trucking and labor support for Archaeological mitigation	2				+115,789		Synergy is asked to provide trucking for delivery of midden soil to Sonoma State University lab. Other support work includes traffic control, plating, loading and unloading of midden soil. The amount shown are charges up to end of November 2010 only. Additional charges are expected which will be tracked as Trend No. 28. COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		
1250-0028	12/08/10	081-0028	Trucking and labor support for Archaeological mitigation, Part II	2				+50,000		Synergy is asked to provide trucking for delivery of midden soil to Sonoma State University lab. Other support work includes traffic control, plating, loading and unloading of midden soil. The amount shown are expected charges beyond November 2010. COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		
1250-0029	12/08/10	081-0029	Cost overrun for bid item UD-10 "Additional excavation and backfill"	4	CMB-0036	Agree	05/04/11	+112,500		Bid item UD-10 is to pay for excavation of connection hole and kill hole for SFWD line. Contract only included 200 cubic yard for this work. The size of excavations is dictated by field conditions and per the direction of SFWD inspector. RE's estimate of the total volume of dirt to be excavated is 630 cy. Examples of differing conditions encountered are: location of existing water line is different than where it's shown in the plan, existing waterline where shown in the plan to be connected to is inactive, differing condition at 5th/Clementina, connection holes and kill holes need to be expanded due to other utilities in the way. COMPLETE, NO FURTHER ACTION; CMOD #17	CMOD #17 Approved		
1250-0030	12/08/10	081-0030	Supplement bid item GE-4 "Allowance for differing site conditions" related to the installation of publicly owned facilities only (sewer, water, AWSS, Joint trench)	4	CMB-0030	Agree	04/13/11	+235,595		This change order is to supplement GE-4 for cost overrun related to the installation of publicly owned infrastructure only. GE-4 cost overrun for installation of privately owned infrastructure is being tracked separately and a separate change order will be issued. COMPLETE, NO FURTHER ACTION; CMOD #16	CMOD #16 Approved		
1250-0031	12/08/10	081-0031	Unused allowance for bid item GE-8 "Allowance for cast-in-place utility vaults"	4					(38,048)	Bid item GE-8 is an allowance to pay contractor for designing and constructing cast-in-place manholes as required for installation of new systems. Only one CIP vault was installed. Credit amount included in Trend #43			

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1250-0032	12/08/10	081-0032	Unused allowance for bid item UD-5 "Handling and disposal of Class I Hazardous Waste"	4				(50,807)	Bid item UD-5 is an allowance to pay contractor for handling and disposal of Class I Hazardous Waste. No class I hazardous waste was off hauled away from the job site. Class I soil found under the I-80 freeway was put back in the trench as backfill. This bid item is expected to remain unused. However, contractor is claiming to recover "General Conditions" cost. Credit amount included in Trend #43			
1250-0033	12/08/10	081-0033	Unused allowance for bid item UD-6 "Transportation of Class I Hazardous Waste"	4				(76,210)	Bid item UD-6 is an allowance to pay contractor for transporting of Class I Hazardous Waste. No class I hazardous waste was off hauled away from the job site. Class I soil found under the I-80 freeway was put back in the trench as backfill. This bid item is expected to remain unused. However, contractor is claiming to recover "General Conditions" cost. Credit amount included in Trend #43			
1250-0034	12/08/10	081-0034	Cost overrun for bid item TR-6 "Allowance for manual traffic control"	4	CMB-0037	Agree	05/04/11	+68,820	Bid item TR-6 is an allowance to pay for off-duty police officers and parking control officers. Contract allowance amount is \$50,000.00. Contract specs calls for police officers at 4 intersections (4th/Howard, 4th/Folsom, 4th/Harrison and 4th/Bryant). The average cost of 1 police officer is about \$800.00 per day (\$100.00 per hour). The \$50,000.00 allowance is only good for 60 days for 1 police officer. Hence, additional money was needed for traffic control support. Final amount paid police officers is \$87,500.00. Additional billings for parking control officers (from Al Herce of DPT) is forthcoming; RE estimated this bill to be about \$60,000.00. COMPLETE, NO FURTHER ACTION; CMOD #18	CMOD #18 Approved	SS	05/04/11
1250-0035	12/08/10	081-0035	Premium cost for requesting contractor to accelerate work on 4th Street between Howard and Folsom	2				+35,000	Due to archaeological discoveries, many trenches remained open and the project would not have enough time to complete installation of underground utilities and restore the roadway before the Holiday season. Without accelerating the work, the project would have had to pay rentals for the barriers, street plates and shoring for the unfinished trenches that would have remained. By accelerating the work and DPT allowing the contractor to work through the beginning of the Holiday Moratorium, the project avoided these rental costs, which is estimated to be greater than the premium cost of accelerating the work. COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		
1250-0036	12/08/10	081-0036	Rental/Maintenance costs for support of Archeological Trenches (Part 1 of 4) \$255,840; Support Work During Archeologist Mitigation Efforts (Part 2 of 4) \$199,741; Mobilization and Equipment Standby Costs (Part 3 of 4) \$67,728; Additional Overhead/Indirect Costs During Archeological Delay Period (Part 4 of 4) \$124,186	2	CMB-0041	Agree	07/13/11 02/15/12 07/25/12 09/12/12	+597,497	Due to archaeological discoveries, contractor may potentially claim for compensation for his equipment that were idle for the duration of the waiting period. RE's estimate is based on Caltrans rate for equipment standby for 5 months (May to October). RE has not received any change order request related to this item. RE to verify if his equipment were indeed idle during this time period. 2/15: Rental/Maintenance Costs for Support (Part 2 of 4); Addl Work as Result of Archeological Shutdown (3 of 4). 07/25: Revised mod - compensation for 1 of 3) Rental/Maintenance, 2 of 3) Addl Work result of Archeological support, 3 of 3) Addl OH/Indirect cost. RE to add Equipment Standby time to revised mod. 09/12: RE to Prepare Modification; CMOD #20	CMOD #20		
1250-0037	12/08/10	081-0037	Compensation for loss of production, inefficiency and disruption of work due to archaeological discovery	2				+100,000	Due to archaeological discoveries, contractor may potentially claim for compensation for loss of production, inefficiency and disruption of work. RE has not received any change order request related to this item. Amount shown is a ROM cost by the RE. RE expects a COR from the contractor but change justification is very unlikely. Initial draft COR was \$898,453. RE has adjusted to \$661,559 removing the month of October and option work. This was then revised to 800,000. There has been no official submittal from Synergy. SFMTA has directed Synergy to submit anything related to the Architectural delays through the claims process. This will be carried in the Potential Claim Log. COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		
1250-0038	03/18/11	081-0038	Project Delay due to archaeological discovery and PG&E Issues.	2					Due to archaeological discoveries compounded with PG&E's ability to perform service switchover to Olivet University and de-energize a live ductbank in conflict with 48" sewer. The project will realize an estimated 6 weeks of non-compensable delay to the substantial completion date of 4/6/11. 47 days estimated by RE. Contractor submitted COR 51 in the amount of \$1,144,776.74 on September 1st, 2011. RE responded requesting additional backup on October 19th, 2011. Subsequently, no additional information has been provided by the contractor, therefore, SFMTA has directed Synergy to submit anything related to the Architectural delays through the claims process. This will be carried in the Potential Claim Log.			

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1250-0039	05/18/11	081-0039	Remove BP-4 (Waterproofing) from Contract	4						Bid item was not used. Contractor requesting compensation to recover for General Conditions cost. Bid item amount total is \$40,000. NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)	N/A		
1250-0040	05/18/11	081-0040	Delete SW-8 (24" Sewer) from Contract	4						Bid item was not used. Contractor requesting compensation to recover for General Conditions cost. Bid item amount total is \$73,117. NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)	N/A		
1250-0041	05/18/11	081-0041	Delete UD-5 and UD-6 (Class I Off haul and Handling) from Contract	4						Bid items were not used. Contractor requesting compensation to recover for General Conditions cost. Bid items total amount is \$150,000. NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)	N/A		
1250-0042	05/25/11	081-0042	Delete GE-6 (Hazmat) from Contract	4						Bid item was not used. Contractor requesting compensation to recover for General Conditions cost. Bid item amount total is \$100,000. NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)	N/A		
1250-9001	10/06/10	081-9001	Utility Companies refusal to contribute to utility support costs and work-around. (Voided. Recorded individually in TR-0059-TR-0061.)	7							VOIDED		
1250-0043	08/03/11	081-0043	Unit Rate Adjustment for Entire 1250 Bid Items	4				(203,548)	(203,548)	Pursuant to General Provision GP-11, COR is to adjust contract value to account for fix overhead costs for bid items not performed or where the bid item performed varied by 25%. COMPLETE, NO FURTHER ACTION; CMOD #22	CMOD #22		
Contract 1250 Totals								+2,729,633	+543,264	Of the total cost exposure shown, changes have been absorbed by allocated contingency in the amount of \$2,860,848. Additional potential changes is <\$139,169> which reflects Utility Reimbursements. Currently, overall contract value remains unchanged in the amount of \$11,999,786.			
Contract 1251 - Utilities Relocation #2 (UMS)													
1251-0001	03/18/11	082-0001	Modify traffic control plan by establishing a single travel lane on Stockton St. in lieu of time-based multiple lane requirements as stipulated in contract plans TR-001 to 004.	7				-0-		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. COR #1	CMOD #4 Approved		
1251-0002	03/18/11	082-0002	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	CMB-0035	Agree	04/20/11	+67,634		Pursuant to a commitment between Barney's and SFMTA, Emergency Stair #4 (to be constructed in CN 1253) must avoid existing subsidewalk 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. COR #4; PCC #1 COMPLETE, NO FURTHER ACTION; CMOD #2	CMOD #2 Approved		
1251-0003	03/18/11	082-0003	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 3'x5' brick sewer.	1	CMB-0029	Agree	02/23/11	+148,919		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. COR #9, PCC #2 COMPLETE, NO FURTHER ACTION; CMOD #1	CMOD #1 Approved	JH	6/9/2011

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1251-0004	04/06/11	082-0004	Changes to Neiman Marcus secondary enclosure wall due to various differing site conditions.	2	CMB-0031	Agree	04/13/11	+189,584		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. COR #8 COMPLETE, NO FURTHER ACTION; CMOD #3	CMOD #3 Approved	SS	10/5/2011
1251-0005	04/06/11	082-0005	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				+127,893		Contract plans AW-501.1, 501.2, 501.4 and 501.4 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. Updated projected cost impact from \$50,000 to \$127,893 based on compilation of force accounts received. RE is awaiting COR Cost proposal			
1251-0006	04/20/11	082-0006	Design changes to utilities on Stockton street between Post and Geary	1	CMB-0039	Agree	06/08/11	+398,624		Due to changes to the limits of the UMS Station on Stockton Street between Post and Geary, the original utility design has changed. COR #24, PCC #4 COMPLETE, NO FURTHER ACTION; CMOD #5	CMOD #5 Approved	SS	
1251-0007	04/20/11	082-0007	Design changes to utilities on Ellis Street	1	CMB-0049	Agree	08/24/11	(434,957)		Due to changes to the limits of the UMS Station on Ellis street, the original utility design has changed. RE has not determined cost impact. PCC #5 COMPLETE, NO FURTHER ACTION; CMOD #5	CMOD #5 Approved	SS	
1251-0008	04/20/11	082-0008	Elimination of underpinning at 150 Stockton	1				(65,284)		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 COR #22, PCC #3 RE to negotiate			
1251-0009	04/20/11	082-0009	Additional cost for police officers and/or Parking Control Officers for traffic control.	4	CMB-0038	Agree	06/01/11	+261,584		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. COMPLETE, NO FURTHER ACTION; CMOD #4	CMOD #4 Approved		
1251-0010	05/25/11	082-0010	Accelerate Stockton east between O'Farrell and Market	1				+27,409		Contractor needed to rent additional excavators to work concurrently with the other block on Stockton between O'Farrell and Market. Amount: \$27,409; COR #25 COMPLETE, NO FURTHER ACTION; CMOD #3	CMOD #3 Approved	SS	10/5/2011
1251-0011	06/22/11	082-0011	Potholing at 4th/Howard for PUC sewer design	1						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. COR #50, PCC #6 CLOSED, NO FURTHER ACTION: Per direction from CMB on January 18, 2012, this request is denied.			
1251-0012	07/06/11	082-0012	Additional cost to lower the AWSS at O'Farrell, east of Stockton, due to numerous existing utility conflicts.	2	CMB-0042, CMB-0050	Agree	8/3/2011, 9/21/2011	+278,351		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. RFI #76, COR #31 COMPLETE, NO FURTHER ACTION; CMOD #6	CMOD #6 Approved	SS	

