


Memorandum

CS Memorandum No. 1343

To: Distribution

From: Susan MacKenzie, Document Control Manager 

Date: January 23, 2013

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

Subject: Configuration Management Board Meeting No. 110

Attached please find minutes for Configuration Management Board Meeting No. 110 held on January 16, 2013.

Attachments: CMB Meeting No. 110 Rev. 0 Minutes with attachments

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

CMB Meeting Minutes #110

DATE: January 18, 2013

MEETING DATE: **January 16, 2013**

LOCATION: 821 Howard St, Main Conference Room

TIME: 3:00 PM

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

COPIES TO: Attendees: S. Farhangi (SF), J. Park (JP), A. Wong (AW), J. Wang (JW), Q. Chin (QC), C. Morganson (CM), A. Read (AR), M. Lee (ML), 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 # 110 – Rev. No. 0

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

ITEM #	DISCUSSION	ACTION BY DUE DATE
2- 12/06/12	1252 – M. Benson and S. 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: <i>01/16 The RE presented revised handwritten changes on the merit evaluation form incorporating the suggested language changes. In addition the RE also presented cost estimate and comparison (see attached) for costs associated with removal of the oil filled pipe. AGREE – CMB 0093 – Not To Exceed value of \$10K.</i>	
10- 12/06/12	1252 – S. 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". <i>01/02:</i> A revised COR was submitted for approval; however the CMB requested that additional rewrite be done to state that "Contractor provided a flagger at the request of SFMTA". <i>01/09:</i> The RE presented COR 041 without a rewrite contending the merit information as written provides tells of the complete picture of what took place. The CMB was not in agreement and suggested flow of the statements was contradictory between the SFMTA and the Contractor and the language stating "The Contractor contends..." should be reworded. Status: <i>01/16 The CMB directed the RE to handwrite</i>	

ITEM #	DISCUSSION	ACTION BY DUE DATE
	<i>"the flagger was requested at the direction of PG&E" on the Evaluation for Merit sheet. In addition a cost estimate and comparison (see attached) for COR 041 – was presented. AGREE – CMB 0098 – Not To Exceed value of \$1,245.</i>	
1- 12/19/12	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. Status: 01/02 The Construction Manager reported the SFMTA Contract Administrator did not agree with the over/under usage for General Condition's rate of 15% and is not prepared to sign off unless evidence of an actual analysis is presented. The CMB directed the RE to write a paragraph of introduction stating that a thorough analysis of CN1250 was done and as in CN1251 the same Contractor same staff and equipment were used and based on that a calculation rate of 18% was reach, so a rate of 15% for general condition over/under will be used in CN1251. Status: 01/16 <i>This item was not discussed at this week's meeting</i>	MB 01/16/13
3- 01/02/13	1252 – S. Wilson presented Evaluation of Merit of, COR 062 – LB – Panel P-09 Buried Obstruction – Contractor encountered concrete encased 12in clay sewer pipe with slurry wall panel P-9 at the TBM Launch box 8 feet below the top of the SW guidewall. Concrete encasement is not shown on the drawings. The encasement required the Contractor to deviate from the designed excavation limits. The CMB did not agree with merit requesting the evaluation of merit be rewritten to address time impact, if any. In addition the CMB suggested the RE should include the inspector's daily tags as backup or reference the tag numbers in the write-up when force account work is involved. This item will be brought back to the CMB. Status: 01/16 <i>This item was not discussed at this week's meeting</i>	SW 01/09/13
4- 01/02/13	1252 – S. Wilson presented Evaluation of Merit of, COR 065 – LB – Panel P-12 Buried Obstruction Contractor encountered concrete encased 12in clay sewer pipe with slurry wall panel P-12 at the TBM Launch box 7 feet below the top of the SW guidewall. Concrete encasement is not shown on the drawings. The encasement prevented SW construction from occurring as originally planned. The CMB did not agree with merit requesting the evaluation of merit be rewritten to address time impact, if any. In addition the CMB suggested the RE should include the inspector's daily tags as backup or reference the tag numbers in the write-up when force account work is involved. This item will be brought back to the CMB. Status: 01/16 <i>This item was not discussed at this week's meeting</i>	SW 01/09/13
5- 01/02/13	1252 – S. Wilson presented Evaluation of Merit of, COR 067 – LB – Panel P-10 Buried Obstruction - Contractor encountered concrete encased 12in clay sewer pipe with slurry wall panel P-10 at the TBM Launch box 7 feet below the top of the SW guidewall. Concrete encasement is not shown on the drawings. The encasement prevented SW construction from occurring as originally planned The CMB did not agree with merit requesting the evaluation of merit be rewritten to address time impact, if any In addition the CMB suggested the RE should include the inspector's daily tags as backup or reference the tag numbers in the write-up when force account work is involved. This item will be brought back to the CMB. Status: 01/16 <i>This item was not discussed at this week's meeting</i>	SW 01/09/13
1-	1251 – M. Benson presented for information Form B Analysis - Final Form B. The Analysis is based on initial Form B estimate established in October 2012. The final Form B established in December 2012 shows the actual cost paid to the Contractor for the scope of Form B work. The differences shown between the Engineers estimate and the final in the Form B are due to an overestimate of the initial Form B amount. The CMB requested that the analysis be revised to show the delta difference in the executive	MB 02/06/13




ITEM #	DISCUSSION	ACTION BY DUE DATE
	summary, and using the final progress payment the amount paid to date (what we received).	
2--	1252 – S. Wilson presented cost estimate and comparison (see attached) for COR 001 - for costs associated with AWSS Conflict with Low Pressure Water. Merit for the work was agreed to and authorization was given by the CMB at meeting #97. AGREE – CMB 0091 – Not To Exceed value of \$16,900.	
3-	1252 – S. Wilson presented cost estimate and comparison (see attached) for COR 003 - for cost associated with AT&T Conflict 4th & Harrison. This cost will be part of the Form B calculations for reimbursement from AT&T. Merit for the work was agreed to and authorization was given by the CMB at meeting #97. AGREE – CMB 0092 – Not To Exceed value of \$21,089.	
4-	1252 – S. Wilson presented cost estimate and comparison (see attached) for COR 010 – MOS – Demo PG&E duck bank / SF City 911 fiber optic line. Merit for the work was agreed to and authorization was given by the CMB at meeting #97. AGREE – CMB 0094 – Not To Exceed value of \$4,915.	
5-	1252 – S. Wilson presented COR 011 – MOS Traffic Signal line re-route south headwall revised handwritten changes on the merit evaluation form incorporating the suggested language changes. The RE confirmed although the merit evaluation for COR 11 and COR 17 were presented separately by the Contractor, they will be processed together as one item within the CMod package. In addition the RE also presented cost estimate and comparison (see attached) for COR 011 – AGREE – CMB 0095 – Not To Exceed value of \$37,500.	
6-	1252 – S. Wilson presented. COR 012 - MOS – Archaeological Standby North Headwall cost estimate and comparison (see attached) AGREE – CMB 0096 – Not To Exceed value of \$16,892.	
7-	1252 – S. Wilson presented cost estimate and comparison (see attached) for COR 029 MOS - Todco scaffolding reimbursement. Merit for the work was agreed to and authorization was given by the CMB at meeting #89. AGREE – CMB 0097 – Not To Exceed value of \$1,717.	
8-	1252 – S. Wilson presented PCC 01 for Revisions to Moscone North Headwall Elevation (Top). This change raises top of North Headwall elevation at MOS approximately 3"-6" (see attached). AGREE – CMB 099 – Not To Exceed value of \$20,500.	
9-	1252 – S. Wilson presented PCC 09 for UMS Headwall – Unknown Buried Pipe (see attached). This change directs the Contractor to investigate the unknown buried pipe. AGREE – CMB 100 – Not To Exceed value of \$75K.	
10-	1252 – S. Wilson presented Evaluation of Merit of, COR 068 – UMS – AT& T Vault Walkway at North Headwall. Contractor discovered an existing walkway not indicated on the contract drawings at the UMS north headwall. The existing AT&T vault located within the utility demolition limits. The CMB agreed with merit with the work to construct the 3'x5' wall. Additionally the CMB directed the RE to track this work on Force Account with a – Not To Exceed value of \$2K.	
11-	The Project Trend/Change Control Log version 01/16/13 was not viewed at the meeting. It was noted there are no new changes or additions to this week's Trend Log and it would be attached to the 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	MB	10/10/12	Open
1	11/07/12	11/07/12	1300 – WP 1254 – SF Planning Request	RE	11/28/12	Open
3	11/14/12	11/14/12	1252 – COR 033 – Retrieval Shaft – 20" Water Line	SW	11/21/12	Open
2	12/05/12	12/05/12	1252 – COR 007 – Summary Record of Negotiations – rewrite	SW	12/19/12	CLOSED
2	12/12/12	12/12/12	1252 – Validation 1300 docs include as built information regarding Asbestos Pipes	RE	01/09/13	Open
1	12/19/12	12/19/12	1251 – Revised final contract cost	MB	01/16/13	Open
3	01/02/13	01/02/13	1252 – COR 062 – LB – Panel P-09 Buried Obstruction	SW	01/09/13	Open
4	01/02/13	01/02/13	1252 – COR 065 – LB – Panel P-12 Buried Obstruction	SW	01/09/13	Open
5	01/02/13	01/02/13	1252 – COR 067 – LB – Panel P-10 Buried Obstruction	SW	01/09/13	Open
1	01/16/13	01/13/16	1251 - Form B analysis	MB	02/06/13	Open

Meeting adjourned at 5:20pm

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

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

Meeting Agenda

Project No. M544.1, Contract No. CS-149
Program/Construction Management
Configuration Management Board (CMB) Meeting No. 110
January 16, 2013
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. **1251** – Final Form B
 – Form B Analysis

2. **1252** – COR 001 - AWSS Conflict w/ Low Pressure Water – Approval
 – COR 003 - AT&T Vault Conflict-4th & Harrison – Approval
 – COR 007 - Oil filled pipe @ Launch Box – Not to Exceed Amount
 – COR 010 - MOS - Demo PGE duct bank / SF City 911 fiber optic line – Approval
 – COR 011 - MOS – Traffic Signal line re-route south headwall – Approval
 – COR 012 - MOS - Archaeological Standby North Headwall – Not to Exceed Amount
 – COR 029 - MOS - Todco scaffolding reimbursement – Approval
 – COR 041 - LB Impacts due to live PG&E electrical lines (Flagging) – Approval
 – PCC 001 - Revisions to Moscone North Headwall Elevation (Top) – Not to Exceed Amount
 – PCC 009 - UMS Headwall - Unknown Buried Pipe – Not to Exceed Amount

3. **1300 (SSTS)** – Nothing to Report

4. **Trend/Change Log** – 01/16/13

5. **Other Business**

Meeting Attendance Sheet

Project No. M544.1, Contract No. 149
 Program/Construction Management
 Configuration Management Board Meeting No. 110
 January 16, 2013
 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	<i>JF</i>
Haley, John	SFMTA		John.Haley@sfmta.com	
Hoe, Albert	SFMTA	(415) 701-4289	Albert.Hoe@sfmta.com	<i>AH</i>
Kelly, Jim	SFMTA		Jim.Kelly@sfmta.com	
Kuehn, David	STV/PMOC	(510) 464-8053	David.kuehn@stvinc.com	
Latch, Mark	CSP	(415) 701-5294	Mark.Latch@sfmta.com	<i>ML</i>
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	<i>RN</i>

central  subway

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Park, Joon	SFMTA	(415) 701-4742	Joon.Park@sfmta.com	
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	SW
Wong, Arthur	SFMTA	(415) 701-4305	Arthur.Wong@sfmta.com	
Zurinaga, Luis	SFCTA	(415) 716-6956	Luis.zurinaga@sfcta.org	ZL

Joint Trench Form B Analysis CN 1251

The purpose of this document is to explain the differences between the initial Form B and the final Form B for contract number 1251 relating to the Central Subway Project. The initial Form B established in October 2010 included an “estimated cost to complete” for work that fits within the scope of Form B. The final Form B established in December 2012 included the actual cost paid to the contractor for the scope of Form B work.