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1251-0013	07/06/11	082-0013	Accelerate start of construction in front of Macys West by trenchless construction method	7				-0-	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. This is a no cost change order. COR 32 COMPLETE, NO FURTHER ACTION; CMOD #3	CMOD #3 Approved	SS	10/5/2011	
1251-0014	07/21/11	082-0014	Increase in Bid Item WD-10, Allowance for Additional Excavation and Backfill.	3	CMB-0055	Agree	09/14/11	+191,779	+198,221	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 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 made a partial approve of up to \$200K. The initial Contract Modification to supplement this allowance is in the amount of \$191,778.62. COMPLETE, NO FURTHER ACTION; CMOD #9	CMOD #9 Approved	SS	
1251-0015	08/03/11	082-0015	Additional traffic signal work at Post/Stockton	1				+17,530		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. COR #19 COMPLETE, NO FURTHER ACTION; CMOD #8	CMOD #8 Approved	SS	
1251-0016	08/03/11	082-0016	Additional traffic signal work at Sutter/Mason	2				+32,054		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. RFI #73; COR #33 COMPLETE, NO FURTHER ACTION; CMOD #8	CMOD #8 Approved	SS	
1251-0017	08/03/11	082-0017	Furnish and install AT&T Manhole 5830 on O'Farrell Street	6	CMB-0051	Agree	09/21/11	+25,000		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. COMPLETE, NO FURTHER ACTION; CMOD #7	CMOD #7 Approved	SS	
1251-0018	08/03/11	082-0018	Furnish and install AT&T Manhole 5829 on Geary Blvd.	6	CMB-0051	Agree	09/21/11	+31,000		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. COMPLETE, NO FURTHER ACTION; CMOD #7	CMOD #7 Approved	SS	
1251-0019	08/03/11	082-0019	Extend joint trench and modify existing AT&T Manhole 403 on Ellis Street.	6	CMB-0057	Agree	10/26/11	+31,000		AT&T was supposed to furnish and install AT&T vault #5833 on Ellis Street. The current design was to intercept the existing AT&T conduit in the middle of Ellis Street. It was discovered that the existing AT&T conduit actually run adjacent to the southern curb line along Ellis Street. Therefore, AT&T requested SFMTA for Synergy to extend the joint trench approximately 200 feet to the West and tie into their existing AT&T vault #403. This work will also require Synergy to enlarge vault #403 to accept the additional conduit. This additional work for AT&T will need to be reimbursed to SFMTA through the Form B process. Note: The agreed amount (\$31,000.00) is for enlargement of vault #403 only; the additional 200 feet of trench to be captured in the JT bid items. (See Trend 60) COR #43 COMPLETE, NO FURTHER ACTION; CMOD #11	CMOD #11 Approved		
1251-0020	09/07/11	082-0020	Change PG&E conduit material from PVC to GRS on west side of Stockton between Geary and Post	6	CMB-0058	Agree	11/02/11		+21,410	PG&E requested to use GRS material in lieu of PVC in areas where PG&E conduits were expected to be exposed and temporary supported during future UMS station construction. PG&E agreed to reimburse SFMTA through the Form B process. RE to prepare modification			
1251-0021	09/07/11	082-0021	Revise PG&E service points and layout of primary lines at various locations, and delete Muni Vault 1850 A at Stockton/Ellis.	6						PG&E made changes to the locations of the service points and layout of some of the primary lines. In addition, due to changes to the limits of the UMS Station on Ellis Street, it was determined that Muni Vault 1850A is no longer needed. Cost for this trend is captured in Trend #31 or CMod #12. CLOSED; NO FURTHER ACTION. Cost for this trend is captured in Trend #31/CMod #12			

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1251-0022	09/07/11	082-0022	7						During the design phase the representatives of the Hilton Hotel agreed to and signed a license agreement with the SFMTA to allow embedded eyebolt supports. Hilton's Dir of Property Ops now wants to have OCS poles rather than the embedded building eyebolt supports. However, the OCS designer was able to revise the OCS design to eliminate the need for either eyebolts or poles in front of Hilton Hotel, resulting in a \$2,000 credit. CLOSED; NO FURTHER ACTION. Applicable bid items to be adjusted accordingly, See Trend #60.			
1251-0023	09/07/11	082-0023	1	CMB-0065	Agree	1/25/2012, 2/29/12	+405,440		SFMTA Operations has requested a bypass be installed at 4th Street and Folsom Street. \$242,619 in labor costs for OCS installation has not been negotiated yet. 1/25: Condition agreed upon verification material from Contractor to be procured is available. (Verified 02/01/12). 02/29: CMod negotiated cost has been revised to incorporate original three items and the add'l OCS work on Folsom St. COR #52; PCC #7 Updated projected cost impact from \$490,000 to \$405,440. CMod #12 (Formally CMod #15) COMPLETE, NO FURTHER ACTION; CMOD #12	CMOD #12 Approved	MAB	03/28/12
1251-0024	09/07/11	082-0024	6	CMB-0059	Agree	11/16/2011, 05/02/12	+204,610		As a new requirement, PG&E had requested that a 5" slurry wall be installed between the gas line and wet utilities where the separation between the 2 utilities is less than 3 feet. PG&E agreed to reimburse SFMTA through the Form B process. COR #58; Engineer's Estimate \$146,018 RE to prepare modification			
1251-0025	09/07/11	082-0025	6						PG&E requested to install additional conduits crossing Stockton Street at Geary and O'Farrell to minimize service interruption during future UMS Station construction. David Greenaway is coordinating with PG&E regarding reimbursement of additional cost through the Form B process. CLOSED; NO FURTHER ACTION. Item is captured under applicable JT Bid Item, See Trend 60.			
1251-0026	09/14/11	082-0026	2						The sub-basement in the public parking garage at O'Farrell/Mason extends beyond the property line up to the curb line. Therefore, regular foundations as per original design could not be installed. CLOSED; NO FURTHER ACTION. Item is captured under applicable OCS Bid Item, See Trend 60.			
1251-0027	09/20/11	082-0027	1	CMB-0056	Agree	11/30/11	+281,435		Acceleration is necessary to avoid potential delay impacts to Central Subway follow-on contracts. Initial Cost Estimate \$287,000. COR #40 COMPLETE, NO FURTHER ACTION; CMOD #10	CMOD #10 Approved	MAB	
1251-0028	10/18/11	082-0028	6	CMB-0057	Agree	10/26/11	+157,000		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. COR #43 COMPLETE, NO FURTHER ACTION; CMOD #11	CMOD #11 Approved	MAB	
1251-0029	10/26/11	082-0029	6						AT&T asked SFMTA to rebuild existing vault 133 (estimated cost at \$30k). Demolition of existing vaults 403 and 113 was done on force account but was not included in the cost shown in Trend No. 28 and 19 (estimated cost at \$20k). AT&T agreed to reimburse SFMTA through the Form B process. COR #64 Vault 133 rebuild is superseded by Trend 40. Demolition of existing vaults 403 and 113 is superseded by Trend 43. Updated projected cost impact from \$50,000 to \$0. CLOSED; NO FURTHER ACTION. Demo of exiting vaults 403 and 113 are superseded by Trend 43.			
1251-0030	10/26/11	082-0030	6	CMB-0058	Agree	11/02/11	+40,000		PG&E asked SFMTA to enlarge vault 873. PG&E agreed to reimburse SFMTA through the Form B process. CMB approved a NTE amount of \$40K RE to prepare modification			

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1251-0031	10/26/11	082-0031	6	CMB-0058	Agree	11/02/11		+27,534	PG&E asked SFMTA to install additional conduits. PG&E agreed to reimburse SFMTA through the Form B process. RE to prepare modification			
1251-0032	11/08/11	082-0032	6	CMB-0059	Agree	11/16/2011, 05/02/12		+98,439	PG&E gas drawings were not included in the bid package and there was no bid item to capture this work. Gas drawings was issued by PG&E in June 2011. PG&E agreed to reimburse SFMTA through the Form B process. Updated projected cost impact from \$202,400 to \$169,087 due to reduction in number of kill holes from 18 to 15. 04/11: Discovery of actual number of Kill/Tie locations being 26 instead of 15 will require confirmation from PG&E of the locations and the new cost of scope of work. RE to prepare mod			
1251-0033	11/23/11	082-0033	1	CMB-0068	Agree	03/07/12	+408,700		Additional enclosure wall is design initiated change. COR #47, PCC #9 Updated projected cost impact from \$262,484 to \$408,700. 39 Calendar Day Time Extension COMPLETE, NO FURTHER ACTION; CMOD #13 (formally CMOD #14)	CMOD #13 Approved	MAB	4/21/2012
1251-0034	01/10/12	082-0034	2	CMB-0069	Agree	04/04/12		+346,452	Existing utilities that are in active service were discovered in the City public right-of-way and are obstructing the performance of Contract work. Worst case scenario - "Not to Exceed" value) CM team will report actual amount value at a later date COR #71 CMB agreed to a Not-to-Exceed amount of \$346,456 on 4/4/12. All physical work was scheduled to complete by 4/13/12 RE to prepare modification	CMOD #17 Approved	MAB	6/28/2012
1251-0035	01/11/12	082-0035	1						UMS Design Team requested 1251 to pothole (6'Wx12'Lx8'D) on Stockton between Post and Geary to locate existing piles and tie-backs at Union Square. Cost for this scope of work from the Contractor is \$19,870.73. Per direction from the CMB on Jan 18th this request is denied and the DP2 designer will cover this potential future obstruction with a note on the drawings. COR #53 CLOSED; NO FURTHER ACTION. Per direction of CMB on 1/18/12, this request is denied and DP2 Designer will cover this potential future obstruction with a note on the drawings.			
1251-0036	01/11/12	082-0036	6						CN 1252 Contract is requesting 1251 to install PG&E conduits in order to bring power in advance of the tunnel equipment arrival. The scope of work, which involves trenching at the busy 4th/Bryant intersection, was part of the 1252 contract, hence, a credit of same amount (\$54,892.07) to be due back to 1252. Based upon a field meeting and discussions with BIH on Jan 17th this work will be done under CN 1252 as originally planned. COR #55 CLOSED; NO FURTHER ACTION. Based on field meeting with BIH on 1/17/12; this work will be completed under CN 1252 as planned.			
1251-0037	01/17/12	082-0037	3	CMB-0078	Agree	09/12/12		+25,926	After field investigation, the existing sewer lateral was found to connect to the Stockton main near Geary. However, the location where the lateral is connected to the main is inside the footprint of the UMS station, in which the main is shown in the contract plan to be slurry filled. The contract plan shows the lateral to be connected to the main on Maiden Lane but is not possible due to invert problem. At the CMB meeting on 1/18/12, Albert Hoe reported that he had instructed the design team during the design phase to investigate this lateral and make the connection to the sewer main at Maiden Lane. RE was asked to investigate if this could be a possible error and omission by the sewer design. (See Trends #44 and 45) RE to negotiate			
1251-0038	01/04/12	082-0038	1	CMB-0064, CMB 0080	Agree	1/04/2012, 10/24/12		+29,268	JCDecaux refused to remove the remaining (2EA) kiosks without being paid for work already completed. The CMB approved on 1/04/12 Task Order No. 35 (Removal of 3EA sidewalk kiosks) as requested for the work already completed. On 10/24/12 the CMB approved Trend #38 removal of the remaining 2EA kiosks; work already completed and paid for as part of the approved CMB 0064 dated 01/04/12 for a total of 5EA kiosks removed. Total work priced at \$29,268. RE to prepare mod			

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1251-0039	01/17/12	082-0039	Furnish and install 2ea benches along 5th Street	1				+5,250				
1251-0040	02/15/12	082-0040	Furnish and install AT&T Manholes 133 at Post/Stockton	6	CMB-0070	Agree	04/11/12	+45,000	AT&T requested SFMTA for Synergy to rebuild manhole 133 at Post/Stockton. COR #64 AT&T agreed to reimburse SFMTA through the Form B process. COMPLETE, NO FURTHER ACTION; CMOD #14	CMOD #14 Approved	MAB	04/24/12
1251-0041	02/15/12	082-0041	Install additional 55 LF of AT&T trench to extend conduits from vault 5832 to vault 113 on O'Farrell Street	6	CMB-0070	Agree	04/11/12	+23,704	AT&T requested SFMTA for Synergy to extend their conduit from vault to vault instead of wye-casting into exiting ductbank. COR #63 AT&T agreed to reimburse SFMTA through the Form B process. COMPLETE, NO FURTHER ACTION; CMOD #14	CMOD #14 Approved	MAB	04/24/12
1251-0042	02/15/12	082-0042	Install additional 95 LF of AT&T trench to extend conduits from vault 5831 to vault 129 on Geary Blvd.	6	CMB-0070	Agree	04/11/12	+31,525	AT&T requested SFMTA for Synergy to extend their conduit from vault to vault instead of wye-casting into exiting ductbank. COR #62 AT&T agreed to reimburse SFMTA through the Form B process. COMPLETE, NO FURTHER ACTION; CMOD #14	CMOD #14 Approved	MAB	04/24/12
1251-0043	02/15/12	082-0043	Force account work for demolition of existing AT&T vaults 113 (Post/Stockton) and 403 (Ellis)	6	CMB-0076	Agree Conditionally	10/03/12	+55,961	Agreed cost shown in Trends 29 and 40 is for installing vaults only. Cost to demo existing vaults is tracked on force account (estimated cost at \$15k each vault). AT&T agreed to reimburse SFMTA through the Form B process. CMB Agreed contingent on receipt of confirmation letter from AT&T for costs associated with these three trends RE to prepare modification (CMB 0076 approval - see Trend CN12511 #'s 72 & 80)			
1251-0044	02/15/12	082-0044	Install new sewer lateral from Macys West on O'Farrell including plumbing modification inside Macy's building.	3	CMB-0078	Agree	09/12/12	+20,014	Contract plan SW-4 shows an existing lateral to be connected to new main. However, the 8" lateral is too big to be connected directly to the new 14" main necessitating a new connection to the manhole. However, numerous existing utilities were in the way and required installation of a new lateral at a higher elevation. Due to the raised lateral invert, modification to the plumbing inside the building is also needed. Refer to RFI 43. (See Trends #37 and 45) RE to prepare mod			
1251-0045	02/15/12	082-0045	Install new 2 each sewer laterals on Stockton between Post and Geary	3	CMB-0078	Agree	09/12/12	+25,145	Contract plan SW-3 shows 2 each existing laterals coming from the Union Square garage to be connected to the new main at approximate sta 128+55. However, the laterals were found to be connected to the downstream end of the existing main (toward Geary), which is called for to be abandoned in 1251 to make room for the future station. (See Trends #37 and 44) RE to prepare mod			
1251-0046	03/06/12	082-0046	Additional cost for enlarging PG&E vault 584 on O'Farrell east of Stockton	6				+60,053	The two (2) existing PG&E duct banks that were supposed to be intercepted by vault 584 were wider than shown on plan. Vault 584 was needed to be enlarged in order to capture the two (2) ductbanks. PG&E agreed to reimburse SFMTA through the Form B process. RE to prepare mod			
1251-0047	04/10/12	082-0047	Enlarge Muni Vault 900A on Stockton between Post and Geary	2	CMB-0082	Agree	10/31/12	+15,801	Contract plan JT-301 calls for an intercept vault to capture 2 (E) Muni ductbanks (DB). These DBs were found to be farther apart than shown on plan. The intercept vault needs to be widened. RE awaiting COR (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 78)			
1251-0048	04/10/12	082-0048	Additional cost and time for stuck auger during micropile drilling	2				+41,737	Contractor's hollow stem auger got stuck during drilling of micropile #27C in front of 17 Stockton. Contractor claims differing condition as cause for the stuck auger. Contractor is asking for 1 day compensable time extension. SFMTA is reviewing claim for entitlement. COR #67 RE Denied COR (City Letter 26); however Contractor will most likely send rebuttal.			

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1251-0049	04/10/12	082-0049	Additional cost and time for added rebar and coordination with 17-19 Stockton Owner's contractor	2	CMB-0083	Agree	11/07/12		+9,058	Existing footing of One Stockton was found to be recessed from property line. City's response to RFI 171 called for additional rebar to compensate for the gap between back of new enclosure wall and existing footing. Also, the Owner's contractor of 17-19 Stockton asked that Synergy clear his work area so he can pour the primary wall and bring in his new switchgear. Synergy is asking 2 days compensable time extension. RE awaiting COR			
1251-0050	04/10/12	082-0050	Additional cost to install a Type 770 pole foundation at a different location, install 2 each DPT mast arms and demo existing wall in conflict with OCS footing	2	CMB-0074	Agree	08/15/12		+40,000	Type 770 pole foundation at SW 5th/Folsom could not be installed per plan due to a conflict with a cistern. Only solution is to remove an existing pole foundation (recently installed in 1251 as contract work) to make room for the 770 pole foundation. At 5th/Folsom, 2 DPT mast arms (not shown in original plan) need to be installed. At Pole #811, an existing concrete wall is in conflict with pole foundation. RE preparing modification (CMB 0074 approval - see Trend CN1251 #'s 67, 74 & 75)			
1251-0051	04/10/12	082-0051	Intercept existing PG&E ductbank and terminate into vault 5464 at Market/Ellis	6					+15,000	PG&E requested to reroute existing ductbank running north out of MH 1803 at 4th/Pioneer Place into MH 5464 at Market/Ellis RE awaiting COR			
1251-0052	04/10/12	082-0052	Reroute unforeseen existing waterline on Geary east of Stockton	2	CMB-079	Agree	10/10/12		+28,852	An unforeseen existing waterline was found to be in conflict with PG&E vault 573 and needs to be rerouted per City's response to RFI #182. RE awaiting COR (CMB 0079 approval - see Trend CN1251 #'s 65 & 70). This is potentially E&O issue due to unforeseen existing waterline on discovered along Geary Street (east of Stockton Street) not shown in the contract drawings.			
1251-0053	04/10/12	082-0053	Additional cost for premium to accelerate contract work	1	CMB-083	Agree	11/07/12		+10,590	SFMTA directed Synergy to accelerate work to advance PG&E and AT&T cut-over and allow CN 1252 Contractor to start work at UMS PG&E agreed to reimburse SFMTA through the Form B process. RE negotiating cost			
1251-0054	04/17/12	082-0054	Additional waterproofing at FIDM and north end of Crate & Barrel	2					+8,151	Sidewalk in front of FIDM and north end of Crate & Barrel did not have a sub-sidewalk basement, hence the original plan did not call for waterproofing of the primary wall. While excavating for the joint trench, contractor found the existing waterproofing to be spalling and peeling off from the primary wall. RE awaiting COR			
1251-0055	04/17/12	082-0055	Install Swiveloc lids on all PG&E vaults	6					+29,255	PG&E requested SFMTA to add this scope to the 1251 contract for safety reason. COR #72 PG&E agreed to reimburse SFMTA through the Form B process. RE to prepare modification			
1251-0056	05/31/12	082-0056	Additional work on force account related to sewer installation	2				+45,156		Additional work due to unforeseen and differing conditions during installation of sewer. COMPLETE, NO FURTHER ACTION; CMOD #15	CMOD #15	MAB	06/01/12
1251-0057	05/31/12	082-0057	Additional work on force account related to water installation and NRG vault demolition	2				+39,599		Additional work due to unforeseen and differing conditions during installation of water and demolish existing NRG vaults that are in conflict with utility installation. COMPLETE, NO FURTHER ACTION; CMOD #16	CMOD #16	MAB	06/01/12
1251-0058	05/31/12	082-0058	Additional streetlight conduit on 5th Street between Harrison and Bryant	2	CMB-0083	Agree	10/31/12		+17,754	The existing streetlight pullboxes new cables were supposed to be connected to per contract plan did not have power. New conduit needs to be install from the power source. COR #75 RE to review COR (CMB 0082 approval - see Trend CN1251 #'s 47, 76 & 78)			
1251-0059	06/26/12	082-0059	Accelerate contract work at Barney's front	1	CMB-0083	Agree	11/07/12		+16,948	As a result of numerous meetings and complaints by Barneys, it was decided to accelerate contract work in order to restore Barneys sidewalk earlier RE awaiting COR			
1251-0060	06/26/12	082-0060	Final Bid Item Reconciliation	4					+25,946	Amount is result of Bid Item Analysis completed as of 6/12/12.			
1251-0061	06/26/12	082-0061	Excavate for PG&E cutover at 177 Stillman	6					+15,000	PG&E requested Synergy to excavate for PG&E cutover at 177 Stillman. Reference document: Email from Michael Lightstone dated 12/9/11 PG&E agreed to reimburse SFMTA through the Form B process. RE awaiting COR			

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1251-0062		082-0062 Additional waterproofing at Macys Men's wall	2					+24,774	Contract did not call for waterproofing at Macys Men's wall. However, when contractor dug for the joint trench, it was found that the existing waterproofing has deteriorated and needed to be replaced. COR# 20 RE to review COR			
1251-0063		082-0063 Excavation and restoration cost for PG&E gas tie-in and kill holes. Part II	6					+40,000	After completion of Part I (see trend 32), PG&E had offered to self-perform the excavation and restoration of the gas tie-in/kill holes because PG&E had crews available to perform the work. However, PG&E no longer have available crews, hence Synergy had to continue and finish excavating and restoring the last tie-in/kill holes. PG&E agreed to reimburse SFMTA through the Form B process. RE awaiting COR			
1251-0064		082-0064 Accelerate finish and detail work of AT&T and PG&E vaults	1	CMB-0083	Agree	11/07/12		+4,704	In order to expedite turn-over of AT&T and PG&E vaults, SFMTA directed Synergy to accelerate the detailing and finish work of these vaults. SFMTA will pay Synergy premium cost for OT hours. RE awaiting COR			
1251-0065		082-0065 Additional fittings for AWSS lateral and chipping of pole foundation at Market/Ellis	2	CMB-0079	Agree	10/10/12		+21,779	An existing Muni pole foundation is in the way of the AWSS lateral. Additional fittings are required to complete contract work. RE awaiting COR (CMB 0079 approval - see Trend CN1251 #'s 52 & 70) This is potentially an E & O issue due to an existing Muni pole foundation is in the way of the AWSS lateral.			
1251-0066		082-0066 Intercept PG&E conduits at Vault 573 at Geary east of Stockton	6					+15,000	During installation of PG&E intercept vault 573, PG&E had incorrectly identified the conduits to be intercepted. This error was discovered during cut-over process by PG&E. PG&E agreed to reimburse SFMTA through the Form B process. RE awaiting COR			
1251-0067		082-0067 Additional feeder span, no-bo insulator and adjustment of guywire for the Folsom OCS bypass	3	CMB-0074	Agree	08/15/12		+37,148	SFMTA Electrical Designer had pointed out the new Folsom Bypass does not have enough capacity to power the new OCS necessitating installation of feeder spans. Also, adjustments to the guywire are necessary to mitigate conflict with new signal mast arms. RE presented COR to CMB 7/25; direction given to develop one CMod with all remaining items to be purchased for the new OCS bypass. RE to prepare modification (CMB 0074 approval - see Trend CN1251 #'s 50, 74 & 75)			
1251-0068		082-0068 Extended Overhead cost from July 19, 2012 to August 16, 2012	1	CMB-0075	Agree Conditionally	10/03/12		+106,967	Contract is expected to be extended beyond the approved July 18, 2012 completion due to the following reasons: contractor was slowed due to accommodation of AT&T and PG&E cut-over, for example, contractor has to provide windows of time for AT&T to occupy its work space to provide continuity and efficiency for AT&T cut-over, contractor has to advance cleaning and detailing of vaults to turnover to AT&T and PG&E, these work are typically done as punchlist, contractor now has to resequence work and reallocate resources; SFWD cut-over is taking longer than expected; PG&E gas cut-over was delayed due to inability to access Armani building, this delay held up completion of sewer MH, SFWD connection and restoration on O'Farrell east; added change order work, i.e. additional PG&E conduit at vault 573 and additional excavation for AT&T cut-over at 240 Stockton. CMB Agreed contingent on receipt of letter confirming e-mail as presented in the meeting and content viewed related to agreement and remaining actions and release of funds. RE reviewing TIA 18			
1251-0069		082-0069 Removal of abandoned PG&E gas valve (8each) and install anodes	6					+15,000	PG&E asked Synergy to remove all abandoned gas valves (8each) PG&E agreed to reimburse SFMTA through the Form B process. RE awaiting COR			
1251-0070		082-0070 Core drill primary wall and install interior plumbing at Armani and Disney for the fire service water cutover	2	CMB-0079	Agree	10/10/12		+14,033	Existing fire service inside the building is a thin-wall steel pipe that extends out to the previously existing sub-sidewalk basement. However, 1251 had backfilled the subsidewalk basement per contract, which now made the steel pipe susceptible to corrosion. SFWD does not want to tie-in to the steel pipe due to corrosion issue plus the fact that the pipe is thin walled, which makes welding almost impossible. A ductile iron pipe needs to be installed from the main and into the building. RE reviewing COR (CMB 0079 approval - see Trend CN1251 #'s 52 & 65)			