Explanation of Payments:

Fifty percent deposits were made by all of the companies involved once they were invoiced following the issuance of the initial Form B.

Interim invoices in the amount of the remaining fifty percent portion of the initial Form B were issued to PG&E and AT&T. PG&E was the only party that paid the interim invoice amount.

A third invoice will be issued upon the finalization of the final Form B which will either credit or bill the companies involved. This will create the desired results of a zero balance for each company as the total amount paid will be in alignment with the “Grand Total” line on the final Form B.

	Initial Form B Amount	Final Form B Amount	Amount Paid to date	Remaining
PG&E Electric	\$ 2,876,239	\$ 1,513,882	\$ 3,081,140	\$ (1,567,259) *
PG&E Gas	\$ 862,956	\$ 634,276	\$ 862,956	\$ (228,680)
AT&T	\$ 3,017,528	\$ 1,842,742	\$ 1,508,764	\$ 333,978
Qwest	\$ 264,262	\$ 153,735	\$ 264,262	\$ (110,527)
TCG	\$ 195,448	\$ 90,125	\$ 97,724	\$ (7,599)
UCCO	\$ 162,208	\$ 80,378	\$ 81,104	\$ (726)
Total	\$ 7,378,641	\$ 4,315,139	\$ 5,895,950	\$ (1,580,812)

*Amount includes correction for CN 1250 Form B overpayment

Explanation of Primary Differences:

After the final Form B was compiled it was found that the initial Form B was overestimated. A comparison of the two may be found below.

	Initial Form B	Final Form B	Delta
Trenching	\$1,340,182	\$1,248,835	(91,347)
Conduit / Materials	\$3,286,908	\$917,921	(2,368,987)
Pvmnt demo/rest.	\$907,211		(907,211)
Vaults / Pull Boxes	\$1,116,975	476,900	(640,075)
Additional Work		1,279,825	1,279,825
Site Management	\$331,875	229,664	(102,211)
Allowances	\$1,659,374		(1,659,374)
Incidentals	\$1,645,594	669,809	(975,785)
Escalation	\$339,508		(339,508)

Trenching: \$91,347 is an acceptable difference between the initial and final Form B.

Conduit/Materials: The difference between the initial Form B and the final Form B is attributed to a couple different portions of the estimate.

- Initial Form B unit prices were on average 29.9% higher than the unit pricing provided by the contractor and used for the actualization of the final Form B
- Total quantity of pipe estimated to be installed in the initial Form B was 11.7% higher than the final Form B
 - 93,813lf vs. 83,936lf
- Miscellaneous work was added into this portion of the initial Form B at an estimated cost of \$834,567. This was to account for stubs, caps, connections, intercepts, etc. These items are included in the unit pricing of the conduits provided by the contractor per the CN 1251 specification.

Pavement Demolition and Restoration: This work is included in the trench unit pricing provided per the contractor as requested by the CN 1251 specification.

Vaults and Pull Boxes: The vault and pull box unit pricing exceeded the rates submitted by the contractor for CN 1251 by approximately 112% on average.

Additional Work: Additional work was included in the final Form B due to contract modifications one through thirty. This work was analyzed by the Resident Engineer and deemed appropriate for inclusion in the final Form B.

Site Management: \$102,211 is an acceptable difference between the initial and final Form B.

Allowances: The initial Form B included allowances for “shift work requirements” and “DPW restriction of work hours” at a total estimate cost of \$1,659,374. Costs for “shift work” and “restricted hours” are reflected in the bid unit prices used to populate the final Form B.

Incidentals: These costs were overestimated in the initial Form B mostly due to traffic control. The initial Form B included \$698,384 for traffic control which was calculated as 10% of the initial Form B total before allowances. The final Form B included traffic control at a cost of \$116,233 and was calculated as a portion of bid items TR-1 and TR-3.

Escalation: Escalation is included in the bidder’s schedule of bid prices therefore it is not appropriate to add an additional amount to the final Form B to account for this.

Overall: MCI was included in the initial Form B as they initially shared a portion of the joint trenching work. They elected to not participate in the joint trench construction cost agreement proposed to them. This also contributed to a higher initial Form B estimated cost.

JOINT TRENCH CONSTRUCTION COST AGREEMENT
Central Subway Contract 1251

1/16/2013

Trenching, Backfill, Pavement Demo/Restoration																			
Trench Section	Type	QTY	Unit Price [\$/UNIT]	Total	PG&E Electric		PG&E Gas		AT&T		Qwest		TCG		UCCO		CITY		
					%	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%
1	JT-5	67 LF	\$315.00	\$21,105.00		\$0.00		\$0.00	100%	\$21,105.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
2	JT-4	20 LF	\$170.00	\$3,400.00		\$0.00		\$0.00	100%	\$3,400.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
3	JT-5	122 LF	\$315.00	\$38,430.00		\$0.00		\$0.00	100%	\$38,430.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
4	JT-4	10 LF	\$170.00	\$1,700.00		\$0.00		\$0.00	100%	\$1,700.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
5	JT-4	107 LF	\$170.00	\$18,190.00	100%	\$18,190.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
6	JT-5	87 LF	\$315.00	\$27,405.00	100%	\$27,405.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
7	JT-4	20 LF	\$170.00	\$3,400.00		\$0.00		\$0.00	100%	\$3,400.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
8	JT-4	20 LF	\$170.00	\$3,400.00		\$0.00		\$0.00	100%	\$3,400.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
9	JT-5	110 LF	\$315.00	\$34,650.00		\$0.00		\$0.00	100%	\$34,650.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
10	JT-5	25 LF	\$315.00	\$7,875.00		\$0.00		\$0.00	58%	\$4,566.50		\$0.00		\$0.00		\$0.00		\$0.00	100%
11	JT-8	70 LF	\$248.00	\$17,360.00	91%	\$15,853.13		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	42%	\$3,308.50	100%
12	JT-6	26 LF	\$234.00	\$6,084.00	100%	\$6,084.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	9%	\$1,506.87	100%
13	JT-7	30 LF	\$241.00	\$7,230.00		\$0.00		\$0.00	100%	\$7,230.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
14	JT-6	26 LF	\$234.00	\$6,084.00		\$0.00		\$0.00	100%	\$6,084.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
15	JT-4	44 LF	\$170.00	\$7,480.00		\$0.00		\$0.00		\$0.00	38%	\$2,818.23	22%	\$1,625.90	22%	\$1,625.90	19%	\$1,409.96	100%
16	JT-7	26 LF	\$241.00	\$6,266.00	92%	\$5,755.16		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8%	\$510.84	100%
17	JT-8	37 LF	\$248.00	\$9,176.00	17%	\$1,586.36	42%	\$3,857.69	24%	\$2,216.66	5%	\$441.63	3%	\$254.79	3%	\$254.79	6%	\$564.09	100%
18	JT-8	15 LF	\$248.00	\$3,720.00	28%	\$1,033.22	55%	\$2,027.75		\$0.00	6%	\$232.14	4%	\$133.93	4%	\$133.93	4%	\$159.04	100%
19	JT-8	20 LF	\$248.00	\$4,960.00	47%	\$2,325.62		\$0.00	20%	\$989.74		\$0.00		\$0.00		\$0.00	33%	\$1,644.65	100%
20	JT-4	15 LF	\$170.00	\$2,550.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$2,550.00	100%
21	JT-4	75 LF	\$170.00	\$12,750.00	100%	\$12,750.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
22	JT-7	42 LF	\$241.00	\$10,122.00		\$0.00		\$0.00	60%	\$6,096.19		\$0.00		\$0.00		\$0.00	40%	\$4,025.81	100%
23	JT-7	12 LF	\$241.00	\$2,892.00	28%	\$814.80		\$0.00	43%	\$1,251.04		\$0.00		\$0.00		\$0.00	29%	\$826.16	100%
24	JT-4	18 LF	\$170.00	\$3,060.00	100%	\$3,060.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
25	JT-7	16 LF	\$241.00	\$3,856.00		\$0.00		\$0.00	100%	\$3,856.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
26	JT-7	40 LF	\$241.00	\$9,640.00	100%	\$9,640.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
27	JT-8	90 LF	\$248.00	\$22,320.00	17%	\$3,858.70	42%	\$9,383.56	24%	\$5,391.87	5%	\$1,074.24	3%	\$619.76	3%	\$619.76	6%	\$1,372.11	100%
28	JT-7	14 LF	\$241.00	\$3,374.00	17%	\$583.30	42%	\$1,418.46	24%	\$815.06	5%	\$162.39	3%	\$93.69	3%	\$93.69	6%	\$207.42	100%
29	JT-7	16 LF	\$241.00	\$3,856.00	18%	\$710.00	45%	\$1,726.57	19%	\$741.23	5%	\$197.66	3%	\$114.03	3%	\$114.03	7%	\$252.47	100%
30	JT-7	105 LF	\$241.00	\$25,305.00	16%	\$3,927.63	43%	\$10,865.75	25%	\$6,243.55	5%	\$1,243.93	3%	\$717.65	3%	\$717.65	6%	\$1,588.85	100%
31	JT-7	95 LF	\$241.00	\$22,895.00		\$0.00		\$0.00	64%	\$14,731.42		\$0.00		\$0.00		\$0.00	36%	\$8,163.58	100%
32	JT-7	90 LF	\$241.00	\$21,690.00		\$0.00		\$0.00	54%	\$11,802.89		\$0.00		\$0.00		\$0.00	46%	\$9,887.11	100%
33	JT-7	40 LF	\$241.00	\$9,640.00		\$0.00		\$0.00	62%	\$5,969.56		\$0.00		\$0.00		\$0.00	38%	\$3,670.44	100%
34	JT-7	30 LF	\$241.00	\$7,230.00		\$0.00		\$0.00	100%	\$7,230.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
35	JT-7	30 LF	\$241.00	\$7,230.00	100%	\$7,230.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%
36	JT-7	33 LF	\$241.00	\$7,953.00	40%	\$3,151.56	40%	\$3,196.87	12%	\$955.88		\$0.00		\$0.00		\$0.00	8%	\$648.69	100%
37	JT-7	77 LF	\$241.00	\$18,557.00	44%	\$8,226.09	35%	\$6,511.98	10%	\$1,947.11		\$0.00		\$0.00		\$0.00	10%	\$1,871.82	100%
38	JT-7	25 LF	\$241.00	\$6,025.00	48%	\$2,891.27	38%	\$2,288.80	7%	\$394.83		\$0.00		\$0.00		\$0.00	7%	\$450.10	100%
39	JT-7	8 LF	\$241.00	\$1,928.00	39%	\$746.06	41%	\$790.24	12%	\$236.29		\$0.00		\$0.00		\$0.00	8%	\$155.40	100%
40	JT-7	28 LF	\$241.00	\$6,748.00	17%	\$1,117.06	46%	\$3,090.35	20%	\$1,326.70	5%	\$353.79	3%	\$204.11	3%	\$204.11	7%	\$451.89	100%
41	JT-7	112 LF	\$241.00	\$26,992.00	18%	\$4,970.00	45%	\$12,086.02	19%	\$5,188.59	5%	\$1,383.62	3%	\$798.24	3%	\$798.24	7%	\$1,767.28	100%
42	JT-7	45 LF	\$241.00	\$10,845.00	15%	\$1,615.58		\$0.00	52%	\$5,686.76		\$0.00		\$0.00		\$0.00	33%	\$3,542.66	100%
43	JT-6	33 LF	\$234.00	\$7,722.00	89%	\$6,902.24		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	11%	\$819.76	100%
44	JT-7	40 LF	\$241.00	\$9,640.00	18%	\$1,717.39	34%	\$3,243.68	27%	\$2,636.85		\$0.00		\$0.00		\$0.00	21%	\$2,042.08	100%
45	JT-7	56 LF	\$241.00	\$13,496.00	15%	\$2,085.28	43%	\$5,768.89	25%	\$3,314.85	5%	\$660.43	3%	\$381.02	3%	\$381.02	7%	\$904.52	100%
46	JT-8	30 LF	\$248.00	\$7,440.00	16%	\$1,196.49	44%	\$3,310.07	19%	\$1,421.03	9%	\$639.46	5%	\$378.94	5%	\$378.94	2%	\$115.06	100%
47	JT-7	130 LF	\$241.00	\$31,330.00	17%	\$5,186.37	46%	\$14,348.03	20%	\$6,159.68	5%	\$1,642.58	3%	\$947.64	3%	\$947.64	7%	\$2,098.04	100%
48	JT-7	30 LF	\$241.00	\$7,230.00	16%	\$1,156.71	44%	\$3,200.02	22%	\$1,606.27	5%	\$366.34	3%	\$211.35	3%	\$211.35	7%	\$477.96	100%
49	JT-7	4 LF	\$241.00	\$964.00	41%	\$396.48	42%	\$402.18	12%	\$120.25		\$0.00		\$0.00		\$0.00	5%	\$45.09	100%
50	JT-7	7 LF	\$241.00	\$1,687.00	42%	\$706.20	42%	\$716.35	7%	\$123.57		\$0.00		\$0.00		\$0.00	8%	\$140.87	100%
51	JT-7	7 LF	\$241.00	\$1,687.00	47%	\$797.37	41%	\$692.52	7%	\$119.46		\$0.00		\$0.00		\$0.00	5%	\$77.65	100%
52	JT-7	30 LF	\$241.00	\$7,230.00	41%	\$2,950.74	43%	\$3,125.47	7%	\$539.15		\$0.00		\$0.00		\$0.00	9%	\$614.63	100%
53	JT-7	30 LF	\$241.00	\$7,230.00	72%	\$5,197.64		\$0.00	13%	\$949.70		\$0.00		\$0.00		\$0.00	15%	\$1,082.66	100%
54	JT-7	56 LF	\$241.00	\$13,496.00	83%	\$11,169.43		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	17%	\$2,326.57	100%
55	JT-5	45 LF	\$315.00	\$14,175.00	100%	\$14,175.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%

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56	JT-6	11 LF	\$234.00	\$2,574.00	46%	\$1,189.04	\$0.00	44%	\$1,133.15	\$0.00	\$0.00	\$0.00	10%	\$251.81	100%					
57	JT-6	15 LF	\$234.00	\$3,510.00	51%	\$1,797.24	\$0.00	49%	\$1,712.76	\$0.00	\$0.00	\$0.00		\$0.00	100%					
58	JT-6	30 LF	\$234.00	\$7,020.00	44%	\$3,080.56	\$0.00	42%	\$2,935.76	\$0.00	\$0.00	\$0.00	14%	\$1,003.68	100%					
59	JT-6	40 LF	\$234.00	\$9,360.00	80%	\$7,521.95	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	20%	\$1,838.05	100%					
60	JT-4	39 LF	\$170.00	\$6,630.00		\$0.00	100%	\$6,630.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	100%					
61	JT-5	20 LF	\$315.00	\$6,300.00	100%	\$6,300.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	100%					
62	JT-5	10 LF	\$315.00	\$3,150.00		\$0.00		\$0.00	\$0.00	41%	\$1,278.44	23%	\$737.56	23%	\$737.56	13%	\$396.44	100%		
63	JT-7	50 LF	\$241.00	\$12,050.00		\$0.00		\$0.00	100%	\$12,050.00	\$0.00	\$0.00	23%	\$737.56	23%	\$737.56	13%	\$396.44	100%	
64	JT-5	143 LF	\$315.00	\$45,045.00		\$0.00		\$0.00	100%	\$45,045.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
65	JT-4	25 LF	\$170.00	\$4,250.00		\$0.00		\$0.00	54%	\$2,288.92	\$0.00	\$0.00		\$0.00		\$0.00	46%	\$1,961.08	100%	
66	JT-4	23 LF	\$170.00	\$3,910.00		\$0.00		\$0.00		\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	100%	\$3,910.00	100%	
67	JT-4	82 LF	\$170.00	\$13,940.00		\$0.00	100%	\$13,940.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
68	JT-5	28 LF	\$315.00	\$8,820.00		\$0.00		\$0.00	78%	\$6,895.64	\$0.00	\$0.00		\$0.00		\$0.00	22%	\$1,924.36	100%	
69	JT-4	35 LF	\$170.00	\$5,950.00		\$0.00	90%	\$5,350.11	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	10%	\$599.89	100%	
70	JT-5	5 LF	\$315.00	\$1,575.00		\$0.00		\$0.00	78%	\$1,231.36	\$0.00	\$0.00		\$0.00		\$0.00	22%	\$343.64	100%	
71	JT-7	90 LF	\$241.00	\$21,690.00	43%	\$9,284.12	\$0.00	41%	\$8,847.72	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	16%	\$3,558.15	100%	
72	JT-7	25 LF	\$241.00	\$6,025.00	85%	\$5,143.09	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	15%	\$881.91	100%	
73	JT-7	15 LF	\$241.00	\$3,615.00	85%	\$3,085.85	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	15%	\$529.15	100%	
74	JT-5	150 LF	\$315.00	\$47,250.00		\$0.00		\$0.00	100%	\$47,250.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
75	JT-4	25 LF	\$170.00	\$4,250.00		\$0.00		\$0.00		\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	100%	\$4,250.00	100%	
76	JT-7	28 LF	\$241.00	\$6,748.00	100%	\$6,748.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
77	JT-6	25 LF	\$234.00	\$5,850.00	100%	\$5,850.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
78	JT-7	7 LF	\$241.00	\$1,687.00		\$0.00		\$0.00	100%	\$1,687.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
79	JT-6	25 LF	\$234.00	\$5,850.00	100%	\$5,850.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
80	JT-5	23 LF	\$315.00	\$7,245.00		\$0.00		\$0.00		\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	100%	\$7,245.00	100%	
81	JT-4	19 LF	\$170.00	\$3,230.00		\$0.00		\$0.00	38%	\$1,216.96	22%	\$702.09	22%	\$702.09	19%	\$608.85	100%	\$608.85	100%	
82	JT-7	7 LF	\$241.00	\$1,687.00	89%	\$1,507.91	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	11%	\$179.09	100%	
83	JT-6	30 LF	\$234.00	\$7,020.00	100%	\$7,020.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
84	JT-4	67 LF	\$170.00	\$11,390.00		\$0.00	100%	\$11,390.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
85	JT-5	35 LF	\$315.00	\$11,025.00	89%	\$9,854.60	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00	11%	\$1,170.40	100%	
86	JT-7	7 LF	\$241.00	\$1,687.00		\$0.00		\$0.00	100%	\$1,687.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
87	JT-7	27 LF	\$241.00	\$6,507.00	100%	\$6,507.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
88	JT-6	15 LF	\$234.00	\$3,510.00	100%	\$3,510.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
89	JT-7	35 LF	\$241.00	\$8,435.00		\$0.00		\$0.00	42%	\$3,566.42	25%	\$2,113.43	25%	\$2,113.43	8%	\$641.71	100%	\$641.71	100%	
90	JT-6	10 LF	\$234.00	\$2,340.00		\$0.00		\$0.00	100%	\$2,340.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
91	JT-8	40 LF	\$248.00	\$9,920.00	100%	\$9,920.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
92	JT-5	12 LF	\$315.00	\$3,780.00		\$0.00		\$0.00		\$0.00	100%	\$3,780.00		\$0.00		\$0.00		\$0.00	100%	
93	JT-5	12 LF	\$315.00	\$3,780.00		\$0.00		\$0.00		\$0.00		\$0.00	77%	\$2,899.58	23%	\$880.42	100%	\$880.42	100%	
94	JT-5	12 LF	\$315.00	\$3,780.00		\$0.00		\$0.00	100%	\$3,780.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	
95	JT-7	50 LF	\$241.00	\$12,050.00	61%	\$7,370.57	\$0.00		\$0.00	18%	\$2,213.12	11%	\$1,311.48	6%	\$756.62	3%	\$398.21	100%	\$398.21	100%
96	JT-4	15 LF	\$170.00	\$2,550.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$2,550.00	100%	
97	JT-4	57 LF	\$170.00	\$9,690.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$9,690.00	100%	
98	JT-4	40 LF	\$170.00	\$6,800.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$6,800.00	100%	
99	JT-5	40 LF	\$315.00	\$12,600.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$12,600.00	100%	
100	JT-5	40 LF	\$315.00	\$12,600.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$12,600.00	100%	
101	JT-5	28 LF	\$315.00	\$8,820.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$8,820.00	100%	
102	JT-5	66 LF	\$315.00	\$20,790.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$20,790.00	100%	
103	JT-4	35 LF	\$170.00	\$5,950.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$5,950.00	100%	
104	JT-1	10 LF	\$26,470.59	\$26,470.59		\$0.00		\$0.00	100%	\$26,470.59		\$0.00		\$0.00		\$0.00		\$0.00	100%	
105	JT-1	50 LF	\$132,352.94	\$132,352.94	50%	\$66,176.47		\$0.00	50%	\$66,176.47		\$0.00		\$0.00		\$0.00		\$0.00	100%	
106	JT-1	20 LF	\$52,941.18	\$52,941.18	50%	\$26,470.59		\$0.00	50%	\$26,470.59		\$0.00		\$0.00		\$0.00		\$0.00	100%	
107	JT-1	5 LF	\$13,235.29	\$13,235.29		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	100%	\$13,235.29	100%	
N/A	JT-3	218 CY	\$50.00	\$10,900.00		\$0.00	100%	\$10,900.00		\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	100%	
Total				\$1,248,835.00		\$391,348.89		\$140,261.37		\$478,249.63		\$23,271.39		\$15,125.61		\$13,690.34		\$186,887.77		

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Vaults and Pull boxes																		
Vault Size	Type	QTY	Unit Price [\$/F]	Total	PG&E Electric TOTAL	PG&E Gas TOTAL	AT&T TOTAL	Qwest TOTAL	TCG TOTAL	UCCO TOTAL	CITY TOTAL	% TOTAL						
					%	%	%	%	%	%	%	%						
Christy N9	JT-34	3	\$325.00	\$975.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%	\$975.00	100%			
Christy N9	JT-34	4	\$325.00	\$1,300.00	0%	\$0.00	0%	\$0.00	100%	\$1,300.00	0%	\$0.00	0%	\$0.00	100%			
Christy N9	JT-34	2	\$325.00	\$650.00	100%	\$650.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
6x19x9	JT-9	2	\$35,000.00	\$70,000.00	0%	\$0.00	0%	\$0.00	100%	\$70,000.00	0%	\$0.00	0%	\$0.00	100%			
6x14x9	JT-10	1	\$30,000.00	\$30,000.00	0%	\$0.00	0%	\$0.00	100%	\$30,000.00	0%	\$0.00	0%	\$0.00	100%			
6x9x9	JT-11	3	\$20,000.00	\$60,000.00	0%	\$0.00	0%	\$0.00	100%	\$60,000.00	0%	\$0.00	0%	\$0.00	100%			
10x10x10	JT-13	1	\$25,000.00	\$25,000.00	100%	\$25,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
10x5.5x10	JT-14	1	\$25,000.00	\$25,000.00	100%	\$25,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
8x12x10	JT-15	2	\$25,000.00	\$50,000.00	100%	\$50,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
7x12x10	JT-16	2	\$25,000.00	\$50,000.00	100%	\$50,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
7x10x10	JT-17	1	\$25,000.00	\$25,000.00	100%	\$25,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
4.5x8.5x7.5	JT-18	3	\$15,000.00	\$45,000.00	100%	\$45,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
T3	JT-19	1	\$3,000.00	\$3,000.00	100%	\$3,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
3x5x4	JT-21	2	\$5,000.00	\$10,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%	\$10,000.00	0%	\$0.00	100%			
3x5x4	JT-21	2	\$5,000.00	\$10,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%	\$10,000.00	100%			
3x5x4	JT-21	2	\$5,000.00	\$10,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%	\$10,000.00	0%	\$0.00	100%			
IV-X	JT-30	6	\$1,000.00	\$6,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
III-X	JT-28	6	\$825.00	\$4,950.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
III-X-TR	JT-29	4	\$825.00	\$3,300.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
I	JT-22	8	\$325.00	\$2,600.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
I-TR	JT-23	1	\$325.00	\$325.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
II	JT-24	2	\$400.00	\$800.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
Muni	JT-32	2	\$12,000.00	\$24,000.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	100%			
	SD-3	1	\$15,000.00	\$15,000.00			100%	\$15,000.00		\$0.00								
	SD-5	1	\$4,000.00	\$4,000.00			0%	\$0.00	100%	\$4,000.00								
Total				\$476,900.00		\$223,650.00		\$15,000.00		\$165,300.00		\$10,000.00		\$10,000.00		\$10,000.00		\$42,950.00