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1251-0071		082-0071 Install a new 8" backflow preventer for the fire service inside Macys Men's building	6					+56,129	The new water main (installed in the 1251 Contract) is closer to the property line than the existing backflow preventer. State law stipulates that a backflow preventer be installed in between the property's fire suppression system and the water main. The SFWD refuses to make this connection until a proper backflow preventer is installed. RE reviewing COR			
1251-0072	08/08/12	082-0072 Additional AT&T trench from new vault 5829 to existing vault 127 on Geary east of Stockton	6	CMB-0076	Agree Conditionally	10/03/12		+15,020	AT&T requested new conduits to maintain continuity between the 2 vaults. AT&T agreed to reimburse SFMTA through the Form B process. RE Tracking work on FAR CMB Agreed contingent on receipt of confirmation letter from AT&T for costs associated with these three trends RE to prepare modification (CMB 0076 approval - see Trend CN1251 #'s 43 & 80)			
1251-0073	08/08/12	082-0073 Additional work to install water and electrical utilities for Flower Stand on Geary west of Stockton	1					+18,840	Contract bid allowance for providing utility services for flower stands (UD-14) had been exhausted during relocation of 2 flower stands. A third and final flower stand is still needed to be relocated. RE tracking work on FAR			
1251-0074	08/08/12	082-0074 Traffic Signal modification at 5th/Folsom	1	CMB-0074	Agree	08/15/12		+16,429	Due to installation of OCS bypass on Folsom between 4th and 5th Streets, a left turn signal is required at 5th/Folsom. Additional signal heads and modification to the existing traffic signal is necessary. RE Tracking work on FAR RE to prepare modification (CMB 0074 approval - see Trend CN1251 #'s 50, 67, & 75 also).			
1251-0075	08/08/12	082-0075 Unforeseen conditions related to pole foundation installation for the Folsom OCS Bypass	2	CMB-0074	Agree	08/15/12		+12,568	lines. RE Tracking work on FAR RE to prepare modification (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 78)			
1251-0076	08/08/12	082-0076 Adjustment to OCS on Mason Street	2/3	CMB-0082	Agree	10/31/12		+14,987	trolley wire on Mason between Geary and Eddy to smoothen transition when shifting from right lane to left lane. Also, add intermediate guywire to prevent excessive sagging of bracket arms at various locations. RE Tracking work on FAR (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 78)			
1251-0077	09/12/12	082-0077 Additional work related to Qwest, TCG and UCCO facilities	2	CMB-0081	Agree Conditionally	10/31/12		+41,443	Qwest, TCG and UCCO requested Synergy to tie-in their existing conduits into the new vaults that Synergy installed per contract. The utility companies are responsible for connecting existing conduits into new vaults, therefore, this request is considered extra work. Private Utilities companies agreed to reimburse SFMTA through the Form B process. RE Tracking work on FAR CMB agreement contingent upon CMod package to include evidence from all utilities that cost are reimbursable to SFMTA through the Form B process.			
1251-0078	09/12/12	082-0078 Unforeseen conditions encountered during excavation and installation of OCS poles along Mason and 5th Streets.	2	CMB-0082	Agree	10/31/12		+27,644	Several obstructions, i.e. buried concrete, boulders, brick, abandoned utilities were discovered during excavation and installation of OCS poles along Mason and 5th Street. RE Tracking work on FAR (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 76)			
1251-0079	09/12/12	082-0079 Additional work related to installation of PG&E Vaults 467, 571, 573, 586 and 594 including joint trench leading to these vaults	2					+50,000	Unforeseen conditions were encountered during installation of select PG&E vaults including joint trenches leading to these vaults. PG&E agreed to reimburse SFMTA through the Form B process. RE Tracking work on FAR			
1251-0080	09/12/12	082-0080 Additional work related to installation of AT&T Vaults 5828, 5829, 5830, 5831, 5832 and 5833 including joint trench leading to these vaults	2	CMB-0076	Agree Conditionally	10/03/12		+58,179	Unforeseen conditions were encountered during installation of select AT&T vaults including joint trenches leading to these vaults. CMB Agreed contingent on receipt of confirmation letter from AT&T for costs associated with these three trends AT&T agreed to reimburse SFMTA through the Form B process. RE to prepare modification (CMB 0076 approval - see Trend CN1251 #'s 43 & 72)			

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Contract 1251 Totals								+2,703,068	+955,100	Of the total cost exposure shown, changes have been absorbed by allocated contingency in the amount of \$2,618,313. Additional potential exposure shown includes credits provided through Utility Reimbursement. Currently, overall contract value remains unchanged in the amount of \$21,753,860.		
Contract 1252 - Tunnels												
	04/11/12	AWSS Conflict w/ Low Pressure Water	6						+16,906	AWSS contract work was made more difficult by the proximity of a water line which was closer than indicated on UT-501. Contractor has stated that a separate request which will include a TIA is forthcoming.		
1252-0002	04/11/12	AWSS Add. Tie-Rods 4th-Harrison	6						+73,581	The AWSS line must be restrained a certain distance beyond the 90 degree elbow we are installing under contract 1252. The 1252 contract work includes excavating on both sides of this 12-foot portion of pipe. Additional work scope (per Michael Smith @ DPW): Station 162+80 to 162+90 - Restrain the existing 12-inch tee to the existing pipe north of the tee. Restrain any other joints that are not restrained on the existing pipe up to the new pipe to be installed.		
1252-0003	04/06/12	AT&T Vault Conflict-4th & Harrison	6						+21,089	After excavation of the roadway surface and subgrade at Fourth and Harrison streets an AT&T vault was discovered to be in conflict with the current alignment of the 42" RCP sewer main. Verbal authorization was given by an AT representative to make modifications to the vault. COR 003 has been submitted by BIH in response to this issue. Work is to be charged via SFMTA Form B agreement to AT&T. RE reviewing COR		
1252-0004	04/06/12	PG&E live electrical delays	2						+8,295	PG&E lines indicated on contract drawing UD-502 thru 504 were to be abandoned yet were Re reviewing COR		
1252-0005	06/12/12	Oil filled pipe @ Launch Box	2						+9,979	Synergy Demo Crew exposed an existing 6" steel line which had oil in it on the West side of 4th St between Harrison and Bryant. RE to prepare mod		
1252-0006	07/16/12	TIA - Associated w/ COR 001, COR 002, and COR 003	6						+269,904	BIH is to submit Overhead cost labor rates and a COR request related to this issue. RE reviewing COR		
1252-0007	05/23/12	MOS - Live Utilities: PGE, AT&T, and SFWD 8" Water Line extra kill hole location	2						+49,006	Live PG&E Electrical Lines Conflict: BIH was notified that PG&E had live electrical lines running through each headwall work zone @ Moscone station. 8 inch Low Pressure Water Line Conflict: Contract drawings show this utility to be abandoned and capped prior to work. Synergy struck and damaged the water line. SFWD directed Synergy to excavate a kill hole so they could properly abandon the line. In Review		
1252-0008	07/16/12	MOS - Demo PGE duct bank / SF City 911 fiber optic line	2						+4,919	11/14/12 - Presented to CMB. The narrative will be rewritten CMB agrees with partial merit labor work involved in supporting the utility agencies. This item will be brought back to the CMB for approval		
1252-0009	06/29/12	MOS - Traffic Signal line re-route south headwall	6						+37,500	After potholing Synergy discovered several traffic lines which were in the proposed location of the south MOS headwall. Synergy proposes to reroute the lines. RE to prepare mod		
1252-0010	07/16/12	MOS - Archaeological Standby North Headwall	2						+16,861	Upon excavation of the MOS north headwall, BIH's subcontractor Synergy Project Management (SPM) uncovered a layer of "Midden" or Native American debris.. RE to prepare mod		
1252-0011	07/16/12	MOS - SL conduit from PG&E vault @ north headwall	6						+10,903	Approximately 20' of GRS Street Light conduit to be installed from PGE vault 1493 and a existing Street Light box north of the MOS N headwall. RE reviewing COR		
1252-0012	07/16/12	LB - Pre-Excavation for Slurry Walls	2						+237,107	BIH proposes pre-excavation of each slurry panel to be reimbursed by SFMTA. RE reviewing COR		

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1252-0013	06/29/12	MOS - Standby Delays @ south headwall due to live TS lines	6					+79,153	Standby delays related to the discovery of traffic lines within the proposed location of the south MOS headwall. RE reviewing COR			
1252-0014	07/16/12	UMS - Grant street 2 way conversion (e- & striping)	7					-0-	In order to implement a full street closure for Stockton Street at the UMS location the DPT recommended that Grant Street be converted from an existing one-way street to a two way street for vehicular traffic. This potential change was brought before the CMB 07/18. Board's decision to have DPT perform the work. CLOSED; NO FUTHER ACTION			
1252-0015	06/22/12	PROJECT WIDE - Utility Demo limit reduction credit	5					(20,905)	BIH's subcontractor Synergy Project Management (SPM) would like to minimize the limits of utility demo at the Launch Box, Moscone station, UMS station and TBM Retrieval Shaft locations. RE reviewing COR			
1252-0016	07/16/12	UMS - Reduced Duration	5	CMB-0073	Agree (Conditionally)	08/01/12		-0-	No cost change for acceleration of utility relocation, ground improvements (jet grouting), and headwall construction at Union Square/Market Street Station. Approval condition up incorporating correctness to backup documentation as required by & documented in CMB mtg. RE to prepare modification Modification in process	CMod #3		
1252-0017	07/10/12	MOS - Asbestos Pipe at north headwall	2					+7,186	Upon excavation of the MOS north headwall, BIH's subcontractor Synergy Project Management (SPM) uncovered fryable asbestos-laden transite pipe. In Review			
1252-0018	07/10/12	MOS - Brick Wall #2 discovered @ north headwall	2					+15,783	Upon excavation of the MOS north headwall, BIH's subcontractor Synergy Project Management (SPM) uncovered a buried wall. 11/14/12 COR presented to CMB. Evaluation for merit will be rewritten and brought back to CMB for approval.			
1252-0019	08/07/12	MOS - Asbestos Pipe at south headwall	2					+33,668	Transite pipe was discovered during MOS south headwall excavation. RE reviewing COR			
1252-0020	08/10/12	MOS - Oil filled pipe at south headwall	2					+9,226	A pipe containing oil was discovered during MOS south headwall excavation. RE reviewing COR			
1252-0021	06/19/12	MOS - Todco scaffolding reimbursement	2					+1,719	1252 contract work requires the removal of scaffolding erected by Fine Line Construction, the contractor performing renovations on the Woolf House. RE reviewing COR			
1252-0022	03/15/12	Disputed Work Items - NTP2 vs. NTP3	7					-0-	BIH interpretation of Special Provisions SP-3 NTP2 description includes activities that SFMTA interprets to be within NTP3. These activities include: Ellis Street and Green Street shafts and associated compensation grouting, MOS headwalls and jet grouting, jet grouting at cross passage 5, UMS head walls and jet grouting, OCS removal along Stockton Street from Geary to Ellis, and the TBM retrieval shaft. On April 13, SFMTA released the MOS headwalls and jet grouting, jet grouting at cross passage 5, UMS jet grouting, OCS removal along Stockton Street from Geary to Ellis, and preparatory and utility work necessary for the construction of the retrieval shaft. CLOSED COR Unsubmitted			
1252-0023	05/07/12	Manhole in east guidewall footprint	2					-0-	While performing excavation for the east side guidewalls at the TBM Launch Box, BIH's subcontractor CJA-NCC encountered a manhole near the bottom of the excavation which was unexpected. BIH has stated that removal of the manhole prior to the installation of the guidewalls was necessary to ensure the successful installation of the slurry walls. CLOSED; NO FURTHER ACTION.			
1252-0024	04/18/12	2" gas line inside 16" casing	2					-0-	While performing excavation for the Sewer and AWSS trench at the intersection of Fourth and Harrison streets, BIHJV's subcontractor Synergy encountered what was identified to be a 16" depressurized gas main. This gas main contained a 2" gas line which is shown on contract drawing UD-502 to be abandoned/removed. CLOSED; NO FURTHER ACTION.			