JOINT TRENCH CONSTRUCTION COST AGREEMENT
Central Subway Contract 1251

1/16/2013

Conduit and other materials																			
Material	Type	QTY	Unit Price [\$/F]	Total	PG&E Electric %	PG&E Electric TOTAL	PG&E Gas %	PG&E Gas TOTAL	AT&T %	AT&T TOTAL	Qwest %	Qwest TOTAL	TCG %	TCG TOTAL	UCCO %	UCCO TOTAL	CITY %	CITY TOTAL	% TOTAL
5" HDPE	MRY	2724 LF	\$18.00	\$49,032.00	0%	\$0.00			0%	\$0.00							100%	\$49,032.00	100%
2" HDPE	MRY	1372 LF	\$10.00	\$13,720.00	0%	\$0.00			0%	\$0.00							100%	\$13,720.00	100%
5" HDPE	MRY	180 LF	\$18.00	\$3,240.00	0%	\$0.00			0%	\$0.00							100%	\$3,240.00	100%
2" HDPE	MRY	60 LF	\$10.00	\$600.00	0%	\$0.00			0%	\$0.00							100%	\$600.00	100%
1-1/2" GRS	SFPUC SL	863 LF	\$16.00	\$13,808.00	0%	\$0.00			0%	\$0.00							100%	\$13,808.00	100%
4" HDPE	SFDT	1700 LF	\$15.00	\$25,500.00	0%	\$0.00			0%	\$0.00							100%	\$25,500.00	100%
2" HDPE	SFDPT	4332 LF	\$6.00	\$25,992.00	0%	\$0.00			0%	\$0.00							100%	\$25,992.00	100%
6" PVC	PG&E	708 LF	\$11.00	\$7,788.00	100%	\$7,788.00			0%	\$0.00								\$0.00	100%
6" PVC	PG&E	680 LF	\$11.00	\$7,480.00	100%	\$7,480.00			0%	\$0.00								\$0.00	100%
6" PVC	PG&E	14004 LF	\$11.00	\$154,044.00	100%	\$154,044.00			0%	\$0.00								\$0.00	100%
5" PVC	PG&E	111 LF	\$16.00	\$1,776.00	100%	\$1,776.00			0%	\$0.00								\$0.00	100%
4" PVC	PG&E	2776 LF	\$8.20	\$22,763.20	100%	\$22,763.20			0%	\$0.00								\$0.00	100%
4" PVC	PG&E	123 LF	\$8.20	\$1,008.60	100%	\$1,008.60			0%	\$0.00								\$0.00	100%
4" PVC	AT&T	2880 LF	\$8.20	\$23,616.00	0%	\$0.00			100%	\$23,616.00								\$0.00	100%
4" PVC	AT&T	13076 LF	\$8.20	\$107,223.20	0%	\$0.00			100%	\$107,223.20								\$0.00	100%
4" PVC	AT&T	720 LF	\$8.20	\$5,904.00	0%	\$0.00			100%	\$5,904.00								\$0.00	100%
4" PVC	AT&T	13993 LF	\$8.20	\$114,742.60	0%	\$0.00			100%	\$114,742.60								\$0.00	100%
4" PVC	AT&T	5140 LF	\$8.20	\$42,148.00	0%	\$0.00			100%	\$42,148.00								\$0.00	100%
4" PVC	AT&T	4396 LF	\$8.20	\$36,047.20	0%	\$0.00			100%	\$36,047.20								\$0.00	100%
4" PVC	AT&T	0 LF	\$8.20	\$0.00	0%	\$0.00			100%	\$0.00								\$0.00	100%
1-1/2" QLOCK	QWEST	3452 LF	\$19.00	\$65,588.00	0%	\$0.00			0%	\$0.00	100%	\$65,588.00						\$0.00	100%
1-1/2" QLOCK	TCG	1842 LF	\$19.00	\$34,998.00	0%	\$0.00			0%	\$0.00			100%	\$34,998.00				\$0.00	100%
2" HDPE	MRY	360 LF	\$10.00	\$3,600.00	0%	\$0.00			0%	\$0.00							100%	\$3,600.00	100%
5" PVC	PG&E	0 LF	\$16.00	\$0.00	100%	\$0.00			0%	\$0.00								\$0.00	100%
1-1/2" QLOCK	UCCO	1814 LF	\$19.00	\$34,466.00	0%	\$0.00			0%	\$0.00			100%	\$34,466.00				\$0.00	100%
4" PVC	AT&T	726 LF	\$8.20	\$5,953.20	0%	\$0.00			100%	\$5,953.20								\$0.00	100%
4" PVC	AT&T	840 LF	\$8.20	\$6,888.00	0%	\$0.00			100%	\$6,888.00								\$0.00	100%
2" HDPE	SFDT	895 LF	\$10.00	\$8,950.00	0%	\$0.00			0%	\$0.00							100%	\$8,950.00	100%
3" PVC	MTA	432 LF	\$6.00	\$2,592.00	0%	\$0.00			0%	\$0.00							100%	\$2,592.00	100%
6" PVC	PG&E	0 LF	\$11.00	\$0.00	100%	\$0.00			0%	\$0.00								\$0.00	100%
4" PVC	PG&E	0 LF	\$8.20	\$0.00	100%	\$0.00			0%	\$0.00								\$0.00	100%
4" HDPE	MRY	0 LF	\$15.00	\$0.00	0%	\$0.00			0%	\$0.00							100%	\$0.00	100%
2" PVC	AT&T	235 LF	\$6.00	\$1,410.00	0%	\$0.00			100%	\$1,410.00								\$0.00	100%
3" PVC	PG&E	563 LF	\$6.00	\$3,378.00	100%	\$3,378.00			0%	\$0.00								\$0.00	100%
2" HDPE	MRY	0 LF	\$10.00	\$0.00	0%	\$0.00			0%	\$0.00							100%	\$0.00	100%
6" GRS	PG&E	684 LF	\$49.00	\$33,516.00	100%	\$33,516.00			0%	\$0.00								\$0.00	100%
3" GRS	PG&E	40 LF	\$33.00	\$1,320.00	100%	\$1,320.00			0%	\$0.00								\$0.00	100%
2" GRS	SFDT	22 LF	\$20.00	\$440.00	0%	\$0.00			0%	\$0.00							100%	\$440.00	100%
2" PVC	PG&E	718 LF	\$6.00	\$4,308.00	100%	\$4,308.00			0%	\$0.00								\$0.00	100%
2" GRS	MRY	356 LF	\$20.00	\$7,120.00	0%	\$0.00			0%	\$0.00							100%	\$7,120.00	100%
2" PVC	MTA	21 LF	\$6.00	\$126.00	0%	\$0.00			0%	\$0.00							100%	\$126.00	100%
2" GRS	MTA	3 LF	\$20.00	\$60.00	0%	\$0.00			0%	\$0.00							100%	\$60.00	100%
4" GRS	PG&E	170 LF	\$33.00	\$5,610.00	100%	\$5,610.00			0%	\$0.00								\$0.00	100%
4" GRS	AT&T	120 LF	\$33.00	\$3,960.00	0%	\$0.00			100%	\$3,960.00								\$0.00	100%
2-INCH GAS	PG&E G	202 LF	\$20.00	\$4,040.00	0%	\$0.00	100%	\$4,040.00	0%	\$0.00								\$0.00	100%
6-INCH GAS	PG&E G	603 LF	\$55.00	\$33,165.00	0%	\$0.00	100%	\$33,165.00	0%	\$0.00								\$0.00	100%
Total				\$917,921.00		\$242,991.80		\$37,205.00		\$347,892.20		\$65,588.00		\$34,998.00		\$34,466.00		\$154,780.00	

Additional work														
	Change ID	Total	PG&E Electric TOTAL	PG&E Gas TOTAL	AT&T TOTAL	Qwest TOTAL	TCG TOTAL	UCCO TOTAL	CITY TOTAL	% TOTAL				
			%	%	%	%	%	%	%	%				
	FA 2386	\$6,354.28				47%	\$2,990.25	24%	\$1,495.12	21%	\$1,308.23	9%	\$560.67	100%
	FA 2396	\$6,454.78				47%	\$3,037.54	24%	\$1,518.77	21%	\$1,328.93	9%	\$569.54	100%
	FA 2397	\$4,966.45				47%	\$2,337.15	24%	\$1,168.58	21%	\$1,022.50	9%	\$438.22	100%
	FA 2515	\$271.09				100%	\$271.09							100%
	FA 2523	\$1,338.03				100%	\$1,338.03							100%
	PEC QWT	\$12,533.42				100%	\$12,533.42							100%
	FA 2529	\$414.22						100%	\$414.22					100%
	FA 2530	\$643.55						100%	\$643.55					100%
	PEC TCG	\$5,236.55						100%	\$5,236.55					100%
														0%
	PGE Trend 001	\$66,084.09	100%	\$66,084.09										100%
	PGE Trend 005	\$204,609.63			100%	\$204,609.63								100%
	PGE Trend 007	\$46,366.21	100%	\$46,366.21										100%
	PGE Trend 008	\$17,193.17	100%	\$17,193.17										100%
	PGE Trend 009	\$98,439.15			100%	\$98,439.15								100%
	PGE Trend 010	\$80,000.00	100%	\$80,000.00										100%
	PGE Trend 011	\$61,544.14	100%	\$61,544.14										100%
	PGE Trend 022	\$7,424.14	100%	\$7,424.14										100%
	PGE Trend 023	\$23,633.17	100%	\$23,633.17										100%
	PGE Trend 025	\$6,465.79	100%	\$6,465.79										100%
	PGE Trend 026	\$55,231.06			100%	\$55,231.06								100%
	PGE Trend 027	\$4,562.17			100%	\$4,562.17								100%
	PGE Trend 028	\$44,530.20	100%	\$44,530.20										100%
	PGE Trend 031	\$43,881.81	100%	\$43,881.81										100%
	PGE Trend 032	(\$30,706.00)	100%	(\$30,706.00)										100%
														0%
	SFMTA CM #7	\$56,000.00			100%	\$56,000.00								100%
	SFMTA CM #11	\$188,000.00			100%	\$188,000.00								100%
	SFMTA CM #14	\$100,228.23			100%	\$100,228.23								100%
	GE-4	\$69,708.10			100%	\$69,708.10								100%
	Trend 43	\$52,606.96			100%	\$52,606.96								100%
	Trend 72	\$15,020.04			100%	\$15,020.04								100%
	Trend 80	\$54,604.26			100%	\$54,604.26								100%
	DAMAGED Cond.	(\$23,813.60)			100%	(\$23,813.60)								100%
														0%
	Total	\$1,279,825.09	\$366,416.72	\$362,842.01	\$512,353.99	\$22,507.49	\$10,476.79	\$3,659.66	\$1,568.43					

JOINT TRENCH CONSTRUCTION COST AGREEMENT
Central Subway Contract 1251

Percentage breakdown													
Note: Total excludes additional work													
6.7%	\$857,990.69	1.5%	\$192,466.37	7.7%	\$991,441.83	0.8%	\$98,859.39	0.47%	\$60,123.61	0.45%	\$58,156.34	3.0%	\$384,617.77





Incidentals																		
		Type	Price	%	PG&E Electric TOTAL	%	PG&E Gas TOTAL	%	AT&T TOTAL	%	Qwest TOTAL	%	TCG TOTAL	%	UCCO TOTAL	%	CITY TOTAL	% TOTAL
	GE-1	Mob and Demob	\$2,500,000.00	6.68%	\$166,916.03	1.50%	\$37,442.97	7.72%	\$192,878.01	0.77%	\$19,232.40	0.47%	\$11,696.62	0.45%	\$11,313.91	2.99%	\$74,824.67	21%
	GE-2	Current Schedule	\$20,000.00	6.68%	\$1,335.33	1.50%	\$299.54	7.72%	\$1,543.02	0.77%	\$153.86	0.47%	\$93.57	0.45%	\$90.51	2.99%	\$598.60	21%
	TR-1	Traffic Regulation	\$500,000.00	6.68%	\$33,383.21	1.50%	\$7,488.59	7.72%	\$38,575.60	0.77%	\$3,846.48	0.47%	\$2,339.32	0.45%	\$2,262.78	2.99%	\$14,964.93	21%
	TR-3	CMS	\$65,000.00	6.68%	\$4,339.82	1.50%	\$973.52	7.72%	\$5,014.83	0.77%	\$500.04	0.47%	\$304.11	0.45%	\$294.16	2.99%	\$1,945.44	21%
	UD-7	Material Handling	\$85,449.45	6.68%	\$5,705.15	1.50%	\$1,279.79	7.72%	\$6,592.53	0.77%	\$657.36	0.47%	\$399.79	0.45%	\$386.71	2.99%	\$2,557.49	21%
	UD-8	Material Transport	\$85,449.45	6.68%	\$5,705.15	1.50%	\$1,279.79	7.72%	\$6,592.53	0.77%	\$657.36	0.47%	\$399.79	0.45%	\$386.71	2.99%	\$2,557.49	21%
		Total			\$217,384.69		\$48,764.21		\$251,196.52		\$25,047.50		\$15,233.21		\$14,734.77		\$97,448.63	

Summary																
		%	PG&E Electric TOTAL	%	PG&E Gas TOTAL	%	AT&T TOTAL	%	Qwest TOTAL	%	TCG TOTAL	%	UCCO TOTAL	%	CITY TOTAL	% TOTAL
Trenching, Backfill, Pavement Demo/Restoration	\$1,248,835.00		\$391,348.89		\$140,261.37		\$478,249.63		\$23,271.39		\$15,125.61		\$13,690.34		\$186,887.77	
Vaults and Pull boxes	\$476,900.00		\$223,650.00		\$15,000.00		\$165,300.00		\$10,000.00		\$10,000.00		\$10,000.00		\$42,950.00	
Conduit and other materials	\$917,921.00		\$242,991.80		\$37,205.00		\$347,892.20		\$65,588.00		\$34,998.00		\$34,466.00		\$154,780.00	
Additional work	\$1,279,825.09		\$366,416.72		\$362,842.01		\$512,353.99		\$22,507.49		\$10,476.79		\$3,659.66		\$1,568.43	
Incidentals	\$669,809.54		\$217,384.69		\$48,764.21		\$251,196.52		\$25,047.50		\$15,233.21		\$14,734.77		\$97,448.63	
Site Management - 5%	\$229,664.53		\$72,089.61		\$30,203.63		\$87,749.62		\$7,320.72		\$4,291.68		\$3,827.54		\$24,181.74	
Grand Total			\$1,513,881.71		\$634,276.22		\$1,842,741.96		\$153,735.09		\$90,125.30		\$80,378.32		\$507,816.56	

Initial Invoice	\$1,438,119.50	\$431,478.00	\$1,508,764.00	\$264,262.00	\$97,724.00	\$81,104.00
Interim Invoice	\$1,438,119.50	\$431,478.00				
CN 1250 overpayment	\$204,901.48					
Remaining Amount	(\$1,567,258.77)	(\$228,679.78)	\$333,977.96	(\$110,526.91)	(\$7,598.70)	(\$725.68)

CMB Change No.: **CMB - 0091**

Initial Implementing Change Control Procedure No.: **1252 - COR - 001**

GENERAL		
Proposed Change Sponsor:	S. Wilson	Received by CMB: <u>01/16/2013</u> (Date)
Affected Disciplines:	Excavation and Ground Support Utility	
Impacts of Change	AWSS Conflict w/ Low Pressure Water	
	Change Order Request (COR 001) Amount Not To Exceed \$16,900	
<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:		
Deputy Program Manager:		1-16-13
PM Project Services:		1/16/2013
PM Project Development/Delivery:		1/16/2013
SFMTA O & M Manager:		
SFMTA Safety and Security		
SFCTA PMO		16 JAN 13
	<i>Comments</i>	

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 001

Recommendation: Accept justification of Merit for COR 001. The contract documents do not accurately depict the correct location of a water line which impacted the planned means and method of performing contract work associated with AWSS removal and relocation. Additional effort (labor and time) was required to accomplish the contract work.

Facts: An existing low pressure 12" Water line which runs west to east at the intersection of Fourth St. and Harrison St. is shown on contract drawing UT-501, Rev. 0 to be approximately 3' north of an existing 12" AWSS "T" fitting. During the excavation required for the contract AWSS removal and relocation work BIH's subcontractor, Synergy Project Management (Synergy or SPM), discovered that the existing water line was actually further south than was indicated in the drawings which positioned it almost directly above the AWSS "T" fitting or point of connection. Furthermore, because the water line was farther south than was expected it was placed in close proximity to an existing electrical duct bank.

Rationale for COR: SPM's original means and methods relied on excavating a tunnel from both sides of the existing duct bank to access the AWSS "T." Due to the close proximity of the existing water line to the duct bank, excavation could only be performed from one side thus increasing the amount of time spent on excavating around the AWSS fittings. Also because the water line was located closely above the existing AWSS point of connection additional time was spent removing the existing AWSS fittings and installing the new AWSS fittings required for the work.

Justification: BIH justification for the COR is that the actual location of the water line impacted the original means and methods making it more difficult to perform the AWSS contract work; "Synergy's crew spent additional time excavating material surrounding the AWSS "T" fitting because their originally assumed means and methods couldn't be implemented. Synergy's crew also spent additional time removing existing AWSS fittings and installing and restraining new AWSS fittings."

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

By: *Sarah Wilson* 10/10/12
Sarah Wilson Date
Resident Engineer

[Signature] 10/10/12
Configuration Management Board Date
Approval

*As authorized by the
CMB @ Mtg # 97 10/10/12*

CHANGE ORDER REQUEST NUMBER 001

SFMTA Contract No. 1252
Central Subway Tunneling

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

SUMMARY RECORD OF NEGOTIATIONS (COR 001) – Revision No.1

Timeline of Negotiations:

SFMTA, Barnard Impregilo Healy JV (BIH) and Synergy Project Management (SPM) held a meeting on August 7th, 2012 to negotiate the final cost for COR 001. Representing the SFMTA were Sarah Wilson, Resident Engineer; Matt Hembd, Field Contracts Administrator; Kristie Leong, Office Engineer and Ken Barnhart, Senior Estimator. Representing the contractor BIH was Jack Sucilsky, Project Engineer and representing the subcontractor SPM was Donovan Gilliland, Project Manager and Ryan Ellenburg, Project Manager.

On May 8th, 2012 SFMTA received COR 001 from BIH on behalf of their subcontractor Synergy Project Management (SPM) titled "AWSS Conflict with low pressure Water Line @ Harrison/Fourth Street." This COR was followed by meetings and further revisions to the COR and the parties agreed to a cost on August 7th, 2012. The cost was finalized when the COR was re-issued on August 13th, 2012 to include BIHJV Payment & Performance Bonds & Builder's Risk Insurance.

Time Impact Associated with COR No. 001:

BIH asserts that the additional work performed under COR No. 001 extends the contract duration and affects the substantial completion date. A Time Impact Analysis (TIA) was submitted under COR 008.

Negotiated Cost

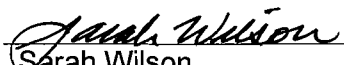
\$16,906.56

Cost Analysis

The potential net value of additions to the contract scope is \$16,906.56.

By: 
Ben Campbell
Barnard Impregilo Healy JV

12/7/12
Date

By: 
Sarah Wilson
Resident Engineer



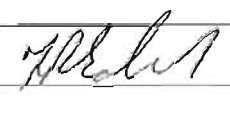


12/10/12
Date

ITEM #	DISCUSSION	ACTION BY DUE DATE
3-	<p>1252 – M. Benson and Sarah Wilson presented COR 001 AWSS Conflict with Low Pressure Water at Harrison - Evaluation for Merit, which is in accord with CM Procedures. Existing low pressure 12" waterline line is shown on the contract drawing to be 3" north of an existing 12" AWSS "T" fitting. During excavation required for the AWSS removal and relocation it was discovered that the existing water line was actually further south than indicated on the drawings. In addition the Program's Estimating team prepared a cost estimate for review. The CMB questioned what took so long to receive notification from the Contractor? The RE responded that the reason was due to an administration hold up; being the proper "Change Order Request Form" was not given to the Contractor in a timely manner. The CMB also questioned if the dollar amount is only for the delta and not the entire work; since it is not additional work. The RE confirmed the cost estimate being analyze is only for the delta. A final cost estimate price has not been negotiated Contractor. The CMB was in agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount "Not to Exceed" \$16,900. A time impact analysis relating to this work has been received under COR 008 (see attached).</p>	
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5-	<p>1252 – M. Benson and Sarah Wilson presented COR 003 AT&T Vault conflict w/ 42" RCP Sewer Main - Evaluation for Merit. Existing AT&T vault and duct bank conflicted with the installation of the 35 linear feet of 42" RCP required as show in the contract drawings. This item is reimbursable from AT&T. In addition the Program's Estimating team prepared a cost estimate for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount "Not to Exceed" \$21,089, an amount to be reimbursed by AT&T. A time impact analysis relating to this work has been received under COR 008 (see attached).</p>	
6-	<p>1252 – M. Benson and Sarah Wilson presented – COR 010 MOS – Demolition PG&E Duct Bank - Evaluation for Merit. PG&E requested the demolition of concrete duct bank and manhole1495, located just north of the north Moscone headwall to facilitate their removal of the city 911 fiber optic cables. This item has a "Not to Exceed" value of \$5K and is reimbursable by PG&E. The Engineer's cost estimate was not available for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR (see attached).</p>	
7-	<p>1252 – M. Benson and Sarah Wilson presented – COR 029 MOS – Todco Scaffolding Reimbursement - Evaluation for Merit. Utility demolition and guidewall construction for the north Moscone headwall could not commence until neighboring business Todco's scaffolding was removed. The scaffolding was not anticipated or indicated on the contract drawings and was properly submitted through SFDPW. The Engineer's cost estimate was not available for review. The final cost estimate has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR the value of the change is \$1,717 (see attached).</p>	
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Comment [HM1]: COR 001 AWSS Conflict w/ Low Pressure Water; "NTE" = \$16,900

CMB Change No.: **CMB - 0092**

Initial Implementing Change Control Procedure No.: **1252 - COR - 003**

GENERAL			
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)
Affected Disciplines:	Excavation and Ground Support Utility		
Impacts of Change	AT&T Vault Conflict-4th & Harrison		
	Change Order Request (COR 003) Amount Not To Exceed \$21,089		
<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			
	Signatures		Date
Senior Program Manager:	Agree with the Change	Disagree with the Change	
Deputy Program Manager:			1-16-13
PM Project Services:			1/16/2013
PM Project Development/Delivery:			1/16/2013
SFMTA O & M Manager:			
SFMTA Safety and Security			16 JAN '13
SFCTA PMO			
<u>Comments</u>			

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV

EVALUATION of MERIT

COR 003

Recommendation: Accept justification for merit of COR 003. The existing AT&T vault and duct bank were not correctly shown on the contract drawings, and interfered with contract installation work related to the sewer main. Additional effort was needed to accomplish the contract work.