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1252-0025	04/18/12	CDF Encasement on 42" RCP	2					TBD	While performing excavation for the east side guidewalls at the TBM Launch Box, BIH's subcontractor CJA/NCC encountered a CDF backfill at the existing 42" RCP sewer which reportedly had a significantly higher compressive strength than the 50-150 psi. which was anticipated. BIH claims that the CDF conflicted with the construction of the guidewalls and it could not be excavated by conventional means. COR Unsubmitted			
1252-0026	06/12/12	Damage to Live LPW main at 4th and Folsom	2					TBD	Synergy Demo Crew hit a blow-off valve on the 8" water line at the Southwest corner of the MOS headwalls. SFWD is to install a permanent cap per contract drawing WD-404. COR Unsubmitted			
1252-0027	07/16/12	MOS - 76 Gas Station fencing	1				-0-		SFMTA requested BIH to install fencing around the perimeter of the 76 gas station at 4th and Folsom St. Temporary use of 800 Folsom Street site for construction staging. Use of this site would be a tradeoff between SFMTA and BIH. The Contractor would maintain the sites security and up-keep in exchange for not billing CLOSED; NO FUTHER ACTION			
1252-0028	07/16/12	LB - SPTC delays due to concrete encased 8" sewer	2				-0-		Upon excavation of west slurry panels W-33, W-14, W-21, W-20, and S-9), "buried debris" comprising "wood pile?" or "concrete encased clay pipe" was encountered . The depth of the obstruction(s) is currently under investigation. Impact of the first obstruction was approximately 3 hours and the contractor has modified operations so that each obstruction requires approximately 45 minutes to clear. Verbal information presented to CMB at mtg 07/25 as a potential change. CLOSED; NO FUTHER ACTION			
1252-0029	07/16/12	MOS - South Headwall re-design	1					+141,750	BIH provided verbal notification that the design changes contained in the response to RFI 74 and the MOS guidewall submittal, including the requirement to leave end stops in place and a 6-inch extension of the corner slurry panel, are anticipated to cost approximately \$250,000. More detail is forthcoming. 11/14/12 - Presented to CMB. RE is recommending a possible compensation value of \$135K. CMB agrees with partial merit for labor and material cost of this COR. RE will proceed with scoping the work			
1252-0030	08/02/12	Ellis - Utility demolition	3					+40,000	BIH says that no utilities were shown at Ellis; however, Reference Drawing UE-126 shows utilities. COR Unsubmitted			
1252-0031	07/25/12	Crack Gauges	4					-0-	BIH disagrees with SFMT on the total number of crack gauges to be installed on the project. Per the contract drawings a total of 926 crack gauges are to be installed. BIH claims that a total of 50 are to be installed. COR Unsubmitted			
1252-0032	08/07/12	Ellis asbestos abatement	2					+40,000	A steam line containing asbestos was discovered during potholing at the Ellis Street Shaft. COR Unsubmitted			
1252-0033	08/15/12	LB - Class 1 Hazardous Material Haul off	2					+198,276	BIH to submit costs for Class 1 haul off.			
1252-0034	08/15/12	LB - Jet Grout Quantity Overrun	4					+812,497	The contract drawings call for the contractor to determine the extent of jet grouting at the launch box BIH's jet grout quantities are projected to overrun the prescribed bid quantity by up to 40 percent. COR Unsubmitted			
1252-0035	08/24/12	Utility Removal UD-304 and UD-503	6					TBD	RFI 00134 asks whether certain utilities indicated on drawings UD-304 (On Stockton inside limits of future UMS Station) and on UD-503 (On Fourth and Stillman Streets outside limits of Launch Box) may be left in place. Answer: "Confirmed, the utilities in question can be abandoned in place and are not required to be removed. The Engineer will seek an adjustment to Bid Item GB-3 for the elimination of this work". COR Unsubmitted			

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1252-0036	09/19/12	Additional Road Base on Fourth Street	2					+7,000	BIH's subcontractor Synergy Project Management (SPM) discovered what they believe to be an additional layer of road base under the existing asphalt and road base layer while performing roadway demo work along the west side of Fourth Street between Harrison and Brant Street. The additional layer is estimated by BIH/SPM to be approximately 8" - 12" thick. COR Unsubmitted			
1252-0037	09/19/12	DPW permitting potential impacts	7					TBD	DPW Permitting issue to cause potential impacts. DPW is not issuing permits for excavating the MOS headwalls, jet grouting at the LB, and excavating support at the LB, as they claim to have not been able to conduct a thorough review of the project's design documents and were not included in the design process. BIH may be required to re-sequence and stand many other potential impacts w/o said permits. COR Unsubmitted			
1252-0038	09/19/12	Manhole in West Guidewall Footprint	2					+4,000	While performing excavation for the west side guidewalls at the TBM Launch Box, BIH's subcontractor CJA-NCC unexpectedly encountered a manhole within the excavation at approximate station 165+70. It was necessary to chip away a portion of the existing manhole to gain the necessary clearance to construct the west slurry wall. COR Unsubmitted			
1252-0039	09/19/12	Panel W-33 Obstruction	2					TBD	While performing excavation for the slurry walls at the TBM Launch Box, BIH's subcontractor CJA-NCC unexpectedly encountered buried (wood pile?) debris located approximately 12 feet below the guide wall within Launch Box Diagram Wall Panel W-33. This trend is being tracked separately from Trend 20 because we believe it may be a different structure. BIH has not provided adequate information substantiating the merging of the two trends. COR Unsubmitted			
1252-0040	09/19/12	Revisions to Moscone North Headwall Elevation (Top)	1					+21,181	SFMTA initiated change to revise headwall elevations to facilitate a change in the roof elevation of MOS station. COR Unsubmitted			
1252-0041	09/19/12	Revisions to UMS Headwall Concrete and Reinforcement Limits	1					TBD	SFMTA initiated change to revise UMS headwall concrete and reinforcement limits to provide a cost savings. COR Unsubmitted			
1252-0042	09/19/12	Retrieval Shaft - Unmarked 12" Steel Pipe	2					+6,000	While performing excavation for the joint trench at the retrieval shaft BIH's subcontractor Synergy Project Management (SPM) discovered an abandoned 12" dia. steel pipe which appears to run continuously under Columbus Ave. COR Unsubmitted			
1252-0043	09/19/12	LB - Panel W29 Wood Pile	2					+81,000	While performing excavation for the slurry walls at the TBM Launch Box, BIH's subcontractor CJA-NCC unexpectedly encountered what appeared to be a wood pile within Launch Box Diaphragm Wall Panel W-29. COR Unsubmitted			
1252-0044	09/19/12	Ret Shaft - 20" Water Line Conflict	2					+67,000	During excavation for the joint trench at the retrieval shaft SPM discovered that the MRY Duct Bank is directly above an active 20" low pressure waterline. As a result the work at the Retrieval Shaft must reportedly be altered. 11/14/12 - Presented to CMB, the CMB agrees with the merit of this COR. RE will proceed with scoping the work.			
1252-0045	09/19/12	LB - Panel W28 Wood Pile	2					+81,000	While performing excavation for the slurry walls at the TBM Launch Box, BIH's subcontractor CJA-NCC unexpectedly encountered what appeared to be a wood pile within Launch Box Diaphragm Wall Panel W-28. COR Unsubmitted			
1252-0046	09/19/12	MOS - Catch Basin @ south headwall	3					+2,500	A catch basin on the NW corner of 4th and Folsom interfered with the construction of the MOS Headwalls. Removal of the catch basin was needed in order for the headwalls to be built. The catch basin was not shown in the contract drawings. COR Unsubmitted			

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1252-0047	09/19/12	UMS - 12" steel pipe removal	3					+3,500	A 12" steel pipe at the north UMS headwall location interfered with the demolition of other existing UMS utilities. The steel pipe was not shown in the contract drawings. COR Unsubmitted			
1252-0048	09/19/12	MOS - 16" Steel Pipe removal @ northeast headwall	3					+3,500	SPM crews spent 4 hours removing an unmarked 16" steel pipe from the excavation of the NE MOS Headwall. Construction of the MOS headwall could not commence without this utility being removed. The 16" steel pipe was not shown in the contract drawings. COR Unsubmitted			
1252-0049	09/19/12	MOS - Extra Road Base @ northeast headwall	2					+3,500	BIH's subcontractor Synergy Project Management (SPM) discovered what they believe to be an additional layer of road base under the existing asphalt at the NE MOS headwall location. The road base in this location was approx. 20" thick on a patch that was roughly 25' x 25'.			
1252-0050	09/19/12	LB - Impacts due to live PG&E electrical lines (Synergy)	6					+1,500	Based on direction from the SFMTA, Synergy provided a full time flagger for one night shift of work @ the intersection of I-80 off-ramp near 4th/Bryant streets in order to assist PGE while they performed the abandoning of the existing live PGE electrical at the Launch Box location which was shown to be dead in the contract drawings.			
1252-0051	10/25/12	Contract Amendment No. 2	1					(3,040,713)				
1252-0052	10/25/12	LB - Panel W25 Wood Pile	2					-0-	While performing excavation for the slurry walls at the TBM Launch Box, BIH's subcontractor CJA-NCC unexpectedly encountered an obstruction within Launch Box Diaphragm Wall Panel W-25			
1252-0053	10/25/12	LB - Panel W30 Wood Pile	2					-0-	While performing excavation for the slurry walls at the TBM Launch Box, BIH's subcontractor CJA-NCC unexpectedly encountered an obstruction within Launch Box Diaphragm Wall Panel W-30.			
1252-0054	10/25/12	MOS - 16 steel pipe removed @ southeast headwall	3					+1,000	BIH/SFMTA to finalize labor rates			
1252-0055	10/25/12	Ret Shaft - Credit for reduced AT&T conduits	6					(331)	Credit to install 2 less conduits in the AT&T infrastructure at the Retrieval Shaft Joint Trench. The conduit notes on page JT-701 of the contract documents require 8 EA 4" conduits as laid out on the AT&T line. The reduced materials would result in 6 EA 4" conduits as a result.			
1252-0056	10/25/12	UMS - Unmarked steel pipes (6", 12", 14") / Duct Bank	6					+15,000	BIH/SFMTA to finalize labor rates			
1252-0057	10/25/12	Ret Shaft - unmarked 10' steel piped/duct bank	6					+7,500	BIH/SFMTA to finalize labor rates			
1252-0058	10/25/12	UMS- 3'x5' brick sewer at south headwall	6					+15,000	BIH/SFMTA to finalize labor rates			
1252-0059	10/25/12	Ret Shaft - Tree trimming debris haul off	7					+1,500	BIH/SFMTA to finalize labor rates			
1252-0060	10/25/12	Ret Shaft 12" steel pipe removed at Union/ Columbus	6					+3,750	BIH/SFMTA to finalize labor rates			
1252-0061	10/25/12	Ret Shaft - Elevation design conflict (30' low ppl water / sewer)	3					+2,000	SPM preparing COR form.			
1252-0062	10/25/12	Chinatown - Night drilling for instrumentation	7					+15,000	BIH/Wang preparing ROM of direct cost.			
1252-0063	10/25/12	LB Class 2 Hazardous Material Haul Off (Phase 2)	2					+115,915	Cost to be reimbursed by "ES-8". Additional costs hazardous waste allowances.			
1252-0064	10/25/12	PCC No. 4 - Ret shaft sewer pipe material change	1					+153,740	Change approximately 65 ft. of pipe for sewer bypass around the TBM Retrieval Shaft from 3' X 5' oval glass fiber reinforced pipe to a 48-inch (OD) HDPE SD-17 pipe with casing insulator placed inside a 54-inch diameter, ½-inch thick steel casing pipe. In addition, delete permanent sheet pile wall that was to have been placed along the west side of the trench to facilitate future maintenance access to the sewer along the shaft.			