Facts: During excavation at the intersection of Fourth St. and Harrison St., BIH's subcontractor Synergy Project Management (SPM) discovered that an existing AT&T vault and duct bank conflicted with the installation of the 35 lineal feet of 42" RCP required as shown on contract drawing SW-5, Rev. 0.

Rationale for COR: AT&T inspector David Gibbons field verified the conflict and approved the removal of a portion of the vault and duct bank to ensure the completion of the sewer main. This approval was documented in the responses to RFIs 49, 49.1, and 49.2.

Justification: The following additional activities were required to be performed in order to complete the installation of the sewer main: chip away the duct bank concrete encasement, chip away a portion of the vault's NE corner, concrete disposal, new construction of the vault's NE wall and new construction of the concrete encasement surrounding the duct bank.

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

By: *Sarah Wilson* 10/10/12
Sarah Wilson Date
Resident Engineer

BW 10/10/12
Configuration Management Board Date
Approval

*As authorized by the CMB at Mtg #97
10/10/12*

Hembd, Matthew

From: Wilson, Sarah H (SFMTA)
Sent: Wednesday, September 19, 2012 4:51 PM
To: Hembd, Matthew
Subject: FW: 1252 COR #003

Categories: Red Category

FYI

From: HUYNH, HUAN C [mailto:hh2621@att.com]
Sent: Friday, September 07, 2012 11:29 AM
To: Wilson, Sarah H (SFMTA)
Cc: Benson, Mark; Barnhart, Kenneth J
Subject: RE: 1252 COR #003

Sarah,

AT&T agrees to the change order request. Please proceed with the invoice.

Thanks
Huan

From: Wilson, Sarah H (SFMTA) [mailto:Sarah.Wilson@sfmta.com]
Sent: Thursday, August 16, 2012 9:54 PM
To: HUYNH, HUAN C
Cc: Benson, Mark; Barnhart, Kenneth J
Subject: 1252 COR #003

Huan:

Attached is an electronic copy of the change order request I provided to you today. Please review and let me know if AT&T agrees to this change order request. If you would like any additional information, just let me know.

Please note that the COR mentions a possible time impact, which we are evaluating separately. If we determine that the time impact has merit and is attributable to AT&T, we will let you know.

Regards,
Sarah

From: Jack Sucilsky [jack.sucilsky@barnard-inc.com]
Sent: Thursday, August 16, 2012 2:14 PM
To: Wilson, Sarah H (SFMTA)
Cc: Hembd, Matthew; Leong, Kristie
Subject: RE: COR #003

Sarah,

See attached COR #003. One force account was illegible in the previous submission, fa tag 4053, and this was replaced. Synergy's lab-mat sheet was scanned in color. Please forward to AT&T.

Thanks,



From: Wilson, Sarah H (SFMTA) [<mailto:Sarah.Wilson@sfmta.com>]
Sent: Thursday, August 16, 2012 1:13 PM
To: 'Jack Sucilsky'
Cc: Hembd, Matthew; Leong, Kristie
Subject: RE: COR #003

Jack,

I am providing a hard copy of this COR to AT&T today; however, could you try to get a slightly better scan? Some of the force account tags are illegible. In addition, SPM's labor and material detail makes reference to items marked in yellow, but there are none visible.

I'd like a better electronic copy to send to AT&T.

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

From: Jack Sucilsky [<mailto:jack.sucilsky@barnard-inc.com>]
Sent: Wednesday, August 15, 2012 10:15 AM
To: Wilson, Sarah H (SFMTA)
Cc: Barnhart, Kenneth J; 'Matthew Hembd'; Leong, Kristie; Washington, Marlon D; ben.campbell@barnard-inc.com; beau.blume@barnard-inc.com; 'Alessandro Tricamo'; Hawk, William
Subject: COR #003

Sarah/Matt,

Attached is the COR #003 (LB – ATT Vault Conflict with 42 inch RCP Sewer Main) package. I know that only the BIH cover page was requested, but I thought it would be more beneficial if I updated the entire package and submitted



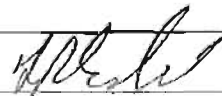

complete. This way the SFMTA can review and forward to AT&T as needed. A hard copy of this package is currently being delivered to Marlon.

Thanks,



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Comment [HM1]: COR 003 AT&T Vault Conflict-4th & Harrison; "NTE" = \$21,089

GENERAL			
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)
Affected Disciplines:	Excavation and Ground Support		
Impacts of Change	Oil filled pipe @ Launch Box		
	Change Order Request (COR 003) Amount Not To Exceed \$10,000		
<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	Date
Senior Program Manager:			1-16-13
Deputy Program Manager:			1/16/2013
PM Project Services:			
PM Project Development/Delivery:			1/16/2013
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			16 JAN '13
	<i>Comments</i>		

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 007

Recommendation: Accept justification of Merit for the costs associated with COR 007 - Launch Box - Oil Filled Pipe. Costs for the removal, abatement and disposal of the oil filled pipe shall be considered for compensation under and in accordance with Bid Item GE-8 - Environmental Mitigation Allowance.

Facts: The Contractor discovered a six inch diameter oil filled pipe on 06/05/12 during utility demolition activities at the Launch Box location on the west side of Fourth St. between Stillman and Bryant Streets. The pipe was not shown on the contract drawings.

The Contractor completed removal and disposal of the pipe by 06/08/12. The Contractor did not submit a request for time extension for this work. We have done our own evaluation and concur that no time extension is warranted.

Contractor Rationale for COR: The Contractor incurred costs during the removal, abatement and disposal of the oil filled pipe and is seeking reimbursement for these environmental mitigation costs.

Justification: Additional work and costs were incurred by the Contractor to handle and dispose of the oil filled pipe. Our inspector's daily reports depict this additional work, noting manpower, materials and equipment. In accordance with technical specifications section 01-20-00 an allowance has been established to pay for Environmental Mitigation as needed and directed by the City.

Change Type: (2) Unforeseen Condition

By: *Sarah Wilson*
Sarah Wilson
Resident Engineer

1/16/13
Date

[Signature]
Configuration Management Board
Approval

1-16-13
Date

MEETING # 110

At the RE's direction, and to avoid stopping contract work,

notified the RE he does not intend to

Estimate Summary

General Scope:

This estimate pertains to an oil filled pipe discovered at the West side of the launch box. A specialty contractor is necessary to remove this material as it was deemed hazardous.

Detailed Scope:

1. 6/5 Load contaminated materials on truck, seal pipe (4175)
2. 6/7 Contain ends of oil pipe, install add'l plastic (4177)
3. 6/8 Remove oil pipe (4182)

	Labor	Equipment	Material/Sub	Mark Ups	Total
Cost Summary:	\$ 1,561.67	\$ 918.68	\$ 5,478.10	\$ 1,433.07	\$ 9,391.52

List of attached documents:

- Detailed estimate
- Material sheet
- FA tags 4175, 4177, 4182
- Quote from specialty contractor

No.	Activity	Hourly rates:								Labor totals									Equipment Totals	
		Days	Foreman/OE (G3) \$ 71.60	Operating Engineer (H3-A) \$ 66.39	Laborer \$ 53.09	Laborer \$ 0.00	Labor Resource \$ 0.00	Labor Resource \$ 0.00	Labor Resource \$ 0.00		Work Truck \$ 33.12	Dump truck - 3-axle \$ 66.43	Excavator \$ 87.49	Equipment \$ 0.00	Equipment \$ 0.00	Equipment \$ 0.00	Equipment \$ 0.00	Equipment \$ 0.00		Equipment \$ 0.00
1	6/5 Load contaminated materials on truck, seal pipe (4175)	0.4375	1	1	3.56					\$ 1,144.93	2	0.32	1							\$ 612.46
2	6/7 Contain ends of oil pipe, install add'l plastic (4177)	0.125	1		2					\$ 177.78	1	0.16								\$ 43.75
3	6/8 Remove oil pipe (4182)	0.25		1	1					\$ 238.96	1	0.16	1							\$ 262.48
4																				
13	Total									\$ 1,561.67										\$ 918.68

Labor	\$	1,561.67
Material	\$	78.10
Equipment	\$	918.68
AMG Quote	\$	5,400.00
SPM - Markup on 2nd Tier Sub - 5%	\$	270.00
1st Tier Sub OH&P - 15%	\$	383.77
1st Tier Sub Bond/Insurance - 2.14%	\$	184.30
Prime - Markup - 5%	\$	439.83
Prime - Bond/Insurance - 1.68%	\$	155.17
Total Amount	\$	9,391.52

Assumptions:

Shift Duration: 8hrs

9/12/2012


Kenneth Barnhart


Charles Dombrowski

**Engineer's Estimate
 Contract No. 1252 - Tunnel
 Change Order Request - 07**

Material	Qty.	Unit	Unit Price	Extension
6 mil Polyethylene (Roll 20 x 100)	1	Roll	\$ 70.68	\$ 70.68
				\$ -
				\$ -
				\$ -
Sales Tax 8.5%				\$ 6.01
Shipping 2%				\$ 1.41
Total				\$ 78.10

2nd Tier Sub Quote

\$ 5,400.00

www.discountvisqueen.com,



[larger image](#)

**6 Mil BLACK Polyethylene Sheeting (Poly/visqueen)
 \$70.68**

6 Mil BLACK Polyethylene Sheeting available in: 20x100

Polyethylene Sheeting

Contact us for bulk pricing! 1-800-227-8479

BLACK Polyethylene sheeting has no UV protection but is great for protecting areas or enclosing temporary portions of your workshop. Great for Asbestos or Mold Abatement.

Poly rolls must be shipped via common carrier. Bulk ordering is available.

- Model: 6 Mil BLACK Poly 20x100

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. **4175**
 DATE PERFORMED 6/5/12
 DATE OF REPORT 6/6/12

The following work was performed for this reporting the use of the Labor Force, Materials, Equipment, Special Trades and Services (List Below)

Work Description: ENCOUNTERED PIPE FULL OF BLACK LIQUID. DRAINED LIQUID INTO EXCAV AND LOADED INTO DUMP TRUCK. SEALED PIPE ENDS.

NAME (FIRST, LAST)	HOURS	
	ST	OT
<u>Michael K</u>	<u>3 1/2</u>	
<u>John [unclear]</u>	<u>3 1/2</u>	
<u>[unclear]</u>	<u>3 1/2</u>	
<u>[unclear]</u>	<u>3 1/2</u>	
<u>[unclear]</u>	<u>3 1/2</u>	
<u>[unclear]</u>	<u>3 1/2</u>	
<u>[unclear]</u>	<u>2</u>	

Material	QU	Comments
<u>ROLL OF PLASTIC</u>	<u>1EA</u>	

Service/Subcontractor	QU	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker	<u>1</u>	<u>3 1/2</u>	
Mini Excavator			
Large Excavator	<u>2</u>	<u>3 1/2</u>	
Dump Truck	<u>2</u>	<u>3 1/2</u>	
End Dump			
Foreman's Truck	<u>2</u>	<u>3 1/2</u>	
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street			
Traffic Barriers	<u>175</u>	<u>3 1/2</u>	

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates			
Shoring			
Generator			
Air Compressor			

Impacted/Delayed Equipment	QU	Comments

Notes: HE WAS NOTIFIED OF THIS FINDING

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed out on the end of the day the work was performed? Yes No
 SFMTA signatory below acknowledges verification of labor, equipment, material, and service values under terms and quantities only. Cost and contract amounts are subject to review and certification for compliance with contract terms and scope of work. Any costs determined not to be allowable for project shall be deducted from the report prior to final issuance.
 Prepared by: RVAN ELLENBURG Date: 6/6
PAUL WEN Date: 6/6/12
 SFMTA Engineer Approval: [Signature] Date: 6/6/12

PROJECT NO: CN 1232
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4177

DATE PERFORMED: 6/11/12

DATE OF REPORT: 6/11/12

The following work was performed this date requiring the use of the Labor Force, materials, equipment, Special Forces and Services listed herein.