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1252-0065	10/31/12	UMS - Tree Removal	1					+13,345	SFMTA is directing removal of a tree at the northeast corner of Stockton and O'Farrell St.			
1252-0066	10/31/12	PCC No. 5 - Ret Shaft Water Dist. Pipe Material Change	1					(63,128)	Change material type of approximately 188 linear feet of 20-inch water line and approximately 125 linear feet of 30-inch water line from Welded Steel Pipe (WSP) to Ductile Iron Pipe (DIP) with TR-Flex joints. Install 6-inch thick concrete cap over 20-inch water line where cover is less than 24 inches..			
1252-0067	11/05/12	Ret Shaft - Additional 10" steel pipe removal	6					+650	Work is a continuation of work performed in COR 047.			
1252-0068	11/05/12	PCC No. 3 - General Detour Signage	1					+13,323	PCC No. 03 - Traffic Detour Signage 10/03/12 - PCC presented to CMB on CMB directed the RE to get a price quote from DPT do the work as a price comparison. This item will be brought back to the CMB at a later date. 11/14/12 - PCC presented to CMB on The CMB did not agree that Central Subway needed to take the lead on implementing detour signage, but suggested that the RE study the traffic activity and at the end of November report findings.			
1252-0069	11/05/12	PCC No. 6 - Supplemental instrumentation of BART tunnel lining.	1					-0-	PCC No. 6 - Supplemental instrumentation of BART tunnel lining PCC presented to CMB 10/31/12 for merit. CMB directed RE to proceed with obtaining a price quote from Contractor to perform the work.			
1252-0070	11/13/12	Full Closure of 4th Street	1					-0-	BIH to submit costs			
1252-0071	11/13/12	LB - Panel P-17 Buried Obstruction	1					+5,000	COR package unsubmitted			
1252-0072	11/16/12	LB - Panel P-9 Buried Obstruction	2					+150,000	COR package unsubmitted			
1252-0073	11/16/12	LB - Panel P-12 Buried Obstruction	2					+150,000	COR package unsubmitted			
1252-0074	12/12/12	LB - Panel P-12 Buried Obstruction	2					+150,000	COR package unsubmitted. SFMTA asked for clarification on 12/10/12.			
1252-0075	12/12/12	Retrieval Shaft - Unmarked 12" Steel Pipe	2					+6,500	COR package unsubmitted. SFMTA asked for clarification on 12/10/12.			
1252-0076	12/12/12	LB - Panel P-10 Buried Obstruction	2					+18,000	COR package unsubmitted. SFMTA asked for clarification on 12/10/12.			
1252-0077	12/19/12	PCC BART Temporary Annex Wall	1					+7,498	BIH to provide proposal. PCC to be presented to CMB.			
Contract 1252 Totals								-0-	+136,633			
CONSTRUCTION TRENDS (Based on #1250, #1251 & #1252 Trending Log and Cmods) - SUBTOTALS:									+5,432,701	+211,730		
DESIGN TRENDS												
FD-001	07/31/10	084-0001	Narrowing of Platform at UMS	1	CMB-0006	Agree	08/04/10	(800,000)	(800,000)	[In "Current Forecast" - Sep2010 Cost Report.]		
FD-002	07/12/10	084-0002	Redux of Station Emergency Ventilation Fans (UMS)	1	CMB-0009	Agree (Conditionally)	08/25/10	(2,000,000)	(2,000,000)	Further actions: Designer required to receive Fire/Life/Safety approval before proceeding with this change. Designer to allocate cost impacts by Station (Current figures are "place-holders." [In "Current Forecast" - Sep2010 Cost Report.]		

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FD-002	07/12/10	085-0001	1	CMB-0009	Agree (Conditionally)	08/25/10	(500,000)	(500,000)	Further actions: Designer required to receive Fire/Life/Safety approval before proceeding with this change. Designer to allocate cost impacts by Station (Current figures are "place-holders.". [In "Current Forecast" - Sep2010 Cost Report.]			
FD-002	07/12/10	086-0001	1	CMB-0009	Agree (Conditionally)	08/25/10	(500,000)	(500,000)	Further actions: Designer required to receive Fire/Life/Safety approval before proceeding with this change. Designer to allocate cost impacts by Station (Current figures are "place-holders.". [In "Current Forecast" - Sep2010 Cost Report.]			
FD-003	07/31/10	085-0002	1	To be verified	Info Only	08/25/10	+7,000,000	+7,000,000	Presented to CMB for information/consideration.			
FD-004	07/29/10	084-0003	1	CMB-0007	Agree	08/18/10	(8,000,000)	(8,000,000)	[In "Current Forecast" - Sep2010 Cost Report.]			
FD-005	08/22/10	084-0004	1	CMB-0010	Agree	12/29/10	(22,500,000)	(22,500,000)	Documentation to be filed.			
FD-006	08/03/10	084-0005	1	CMB-0008	Agree	08/18/10	-0-	-0-				
FD-006	08/03/10	086-0002	1	CMB-0008	Agree	08/18/10	-0-	-0-				
FD-007	08/03/10		1	CMB-0018	Agree	09/15/10	-0-	-0-				
FD-008	07/30/10		1	CMB-0017	Agree	09/15/10	-0-	+2,000,000				
FD-009	10/06/10	082-0003	1	CMB-0019	Agree	12/15/10		+3,000,000				
FD-010	10/06/10	082-0004	1	CMB-0020	Agree	11/17/10		+2,000,000				
FD-011	10/06/10	082-0005	1	CMB-0021	Agree	11/17/10		+500,000				
FD-012	10/06/10	082-0006	1	CMB-0022	Disagree	11/17/10		-0-				
FD-013	10/06/10	082-0007	1	CMB-0023	Agree	11/17/10		+4,100,000				
FD-014	10/06/10	082-0008	1	CMB-0024	Agree	12/15/10		+3,100,000				
FD-015	10/06/10	082-0009	1	CMB-0025	Agree	11/17/10						
FD-016	10/06/10	085-0003	1	CMB-0011	over taken by FD-021	01/19/11		+5,000,000	Additional Information Pending.			
FD-017	10/06/10	085-0004	1	CMB-0012	over taken by FD-021	01/19/11		+10,300,000	Additional Information Pending.			
FD-018	10/06/10	084-0006	1	CMB-0013	Disagree	11/10/10		-0-	Additional Information Pending.			
FD-019	10/06/10	086-0003	1	CMB-0014	Agree	11/10/10		TBD				
FD-020	10/06/10	084-0007	1	CMB-0015	Agree	11/10/10		TBD				
FD-021	01/14/11	085-0005	1	CMB-0027	Agree	01/19/11	(18,000,000.00)	(18,000,000)	Agreement with changes to project configuration only. Additional Information required related to cost and schedule impacts. No agreement on Design cost impact, Design costs directly related to this change to be tracked separately			
FD-022	02/16/11	084-0008	1	CMB-0029	Agree	02/23/11		(134,000)	This trend has both an EPC number as well as a Construction Trend Number. See also Construction Trend No. 1251-0003			
FD-023	11/17/10	087-0001	1	CMB-0032	Agree	07/27/11						
FD-024	11/17/10	087-0002	1	CMB-0033	Agree	08/24/11		(350,000)				
FD-025	04/13/11	083-0001		CMB-0034	Agree	04/13/11		(10,000,000)	Will require changes to Bid Schedule to incorporate Traffic, Utilities and Pavement Demo/Restoration as incidental costs to the Bid Option. Estimated DP1 cost impact is approx. 80-100 hrs. of engineering time.			

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FD-026	05/31/11	084,085,086	Air Replenishment System for Stations	1	CMB-0040	Agree	07/13/11		+1,245,000	Install air replenishment system at MOS, CTS and UMS to address the requirements of the SFFD Bulletin 5.07. The air replenishment system will be used to fill firefighter's self-contained breathing apparatus during firefighting operations in the three subway stations.			
FD-027	07/21/11	082-0010	1 Stockton street (Apple Store) Secondary Closure Wall		CMB-0043	Agree	08/03/11		+500,000	1) Add secondary closure wall to supplement recently completed primary closure wall built by owner to isolate the sub-sidewalk basement of 1 Stockton Street (Apple Store). 2) Modify position of joint trench (and all associated conduits, ducts etc.) for secondary closure wall to be constructed.			
FD-028	08/03/11	086-0004	MOS Revisions to Emergency Ventilation Requirements		CMB-0052	Agree	09/07/11		+500,000	Changes will extend the date of the 90% (pre-final) submittal by 20 working days and the 100% (final) submittal by 40 working days. CMB did not approve a time extension for 90% or 100% submittal delivery. Project Controls estimated \$321,645.			
FD-029	08/08/11	085-0006	CTS Revisions to Emergency Ventilation Requirements		CMB-0053	Agree	09/07/11		+1,000,000	Changes will extend the date of the 90% (pre-final) submittal by 20 working days and the 100% (final) submittal by 40 working days. CMB did not approve a time extension for 90% or 100% submittal delivery. Project Controls estimated \$411,895.			
FD-030	08/08/11	084-0009	UMS Revisions to Emergency Ventilation Requirements		CMB-0054	Agree	09/07/11		+1,000,000	Changes will extend the date of the 90% (pre-final) submittal by 20 working days and the 100% (final) submittal by 40 working days. CMB did not approve a time extension for 90% or 100% submittal delivery. Project Controls estimated 733,420.			
FD-031	10/31/11		Accessibility Improvements at the SE corner of Union Square (UMS)										
FD-032	10/31/11		Union Square Entrance Reconfiguration (UMS)										
FD-033	10/31/11		Additional Compensation Grouting due to Tunnel Settlement Alert and Trigger Levels (All Stations)						+21,040,000	ECP dated 11/17/11. ECP being routed for approval.			
FD-034	12/09/11		Operational Performance and Safety Enhancement at 4th and King		CMB-0062	Agree	12/14/11		+450,000	SFMTA Operations requested that the design of the 4th & King tie-in work be expanded to include a number of improvements at the junction involving the turn-back area extending to the scissors crossover at 6th & King. SFMTA Ops confirmed that the requested changes result in an arrangement that is consistent with standard operation practices and therefore does not involve new or unacceptable risks. CS 1553 Memorandum No. 0081. Conditionally agreed upon verification/resolution of Buy America issue for the switches. 3/14/12: "Buy America" issue no longer applicable. Revised ECP element - remove H&K switch machines and replace with hydraulic/120V switch machines such as Nortrak or equal.			
FD-035	06/26/12		Tunnel Air Replenishment System		CMB-0071	Agree	07/11/12		+1,215,000	Design and construct a fire fighter air replenishment system for Central Subway tunnel as described in SF Fire Code 511.2, Bulletin 5.07 except as noted in the Central Subway Request for Approval of Variance for the ARS to SFFD on March 5, 2012, and subsequently approved by SFFD. Design Impact: ROM - \$215K Construction Impact: ROM - \$1M	mab	06/27/12	
FD-036	06/26/12		Surface Segment Sewers - 4th St.		CMB-0072	Agree	07/18/12		+2,200,000	Replace current unreinforced brick crown from 1906 as it may not be able to withstand loading for construction of the CS trackway section. Reconstruct manholes between Brannan and King Streets as existing are in conflict with proposed rail. Replace service laterals and provide sleeves for future replacement. Additional potential scope option of \$1.5M-Sewer and \$2.3M-Force Main may be requested. If so, it will be Cost to SFPUC	mab	06/27/12	
FD-037	08/27/12		Platform Display System Signs		CMB-0077	Agree (Conditionally)	08/29/12		+500,000	Modify Stations (Contracts 1253, 1254 and 1255) and Surface, Track and Systems (Contract 1256) technical specifications and drawings for the Platform Display System (PDS) to match the changes made to the PDS units being supplied under the Integrated Systems Replacement (ISR) Project, Contract No.1260. 08/29/12: CMB agreement condition upon follow up action to evaluate procurement by CN1260			