Work Description: *Work on tunnel at 1st St*

NAME (FIRST, LAST)	HOURS	
	ST	OT
<i>Michael A. [unclear]</i>		1
		1
<i>[unclear]</i>		1
		1
<i>[unclear]</i>		1
		1
<i>[unclear]</i>		
<i>[unclear]</i>		
<i>[unclear]</i>		

Material	Q/U	Comments
<i>1000' of [unclear]</i>		

Services/Subcontractor	Q/U	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/ Breaker	<i>1</i>	<i>X</i>	<i>S</i>
Mini Excavator			
Large Excavator			
Dump Truck	<i>1</i>		<i>1</i>
End Dump			
Foreman's Truck	<i>1</i>	<i>1</i>	
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street			
Trilon Barriers			

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates			
Shoring			
Generator			
Air Compressor			

Impacted/Delayed Equipment	Q/U	Comments

Does this work require equipment? Yes No

Notes: *Excavator is in use. Dump Truck is in use for 1st St. To determine classification.*

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed out at the end of the day for the work was performed? Yes No

SFMTA signature below acknowledges verification of labor, equipment, material and services/subcontractor return and quantities only. Costs and contract documents are subject to review and confirmation for compliance with contract terms and scope of work. Any items determined not to be allowable for payment shall be deducted from the report prior to final report.

Prepared by: *[Signature]* Date: *6/11/12*
 SFMTA Engineer/Inspector: *[Signature]* Date: *6/11/12*

PROJECT NO. CN 1232
 PROJECT NAME: Central Subway Tunnel
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. **4182**

DATE PERFORMED 11/11/11

DATE OF REPORT 11/11/11

The following work was performed this date regarding the job at the Labor Force, standby, equipment, special permits and services listed below.

Work Description: Removal of pipe from trench

NAME (FIRST, LAST)	HOURS	
	ST	OT
<u>Ken Jones</u>		<u>2</u>
<u>Thurston M. I.</u>		<u>2</u>
	ST	
	OT	
	ST	
	OT	
	ST	
	OT	
	ST	
	OT	

Material	QU	Comments

Service/Subcontractor	QU	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker			
Mini Excavator			
Large Excavator <u>Mitsubishi</u>	<u>1</u>	<u>2</u>	
Dump Truck	<u>1</u>		<u>2</u>
End Dump			
Foreman's Truck	<u>1</u>	<u>2</u>	
Tool/Fuel Truck			
Sewer/Cutter w/ Truck			
Sewer/Cutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street			
Trailer Barriers			

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates			
Shoring			
Generator			
Air Compressor			

Impacted/Delayed Equipment	QU	Comments

Does owner want to immobilize equipment? Yes No

Notes:

SFMTA inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed 100% at the end of the day the work was performed? Yes No
 SFMTA approves below acknowledging verification of labor, equipment, material, and service/hour/minute hour and quantities only. Cost and contract allowability are noted to review and confirmation for compliance with contract items and scope of work. Any work determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Prepared by Ken Alexander Date 11/11/11
 SFMTA Inspector [Signature] Date 11/11/11



Asbestos Management Group of California, Inc.
 Asbestos, Lead, Mold Remediation,
 and Demolition
 # 586844, A, B, C-2, C-21
 ASB (DOSH 271), HAZ

July 11, 2012

Mr. Ryan Ellenburg
 Synergy project Management, Inc.
 30 Grant Avenue, Suite 300
 San Francisco, CA 94108

Re: Oil Pipe Cleanup 4th Street @ Harrison S.F.

Asbestos Management Group of California, Inc. (AMG) is pleased to provide you with a price quotation for the removal, clean up, and disposal material located at the above referenced project. Below please find AMG's scope of work, qualifications and pricing for your review.

Scope of Work

AMG will clean up of all oil and oil residue from stockpiled piping onsite and dispose of piping and drums of oil substance and debris.

Qualifications

- AMG will utilize HEPA equipment and PPE during to removal.
- Work to be done in 1 phases/mobilizations.
- All debris generated by our work to be properly packaged and disposed of at an approved disposal facility.

Exclusions

1. Adherence to Specifications, procedures or other requirements submitted to AMG after the execution of this proposal.
2. Any additional work, costs, or expenses due to delays caused by the Client and/ or others which are beyond the control of AMG.
3. Costs for additional and/ or unforeseen work caused by existing floors, walls, slabs, ceilings or other portions of the property not observed prior to the execution of this proposal.
4. Removal of hazardous materials that is non-visible, inaccessible or quantified in this proposal.
5. Clearance Sampling

Pricing

Total price for abatement is:\$ 5,400.00

If there are any questions or further information required please don't hesitate to contact us. Thank you in advance for your assistance as well as for the opportunity, we look forward to working with you.

Sincerely,

The Asbestos Management Group of California, Inc.

Andres Arce Rubio Estimator

COR 007									
No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (EE-C)	Summary of Delta	Negotiation Position	
Labor	1	6/5 Load contaminated materials on truck, seal pipe (4175)	0.4375	0.4375	\$ 1,295.79	\$ 1,144.93	\$ (150.86)	Engineer's estimate uses built-up rates based upon prevailing wage rates; Contractor's rates are higher for specific employee's	
	2	6/7 Contain ends of oil pipe, install add'l plastic (4177)	0.125	0.125	\$ 197.74	\$ 177.78	\$ (19.96)	Engineer's estimate uses built-up rates based upon prevailing wage rates; Contractor's rates are higher for specific employee's	
	3	6/8 Remove oil pipe (4182)	0.25	0.25	\$ 277.62	\$ 238.96	\$ (38.66)	Engineer's estimate uses built-up rates based upon prevailing wage rates; Contractor's rates are higher for specific employee's	
Equipment	1	6/5 Load contaminated materials on truck, seal pipe (4175)	.4375	0.4375	\$ 726.71	\$ 612.46	\$ (114.25)	Engineer's estimate uses \$87.49/hr for an excavator; Contractor uses \$120.13/hr for an excavator	
	2	6/7 Contain ends of oil pipe, install add'l plastic (4177)	.125	0.125	\$ 43.75	\$ 43.75	\$ (0.00)		
	3	6/8 Remove oil pipe (4182)	.25	0.25	\$ 327.76	\$ 262.48	\$ (65.28)	Engineer's estimate uses \$87.49/hr for an excavator; Contractor uses \$120.13/hr for an excavator	
				Material	\$ 321.89	\$ 78.10	\$ (243.79)	Engineer's estimate has a quote for \$70.68 per roll while contractor uses \$145.43/roll of visqueen	
				Markup LM&E - 15%	\$ 478.69	\$ 383.77	\$ (94.92)		
				2nd Tier Subs	\$ 5,400.00	\$ 5,400.00	\$ -	The second tier subcontractors quote was applied in this estimate as it was deemed to be fair and reasonable. Documentation for this quote is attached.	
				Markup - 5%	\$ 270.00	\$ 270.00	\$ -		
				Sub. Bond/Insurance 2.14%	\$ 199.87	\$ 184.30	\$ (15.57)		
				Prime Markup - 5%	\$ 476.99	\$ 439.83	\$ (37.16)		
				Prime Bond/Insurance 1.68%	\$ 168.28	\$ 155.17	\$ (13.11)		
				Prime Markup - 5%	\$ 8.41		\$ (8.41)	Contractor incorrectly added 5% markup on B/I	
				Total	\$ 10,193.52	\$ 9,391.52	\$ (802.00)		
				RE recommended NTE amount:	\$ 10,000.00		\$ 608.48	Difference of \$604.48 between the Engineer's Estimate and the "Not to Exceed" amount is for settling equipment and material rate discrepancies between Engineer's Estimate and Contractor's proposal.	

CHANGE ORDER REQUEST NUMBER 007

SFMTA Contract No. 1252
Central Subway Tunneling

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

SUMMARY RECORD OF NEGOTIATIONS (COR #007)

Timeline of Negotiations:

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

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

The negotiated cost was calculated as follows:

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

Time Impact Associated with COR No. 007:


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

Negotiated Cost

\$9,979.81

Cost Analysis



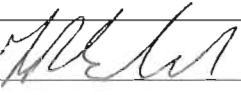

The net value of additions to the contract scope is \$9,979.81.

By:  _____ 9/28/12
Ben Campbell Date
Barnard Impregilo Healy JV

By:  _____ 9/28/12
Sarah Wilson Date
Resident Engineer

CMB Change No.: **CMB – 0094**

Initial Implementing Change Control Procedure No.: **1252 – COR - 010**

GENERAL			
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)
Affected Disciplines:	Excavation and Ground Support		
Impacts of Change	MOS - Demo PGE duct bank / SF City 911 fiber optic line		
	Change Order Request (COR 010) Amount Not To Exceed \$4,915.54		
Contract(s) Directly Affected by this Proposed Change:			
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	Date
Senior Program Manager:			1-16-13
Deputy Program Manager:			1/16/2013
PM Project Services:			
PM Project Development/Delivery:			1/16/2013
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			16 Jan 13
	Comments		

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV

EVALUATION of MERIT

COR 010

Recommendation: Accept justification for merit of COR 010. PG&E requested the demolition of concrete duct bank and manhole 1495 to facilitate the removal of city 911 fiber optic cable which crossed the north Moscone headwall.

Facts: PG&E requested the demolition of concrete duct bank and manhole 1495, located just north of the north Moscone headwall as indicated on UT-402, Rev. 0, to facilitate their removal of the city 911 fiber optic cable.

Rationale for COR: This demolition was requested by Michael Lightstone of PG&E and a not to exceed amount of \$5,000 was established by PG&E for this work.

Justification: The following additional activities were required to be performed in order to complete the manhole and duct bank demolition: traffic control, concrete demolition disposal, and patching.

By: *Sarah Wilson* 10/10/12
Sarah Wilson Date
Resident Engineer

BH 10/10/12
Configuration Management Board Date
Approval

*As authorized by the CMB @ Mtg #917
ON 10/10/12.*

CHANGE ORDER REQUEST NUMBER 010

SFMTA Contract No. 1252
Central Subway Tunneling

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

SUMMARY RECORD OF NEGOTIATIONS (COR 010) – Revision No.1

Timeline of Negotiations:

SFMTA, Barnard Impregilo Healy (BIH) and Synergy Project Management (SPM) held a meeting on August 23rd, 2012 to negotiate the final cost for COR 010. Representing the SFMTA were Mark Benson, Construction Manager; Matt Hembd, Field Contracts Administrator, Kristie Leong, Office Engineer, Ken Barnhart, Assistant Project Engineer and Charles Dombrowski, Senior Estimator. Representing the contractor BIH was Jack Sucilsky, Project Engineer and representing the subcontractor SPM was Donovan Gilliland, Project Manager and Ryan Ellenburg, Project Manager.

On July 13th, 2012 SFMTA received COR 010 from BIH on behalf of their subcontractor Synergy Project Management (SPM) titled "Moscone - Demo PGE Duct Banks & SF City Fiber Optic Lines." This COR was followed by meetings and further revisions to the COR and the parties agreed to a cost on August 23rd, 2012. The negotiated cost was based on the revision to the estimate included within the COR which was received by SFMTA on August 15th, 2012. The cost was finalized when the COR was re-issued on October 9th, 2012 to remove BIH markup on Payment & Performance Bonds & Builder's Risk Insurance.

Time Impact Associated with COR No. 010:

COR No. 010 does not extend the contract duration or affect the substantial completion date. A Time Impact Analysis (TIA) will not be submitted for this COR.


Negotiated Cost

\$ 4,915.54

Cost Analysis

The potential net value of additions to the contract scope is \$4,915.54.