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FD-038	11/07/12		Elongated Sidewalk Buld-out at Chinatown Station						TBD	CTS Sidewalk Bulb out (Southwest corner Stockton/Washington To bring the Central Subway Project - Chinatown Station in closer conformance wit the City's General Plan, SF Planning Department in its May, 2012 GPR Letter (recommends) making design changes specifically the extension of the sidewalk bulb-out at Stockton Street to help create a "station plaza". This elongated buldbout on the southwest corner (SWC) of Stockton and Washington Streets in front of the station headhouse would also include bike racks, benches, trees and other landscape features. Design Impact: ROM - \$TBD Construction Impact: ROM - \$TBD				
FINAL DESIGN TRENDS (Based on All ECPs) - SUBTOTALS										+3,866,000	Incorporated budget increases have been absorbed by allocated and unallocated funds and the program budget to date remains \$1,578,300,000.			
OTHER TRENDS														
X51-001	07/31/10	082-0001	1251 Revised estimate, escalation impact and contingency.	7					+9,532,314	Cost Transfer #0033 (Base \$\$), 0033a (Allocated Contingency), 0036 (Base \$\$ Escalation , 0036a (Allocated Contingency Escalation). [Sep2010 Cost Report]	BT-0033, BT-0033-A, BT0036, BT-0036-A			
X51-002	07/31/10	082-0002	Form B Credit for 1251 Utilities	7					(7,967,949)	Reserve and Contingencies removed as per communications with PG&E. This is consistent with the 1250 utility agreement. [Cost Transfer #0034 - Aug2010 Cost Report].	BT-0034			
X52-001	07/31/10	083-0001	1252-(TUN) Revised estimate, escalation impact and contingency	7					(2,165,462)	Cost Transfer #0035 (Base \$\$), 0035a (Allocated Contingency), 0037 (Base \$\$ Escalation , 0037a (Allocated Contingency Escalation). [Sep2010 Cost Report]	BT-0037, BT-0037-A			
X03-001	08/31/10	003-0001	OEWD's Pilot Training Program	7					+75,000	Workforce training pilot program in conjunction with the City/County's Office of Economic and Workforce Development (OEWD). Provides specialized training to SF residents to perform tunneling work. Central Subway financial responsibility being investigated. Requires further clarification				
X53-001	07/18/11	084-0001	CS 155-2 (DP2) CBP4 - Construction Budget Adjustment YOЕ	7	CMB-0044	Agree	07/27/11			Adjust construction budget in Section 6 of Contract No. CS 155-2 to Year of Expenditure				
X53-002	10/25/11		Change UMS Advertise Date to April 4th, 2012							DP2 Designer's new proposed dates for Pre-Final and Final Design have pushed out Advertise Dates.				
X53-003	04/11/12	084-0002	CN1253 (UMS) Construction Budget Adjustment 90%						+55,720,600	CMB is currently vetting the 90% estimate of \$221,534,723 which represents a \$XX increase from the 65% base amount in 2010\$. Increase would deplete current YOЕ dollars and require use of unallocated contingency.				
X53-004	06/26/12	084-0002	Approve/Execute/Certify durations change for UMS Contract							Shortened the duration for Approve/Execute/Certify - UMS Contract from 40 to 24days to reflect an optimistic but doable duration for contractor submittals.				
X54-001	07/13/11	085-0001	CS 155-2 (DP2) CBP5 - Construction Budget Adjustment YOЕ	7	CMB-0045	Agree	07/27/11			Adjust construction budget in Section 6 of Contract No. CS 155-2 to Year of Expenditure				
X54-002	10/25/11		Change CTS Advertise Date to May 23rd, 2012		CMB-0061	Agree	12/28/11			DP2 Designer's new proposed dates for Pre-Final and Final Design have pushed out Advertise Dates.				
X54-003	11/02/11		Change CTS Advertise Date to February 8th, 2012							Change CTS Advertise Date from May 23, 2012 to February 8, 2012 (-74 working days)				
X54-005	12/06/11		Revisions to CTS Construction Schedule		CMB-0060	Agree	12/28/11							
X54-006	12/07/11	085-0002	CS 155-2 (DP2) CBP4 - Construction Budget Adjustment - allowed	7										
X55-001	07/18/11	086-0001	CS 155-2 (DP2) CBP6 - Construction Budget Adjustment YOЕ	7	CMB-0046	Agree	07/27/11			Adjust construction budget in Section 6 of Contract No. CS 155-2 to Year of Expenditure				
X55-002	10/25/11		Change MOS Advertise Date to June 25th, 2012							DP2 Designer's new proposed dates for Pre-Final and Final Design have pushed out Advertise Dates.				
X55-003	11/02/11		Change MOS Advertise Date to May 23rd, 2012							Change MOS Advertise Date from June 25, 2012 to May 23, 2012 (-22 working days)				
X55-004	06/26/12		Change MOS Advertise Date to Aug 20, 2012							Change MOS to August 20, 2012				

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Item #	Date Initiated	Change Description	Change Type	CMB No.	Status		Projected Cost Impact +Exposure/(Benefit)		Comments	Modification Number	Completed by Project Controls Manager per Completed Change Form	
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X56-001	10/25/11	Change STS Advertise Date to July 27th, 2012							DP2 Designer's new proposed dates for Pre-Final and Final Design have pushed out the Station's Advertise Dates. STS Advertise Date is staggered from Station's Advertise Dates.			
X56-002	12/14/11	STS Construction Schedule Revision for Equipment Procurement										
X56-003	06/26/12	Change STS Advertise Date to October 1, 2012							Change STS Advertise Date to October 1, 2012			
X40-001	10/19/11	028-0001 SFPUC CDD Updated Budgets	7		Authorized			+505,127	1250 SFPUC CDD Monthly Service Report Final & 1251 SFPUC CDD Estimate	BT-0172, BT-0177		
X80-001	10/19/11	071-0001 DP1: CS 155-1 Modifications No. 2 & 3	see Prof. Serv		Authorized			+560,585	Modification No. 2: \$395,584.59, Modification No. 3: \$165,000. Individual details listed in Professional Services. See trend 1551-0002,1551-0005 - 1551-0009	BT-0170, BT-0171, BT-0173		
X80-002		071-0002 DP1: CS 155-1 Modification No. 4	7		Authorized			+135,898	Modification No. 4: \$135,898 Individual details listed in Professional Services. See trends 1551-0010 - 1551-0014.	BT-0187		
X80-003	10/27/11	029-0001 Increase City Auditor Budget	7		Authorized			+50,220	Reduce unallocated Contingency to increase City Auditor budget as authorized in Budget Authorization #51.	BR#51, BT-0181		
X80-004	10/27/11	232-0001 Increase SFCTA Budget	7		Authorized			+20,000	Increase SFCTA budget per per Budget Authorization #51 to conduct travel forecast (TEP CEQA Modeling) to satisfy PMO review and SFMTA Fleet Plan light rail vehicle.	BR #51, BT-0182		
X80-005	7/1/10, 11/2/10,3/24/11	072-0001 DP2: CS 155-2 Modification No. 1	7		Authorized			+1,010,000	Modification No. 1: \$1,010,600 Individual details listed in Professional Services. See trends 1552-0002, 1552-0003 and 1552-0005.	BT-0194, BR#53		
X80-006	5/6/10,7/25/11, 9/22/11	072-0002 DP2: CS 155-2 Exercised Options	see Prof. Serv		Authorized			+366,771	Individual details listed in Professional Services. See trends 1552-0001, 1552-0007 and 1552-0014.	BT-0023, BT-0194		
X80-007	11/08/11	151-0001 Operations SFMTA Transit Services			Authorized			+50,000	CSP request services to support and test OCS for 30/45 trolley reroute. Authorized per Budget Revision #53	BR #53, BT-0189	SS	
X80-008	09/01/11	081-0001 SFMTA Safety, Training, Security & Enforcement Div PCOs	7		Authorized			+60,000	CSP request PCOs to support 1251 and 1252 construction for one year. Authorized \$60,000 per Budget Revision #45.	BR #45, BT-0190	SS	
X80-009	11/30/11	016-0001 SFMTA Sustainable Streets 30 and 45 re-route	7		Authorized			-0-	CSP request services to support 30/45 trolley reroute. \$162,600 was reduced from DPT staffing plan budget.	BT-0188	SS	
X80-010	11/09/11	073-0001 DP3: CS 155-3 Modification No. 1	7		Authorized			+152,882	Modification No. 1: \$152,882 Individual details listed in Professional Services. See trends 1553-0012 and 1553-0013.	BT-0203		
X80-011	8/9/11, 9/22/11, 10/11/11, 11/9/11	073-0002 DP3: CS 155-3 Exercised Options	see Prof. Serv		Authorized			+1,026,398	Individual details listed in Professional Services. See trends 1553-0001 - 1553-0004, 1553-0006, 1553-0009 - 1553-0011, 1553-0014. Updated from \$971,686 to include Trend 1553-0014.	BT-0203		
X80-012		151-0002 OCS materials procured directly for work in reference to CN1251 CMOD#12.		CMB-0065	Agree	1/25/2012, 2/29/12		+126,149	See also Trend 1251-0023			
X80-013	05/30/12	073-0003 DP3: Provide Vibration Impact Analysis and Extend PC Support Technical and CSP Quality Manager	1					+133,906	Amend #2: Vibration Impact Analysis \$38,380 Amend #3: PC Support Tech \$34,483; Quality Manager - \$61,043	TBD		
X80-014	12/17/12	For combining the stations and track and systems into Contract 1300 (SSTS)	1						Stations and track and systems into Contract 1300 (SSTS)			
X80-015	12/17/12	Changing the Bid Opening date and condensing the Contract Duration for Contract 1300	1						Changing the Bid Opening date and condensing the Contract Duration for Contract 1300			
OTHER TRENDS (Based on Various Trends)									+59,258,533	Current Forecast reflects a net +3,537,933 unfavorable impact for all Other Trends.		

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GRAND TOTALS												
<p>PROFESSIONAL SERVICES TRENDS: The following trends are listed for administrative purposes. The dollar amounts are reflected in the "Other Trends" section of this log in the form of cost (budget) transfers - ie CCOP's. The total values indicated for each professional contract are for tracking all potential cost exposures and may or may not be approved.</p>												
Contract CS-155-1												
1551-0001	07/30/10	071-0001	Conform Contract Terms per Negotiations from 10/2/09 to 11/6/09	7				-0-	-0-	To be addressed in Amendment 1.	Amendment 1 Pending	
1551-0002	02/18/11	071-0002	Project Office Delay (Adjustments for OH Rate and Team Productivity impact)	7	Authorized	07/29/11	+101,411			Amendment Signed by ED/CEO 7/29/11 COMPLETE, NO FURTHER ACTION; Amendment #2	Amendment 2 Approved	
1551-0003	02/18/11	071-0003	Additional Construction Support for CP-1	7					-0-			
1551-0004	02/18/11	071-0004	Redesign Required by Barney's and PUC for CP-2	7					-0-			
1551-0005	02/18/11	071-0005	Archeological Monitoring 16.20.C1 (total)	7	Authorized	07/29/11	+197,173			Amendment Signed by ED/CEO 7/29/11 COMPLETE, NO FURTHER ACTION; Amendment #2	Amendment 2 Approved	
1551-0006	02/18/11	071-0006	Eyebolts	7	Authorized	07/29/11	+50,000			Amendment Signed by ED/CEO 7/29/11 COMPLETE, NO FURTHER ACTION; Amendment #2	Amendment 2 Approved	
1551-0007		071-0007	Secondary Closure Walls 800/838 Market	1	Authorized	07/29/11	+47,400			Amendment Signed by ED/CEO 7/29/11 COMPLETE, NO FURTHER ACTION; Amendment #2	Amendment 2 Approved	
1551-0008		071-0008	Delete Optional Tasks - Tasks 1-14	1				-0-		Deleted Options in the amount of (\$529,952) in Amendment has been reversed through Budget Authorization #50. COMPLETE, NO FURTHER ACTION; Amendment #2	Amendment 2 Approved	
1551-0009		071-0009	CTS Lowering	1	Authorized	12/08/11	+165,000			Amendment Signed by ED/CEO 12/8/11 COMPLETE, NO FURTHER ACTION; Amendment #3	Amendment 3 Approved	
1551-0010		071-0010	Modify Sidewalk Vault Demo ECP-FD009	7	Authorized	12/08/11	+39,311			Amendment Signed by ED/CEO 12/8/11 COMPLETE, NO FURTHER ACTION; Amendment #4	Amendment 4 Approved	
1551-0011		071-0011	Modify Stockton St. Sewer ECP-FD010	7	Authorized	12/08/11	+4,112			Amendment Signed by ED/CEO 12/8/11 COMPLETE, NO FURTHER ACTION; Amendment #4	Amendment 4 Approved	
1551-0012		071-0012	Reconfigure Utilities N. Side Ellis ECP-FD011	7	Authorized	12/08/11	+2,448			Amendment Signed by ED/CEO 12/8/11 COMPLETE, NO FURTHER ACTION; Amendment #4	Amendment 4 Approved	
1551-0013		071-0013	Extend SubSidewalk Closure Wall ECP-FD013	7	Authorized	12/08/11	+85,233			Amendment Signed by ED/CEO 12/8/11 COMPLETE, NO FURTHER ACTION; Amendment #4	Amendment 4 Approved	
1551-0014		071-0014	Reroute OCS to Fifth St. ECP-FD014	7	Authorized	12/08/11	+4,794			Amendment Signed by ED/CEO 12/8/11 COMPLETE, NO FURTHER ACTION; Amendment #4	Amendment 4 Approved	
1551-0015		071-0015	Retrieval Shaft Redesign - Sewer By Pass	7					+56,000	Awaiting documentation from Designer		
1551-0016		071-0016	Design Measures for Settlement Protection	7					+99,000	Awaiting documentation from Designer		
1551-0017		071-0017	Incorporate Headwalls MOS/UMS	1	Disagree at this time	11/01/11			+42,000	In letter dated November 1, 2011 DPM responded that until concurrence with DP2 on cost transfer or additional documentation, the requested change is denied.		
1551-0018		071-0018	Prepare Utility Composite	-	Disagree	11/01/11			+50,000	DPM responded that Program does not agree in letter dated November 1, 2011.		
1551-0019		071-0019	Incorporate Cross Passages	1	Disagree at this time	11/01/11			+43,000	In letter dated November 1, 2011 DPM responded that until concurrence with DP2 on cost transfer or additional documentation, the requested change is denied.		
Contract CS-155-1 Total												
							+696,882	+290,000	<p>Of the total cost exposure shown, Contract Modifications and Authorized Option dollars have been absorbed by DP1 allocated contingency in the amount of \$696,483 of a total budget of \$705,000. Additional potential exposure is +\$391,411. Currently, overall contract value remains unchanged in the amount of \$6,500,000.</p>			
Contract CS-155-2												
1552-0001	05/06/10	072-0001	Optional Task 2.50 and Task 12.07	1	Authorized	05/06/10			+274,775	CS Letter 0473 from ED/CEO Optional Task 2.50 to support art enhancement activities NTE \$164,383 and Optional Task 12.07 to support design structures for Public Art NTE \$110,392.		

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					Action	Date	Actual/Forecast	Potential Change			Verifier Name	Date	
1552-0002	07/01/10	072-0002	Expanded Hydraulic Testing at CTS	7		Authorized	07/01/10	+26,100		Estimated cost breakdown is included in the 7/1/10 letter from CSDG and includes signed approval by SFMTA. Amendment No. 1 authorized by ED/CEO on 12/21/11. COMPLETE, NO FURTHER ACTION; Amendment #1	Amendment 1 Approved		
1552-0003	10/11/10	072-0003	Additional Soil Borings at UMS Station - Task No. 3.10 Supplemental Investigations	7		Authorized	11/02/10	+34,500		Estimated cost breakdown is included in the 10/11/10 letter from CSDG and includes signed approval by SFMTA. Amendment No. 1 authorized by ED/CEO on 12/21/11. COMPLETE, NO FURTHER ACTION; Amendment #1	Amendment 1 Approved		
1552-0004	02/11/11	072-0004	MOS TOD White Paper Proposal	1					+33,847	Conceptual study will assess a potential high rise building at the Moscone station headhouse. Estimated cost breakdown is included in the 2/11/2011 letter from CSDG - On Hold.			
1552-0005	03/24/11	072-0005	CTS - Alternate 5	7		Authorized	03/24/11	+950,000		CS Letter from DED dated 3/24/11 has agreed to a modification of \$950,000 for performing additional work. Amendment No. 1 authorized by ED/CEO on 12/21/11. COMPLETE, NO FURTHER ACTION; Amendment #1	Amendment 1 Approved		
1552-0006	06/28/11	072-0006	Audited Overhead Rate Adjustment for Year 2010 - Request for Amendment	7					-0-	Estimated cost of \$406,320 is included in the 6/28/11 letter from CSDG. See 1552-0006 Rev. 1 for most current estimate			
1552-0007	07/25/11	072-0007	REVIT and CAD Support (to City Staff) Option to DP2 Contract (Optional Services Task 12.12)	1		Authorized	07/25/11		+79,200	CS Letter No. 0768 from ED/CEO dated 7/25/11 has authorized Optional Task 12.12 NTE \$79,200.			
1552-0008	08/03/11	072-0008	MOS Revisions to Emergency Ventilation Requirements	-		Provide further Justification	09/07/11		-0-	CMB did not approve a \$60,000 proposed increase. Document References ECP FD028, CSDG letter dated 8/8/11. DPM responded that program does not agree in letter dated 10/17/11.			
1552-0009	08/03/11	072-0009	CTS Revisions to Emergency Ventilation Requirements	-		Provide further Justification	09/07/11		-0-	CMB did not approve an \$80,000 proposed increase. Document References ECP FD029, CSDG letter dated 8/8/11. DPM responded that program does not agree in letter dated 10/17/11.			
1552-0010	08/03/11	072-0010	UMS Revisions to Emergency Ventilation Requirements	-		Provide further Justification	09/07/11		-0-	CMB did not approve a \$100,000 proposed increase. Document References ECP FD030, CSDG letter dated 8/8/11. DPM responded that program does not agree in letter dated 10/17/11.			
1552-0011	08/17/11	072-0011	Audited Overhead Rate Adjustment for Year 2010 - Request for Amendment - Rev. 1	7					+426,322	Estimated cost breakdown is included in the 8/17/11 letter from CSDG. This is a revision to the 6/28/11 letter and cost breakdown.			
1552-0012	08/23/11	072-0012	Station Air Replenishment System	-		Disagree	10/17/11		+36,240	Estimated cost breakdown is included in the 8/23/11 letter from CSDG. DPM responded that program does not agree in letter dated 10/17/11.			
1552-0013	09/01/11	072-0013	COR for Additional Services Related to MOS Constructability Review and Assessment of Alternatives	-					-0-	Cost charged to Task 2.70- part of base work			
1552-0014	09/22/11	072-0014	Proposal for Additional Work to provide Structural Engineering Support (Optional Services)	1		Authorized Optional Task 12.01.C5 only	11/04/11	+35,724		Estimated cost breakdown is included in the 9/22/11 letter from CSDG. Referenced Optional Work Tasks 12.01.C5 and 12.07.C5 - Effort re-evaluated - proposed cost to be resubmitted. CS Letter No. 1232 dated 11/4/11 from Director of Transportation has authorized Optional Task 12.01.C5 for the amount of \$12,796.	Option		
Contract CS-155-2 Total								+1,046,324	+850,384	Of the total cost exposure shown, Contract Modifications and Authorized Option dollars have been absorbed by DP2 allocated contingency in the amount of \$1,046,324 of a total budget of \$4,890,707. Overall contract value remains unchanged in the amount of \$39,949,959.			
Contract CS-155-3													
1553-0001	08/09/11	073-0001	Authorization to commence optional tasks 9.20J Technical Specifications Item J Facility SCADA	1		Authorized	08/01/11	+259,305		SFMTA letter 0933 from ED/CEO dated 8/9/11 authorizing \$738,787 in optional tasks. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0002	08/09/11	073-0002	Authorization to commence optional tasks 12.05 Architectural F	1		Authorized	08/01/11	+257,129		SFMTA letter 0933 from ED/CEO dated 8/9/11 authorizing \$738,787 in optional tasks. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0003	08/09/11	073-0003	Authorization to commence optional tasks 12.13J Facility SCADA Design	1		Authorized	08/01/11	+169,553		SFMTA letter 0933 from ED/CEO dated 8/9/11 authorizing \$738,787 in optional tasks. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0004	08/09/11	073-0004	Authorization to commence optional tasks 12.12E traction power cables for CAD production	1		Authorized	08/01/11	+52,800		SFMTA letter 0933 from ED/CEO dated 8/9/11 authorizing \$738,787 in optional tasks. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0005	09/19/11	073-0005	Proposal to hire Wilson Ihrig to support Acoustics, Noise and Vibration tasks.	7		Authorized	03/08/12	+38,380		Signed by Director of Transportation 3/8/2012. COMPLETE, NO FURTHER ACTION ; Amendment 2	Amendment 2 Approved		
1553-0006	09/22/11	073-0006	Proposal to exercise optional task 12.07 Public Art.	1		Authorized	11/04/11	+10,285		Letter dated 9/22/11 to DOM. PMCM response pending. Priced level of Effort assumed for this task. SFMTA Letter 1213 from Director of Transportation dated 11/4/11 authorizing optional task.			

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1553-0007	09/27/11	073-0007	7					+59,460	Letter dated 9/27/11 to DOM. NOT FOLLOWING CONTRACT REQUIREMENTS FOR PROPER NOTIFICATION OF CHANGE. PMCM has responded to clarify scope in stations and Tunnel Design. Awaiting resubmittal of request by DP3			
1553-0008	10/05/11	073-0008	7		Disagree A.12.08- Signage	11/09/11			Letter dated 10/5/11 to DOM. NOT FOLLOWING CONTRACT REQUIREMENTS FOR PROPER NOTIFICATION OF CHANGE. CS Memo No. 0882 from DOM to DP3 PM considers A.12.08 Signage as part of the work necessary to complete the trackway elements of the scope. The work in question is considered part of the base scope of services.			
1553-0009	10/11/11	073-0009	1		Authorized	11/04/11		+33,000	SFMTA Letter 1213 from Director of Transportation dated 11/4/11 authorizing optional task. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0010		073-0010	1		Authorized	11/04/11		+108,240	SFMTA Letter 1213 from Director of Transportation dated 11/4/11 authorizing optional task. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0011		073-0011	1		Authorized	11/04/11		+81,374	SFMTA Letter 1213 from Director of Transportation dated 11/4/11 authorizing optional task. COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0012	11/09/11	073-0012	7		Authorized	01/18/12		+88,855	Contract Modification No. 1 authorized by ED/CEO on 1/18/12 COMPLETE, NO FURTHER ACTION; Amendment #1	Amendment 1 Approved		
1553-0013	11/09/11	073-0013	7		Authorized	01/18/12		+64,027	Letter dated October 7, 2011 to DOM. PM/CM response pending. Contract Modification No. 1 authorized by ED/CEO on 1/18/12 COMPLETE, NO FURTHER ACTION; Amendment #1	Amendment 1 Approved		
1553-0014	02/06/12	073-0014			Authorized	02/06/12		+54,712	SFMTA Letter 1381 from Director of Transportation dated 2/06/12 authorizing optional tasks 12.12e in the amount of \$41,280 and 2.50 for \$13,432 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0015	03/20/12	073-0015	1					+26,026	FD-034 was updated by CMB on 3/14/12. Proposal transmitted via letter CS1553 No. 0012 dated 3/20/12 to DOM. Amendment #4 PENDING			
1553-0016	03/23/12	073-0016	7		Authorized	04/26/12		+173,119	SFMTA letter 1658 from Director of Transportation dated 4/26/2012 authorizing \$173,119 in optional tasks. Included in FD-035 to be presented to CMB on 6/26/12	Option	mab	06/26/12
1553-0017	05/14/12	073-0017	1		Authorized	05/04/12		+34,483	Signed by Director of Transportation 5/14/12 COMPLETE, NO FURTHER ACTION; Amendment #3	Amendment 3 Approved		
1553-0018	05/14/12	073-0018	1		Authorized	05/04/12		+61,043	Signed by Director of Transportation 5/14/12 COMPLETE, NO FURTHER ACTION; Amendment #3	Amendment 3 Approved		
1553-0019	04/09/12	073-0019	1		Authorized	04/09/12		+52,712	SFMTA Letter 1630 from the Director of Transportation dated 4/9/2012 authorizing optional task 12.02 in the amount of \$52,712 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0020	04/09/12	073-0020	1		Authorized	04/09/12		+109,000	SFMTA Letter 1630 from the Director of Transportation dated 4/9/2012 authorizing optional task 12.12 in the amount of \$109,000 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0021	04/26/12	073-0021	1		Authorized	04/26/12		+173,119	SFMTA Letter 1658 from the Director of Transportation dated 4/26/2012 authorizing optional task 12.11 in the amount of \$173,119 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0022	04/26/12	073-0022	1		Authorized	04/26/12		+30,000	SFMTA Letter 1658 from the Director of Transportation dated 4/26/2012 authorizing the increase in optional task 12.12e in the amount of \$30,000 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0023	05/21/12	073-0023	1		Authorized	05/21/12		+39,204	SFMTA Letter 1688 from the Director of Transportation dated 5/21/2012 authorizing the increase in optional task 12.11 in the amount of \$39,204 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0024	05/21/12	073-0024	1		Authorized	05/21/12		+43,638	SFMTA Letter 1688 from the Director of Transportation dated 5/21/2012 authorizing the increase in optional task 12.12 in the amount of \$43,638 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0025	05/21/12	073-0025	1		Authorized	05/21/12		+24,328	SFMTA Letter 1688 from the Director of Transportation dated 5/21/2012 authorizing the increase in optional task 12.13 in the amount of \$24,328 COMPLETE, NO FURTHER ACTION; OPTION	Option		
1553-0026	05/21/12	073-0026	1		Authorized	05/21/12		+3,039	SFMTA Letter 1688 from the Director of Transportation dated 5/21/2012 authorizing the increase in optional task 9.20 in the amount of \$3,039 COMPLETE, NO FURTHER ACTION; OPTION	Option		

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Contract CS-155-3 Total							+1,961,345	+85,486	Of the total cost exposure shown, Contract Modifications and Authorized Option dollars have been absorbed by DP3 allocated contingency in the amount of \$1,168,995 of a total budget of \$4,598,725. Overall contract value remains unchanged in the amount of \$19,919,526.			

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