By:  12/7/12
Ben Campbell
Barnard Impregilo Healy JV
Date

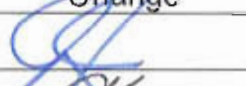

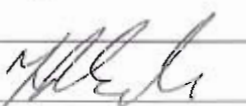

By:  12/10/12
Sarah Wilson
Resident Engineer
Date

ITEM #	DISCUSSION	ACTION BY DUE DATE
3-	1252 – M. Benson and Sarah Wilson presented COR 001 AWSS Conflict with Low Pressure Water at Harrison - Evaluation for Merit, which is in accord with CM Procedures. Existing low pressure 12” waterline line is shown on the contract drawing to be 3” north of an existing 12” AWSS “T” fitting. During excavation required for the AWSS removal and relocation it was discovered that the existing water line was actually further south than indicated on the drawings. In addition the Program’s Estimating team prepared a cost estimate for review. The CMB questioned what took so long to receive notification from the Contractor? The RE responded that the reason was due to an administration hold up; being the proper “Change Order Request Form” was not given to the Contractor in a timely manner. The CMB also questioned if the dollar amount is only for the delta and not the entire work; since it is not additional work. The RE confirmed the cost estimate being analyze is only for the delta. A final cost estimate price has not been negotiated Contractor. The CMB was in agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount “Not to Exceed” \$16,900. A time impact analysis relating to this work has been received under COR 008 (see attached).	
4-	1252 – M. Benson and Sarah Wilson presented COR 002 Additional AWSS restraining @ 4 th & Harrison - Evaluation for Merit. During excavation AWSS relocation at intersection of 4 th and Harrison Street Contractor uncovered a section of pipe North of the AWSS “T” fitting which was unrestrained and badly rusted. In addition the Program’s Estimating team prepared a cost estimate for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount “Not to Exceed”\$45K. A time impact analysis relating to this work has been received under COR 008 (see attached).	
5-	1252 – M. Benson and Sarah Wilson presented COR 003 AT&T Vault conflict w/ 42” RCP Sewer Main - Evaluation for Merit. Existing AT&T vault and duct bank conflicted with the installation of the 35 linear feet of 42” RCP required as show in the contract drawings. This item is reimbursable from AT&T. In addition the Program’s Estimating team prepared a cost estimate for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount “Not to Exceed” \$21,089, an amount to be reimbursed by AT&T. A time impact analysis relating to this work has been received under COR 008 (see attached).	
6-	1252 – M. Benson and Sarah Wilson presented – COR 010 MOS – Demolition PG&E Duct Bank - Evaluation for Merit. PG&E requested the demolition of concrete duct bank and manhole1495, located just north of the north Moscone headwall to facilitate their removal of the city 911 fiber optic cables. This item has a “Not to Exceed” value of \$5K and is reimbursable by PG&E. The Engineer’s cost estimate was not available for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR (see attached).	
7-	1252 – M. Benson and Sarah Wilson presented – COR 029 MOS – Todco Scaffolding Reimbursement - Evaluation for Merit. Utility demolition and guidewall construction for the north Moscone headwall could not commence until neighboring business Todco’s scaffolding was removed. The scaffolding was not anticipated or indicated on the contract drawings and was properly submitted through SFDPW. The Engineer’s cost estimate was not available for review. The final cost estimate has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR the value of the change is \$1,717 (see attached).	
8-	1252 – M. Benson and Sarah Wilson presented Change Order Request No. 2; Summary Record of Negotiations - Reduction in the UMS activity durations for review (Trend #16). The Contractor provided a markup of the record of negotiations (see attached). In the	

Comment [HM1]: COR 010 MOS – Demo PGE duct bank / SF City 911 fiber optic line; “NTE” = \$5,000

CMB Change No.: CMB - 0095

Initial Implementing Change Control Procedure No.: 1252 - COR - 011

GENERAL						
Proposed Change Sponsor:	<u>S. Wilson</u>	Received by CMB:	<u>01/16/2013</u> (Date)			
Affected Disciplines:	<u>Excavation and Ground Support</u>					
Impacts of Change	<u>MOS - Traffic Signal line re-route south headwall</u>					
	Change Order Request (COR 0011) Amount Not To Exceed \$37,500					
Contract(s) Directly Affected by this Proposed Change:						
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>1-16-13</u>			
Deputy Program Manager:			<u>1/16/2013</u>			
PM Project Services:						
PM Project Development/Delivery:			<u>1/16/2013</u>			
SFMTA O & M Manager:						
SFMTA Safety and Security						
SFCTA PMO			<u>16 JAN 13</u>			
<i>Comments</i>						

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 011 ~~5175~~

Recommendation: Accept justification of Merit for COR 011, for re-routing traffic signal lines at the Moscone south headwall. ~~A time extension has not been requested for this work. Costs for standby related to this work have been evaluated under COR 017.~~ *There is no time extension for this work. COR 17, which includes standby costs related to this work, was rejected via Letter No. 021 on 12/03/12.*

Facts: During utility demolition excavation at the Moscone south headwall BIH's subcontractor, Synergy Project Management (SPM) discovered three existing live traffic signal conduits which ran lengthwise across the planned headwall. Drawing UD-403, Rev. 1 shows the existence of one live traffic signal line which crosses the southwest corner of the headwall and another live traffic signal line approximately 5' to 6' south of the headwall. The drawing requires that BIH maintain active utilities so these lines would need to be protected in place during construction. *(SHW; 1/14/13)*

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

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

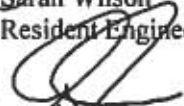
Justification: The contract documents do not accurately depict the location of the existing traffic signal box and conduit. The field location of the utilities prohibited SPM from performing any utility demolition or guide wall work. Utility relocation was necessary in order for the utility demolition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

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

By:


Sarah Wilson
Resident Engineer

12/4/12
Date


Configuration Management Board
Approval

12-4-12
Date

CHANGE ORDER REQUEST NUMBER 011

SFMTA Contract No. 1252
Central Subway Tunneling

Contractor: Barnard Impregilo Healy JV
420 Fourth Street
San Francisco, CA 94107

SUMMARY RECORD OF NEGOTIATIONS (COR 011) - Revision No.1

Timeline of Negotiations:

SFMTA, Barnard Impregilo Healy JV (BIH) and Synergy Project Management (SPM) held a meeting on July 24th, 2012 to negotiate the final cost for COR 011. Representing the SFMTA were Sarah Wilson, Resident Engineer; Matt Hembd, Field Contract Administrator; Kristie Leong, Office Engineer and Ken Barnhart, Senior Estimator. Representing the contractor BIH/JV was Beau Blume, Project Engineer and representing the subcontractor SPM was Donovan Gilliland, Project Manager and Ryan Ellenburg, Project Manager.

At the request of SFMTA, on July 6th, 2012 BIH sent a lump sum estimate in response to RFI No.00110 on behalf of their subcontractor Synergy Project Management (SPM) titled "Moscone -Traffic Signal line Reroute South Headwall." This estimate was later officially designated COR 011. As a result of negotiations this COR was followed by further revisions and the parties agreed to a cost on July 24th, 2012. The negotiated cost was based on a revision of the COR estimate prepared by SPM on July 24th, 2012 and the estimate prepared by the SFMTA. SPM estimated the cost of the work to be approximately \$39,000 including markup. The SFMTA estimated the work to cost approximately \$36,000 which was within 8% of BIH's estimate. Due to the relatively small difference between the two estimates SFMTA and BIH/SPM made a verbal agreement to split the difference to arrive at \$37,500. The COR was later revised on July 31st, 2012 to reflect this amount.

Time Impact Associated with COR No. 011:

COR No. 011 does not extend the contract duration or affect the substantial completion date. A Time Impact Analysis (TIA) will not be submitted for this COR.

Negotiated Cost

\$37,500.00

Cost Analysis

The potential net value of additions to the contract scope is \$37,500.00.

By: 
Ben Campbell
Barnard Impregilo Healy JV




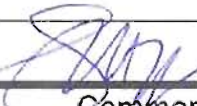
12/7/12
Date

By: 
Sarah Wilson
Resident Engineer

12/10/12
Date

ITEM #	DISCUSSION	ACTION BY DUE DATE
	for approval will be brought back to the CMB next week. <i>08/01 Status: Supplemental analysis was revised incorporating CMB comments. The Engineers estimated has been completed and a revised schedule was received from BIH. This CMod was approved contingent upon incorporating corrections to backup documentation as required by and documented in CMB meeting. AGREE – CMB 0073. Incorporation of specific language will be made by the Contract Administrator on the final executed CMod.</i>	
1- 07/25/12	1250 – M. Benson presented CMod #20 (parts 1, 2 and 3 of 3) Unilateral Change for consideration of additional costs associated with Time for Archeological Discoveries. The first two parts have been presented to the CMB already. Part 3 is a new item for additional Overhead/Indirect Cost during the Archeological Delay. The Contractor concurs with the completion date however; the start date of the delay remains to be in disagreement. The Resident Engineering preformed a schedule analysis. Additionally time related overhead cost compensation to the Contractor for 47 calendar days based on the original contract option baseline and review of all the IDR's shows what the as built schedule is. The CMB recommend the CMod be revised to add some cost for Equipment Standby which the Contractor is entitled to. Also to write and overview of modification history in the supplemental analysis. The RE will need to do an evaluation of what he believes the equipment cost value is. This item will be brought back to the CMB for review to be brought to the SFMTA Board of Directors for approval. <i>08/01 Status: This item was not on this week agenda therefore was not discussed.</i>	MB 08/08/12
2- 07/25/12	1251– M. Benson and Mike Acosta presented for discussion and concurrence to proceed. The Folsom Street Bypass – Negative Feed Trend #67. This contract change is for the installation of additional MUNI OCS facilities. Contract 1252 construction drawings required the existing OCS on 4 th Street be taken down therefore there is not enough capacity to power the new OCS, requiring additional OCS infrastructure negative feeder using (GRS) conduit, riser conduits and pole bands. A special traffic signal pole with a mass arm needs to be purchased, which is being tracked by a separate trend. The CMB requested all remaining CN1251 potential trends be lump together as one CMod. This item will be brought back to the CMB for review to be brought to the SFMTA Board of Directors for approval. <i>08/01 Status: This item was not on this week agenda therefore was not discussed.</i>	MB 08/08/12
3- 07/25/12	1252 – M. Benson and Sarah Wilson presented MOS Traffic Signal re-route cost proposal for re-routing the traffic signal cable for review (Trend #15). This work will require a new trench to be excavated south of the south headwall limits and new conduits and traffic cables will be installed in the new trench. This cost change will give authorization to the Contractor as a "Do Not Exceed Value" of \$40K. The CMB requested the PCC look into the hourly rate/daily rate for the triton barrier also to find out what the 1.5% payroll tax item is (what are we paying for)? This COR will be brought back to the next CMB meeting as a contract modification for approval. <i>08/01 Status: The RE gave a status update to Trend #15, reporting the potential change order now may include standby time associated with this change. A revised CMod will be develop to include cost for potential standby time and brought back to the CMB for review.</i>	MB 08/08/12
1	The Trend/Change log was reviewed as an update to be posted to the EDMS, highlighting potential contract changes to CN1252.	

Comment [HM1]: COR 011 MOS – Traffic Signal line re-route south headwall; "NTE" = \$40,000

GENERAL			
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)
Affected Disciplines:	Excavation and Ground Support		
Impacts of Change	MOS -Archaeological Standby North Headwall		
	Change Order Request (COR 0012) Amount Not To Exceed \$16,892.26		
Contract(s) Directly Affected by this Proposed Change:			
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	Date
Senior Program Manager:			1-16-13
Deputy Program Manager:			1/16/2013
PM Project Services:			
PM Project Development/Delivery:			1/16/2013
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			16 JAN 13
Comments			

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 012

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

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

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

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

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

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

 _____ 12-11-12
Configuration Management Board Date
Approval

Estimate Summary

Scope/Background:

This estimate shows the cost incurred due to extra work performed by Synergy Project Management (SPM) upon the discovery of archaeological artifacts at the Moscone North Headwall. This estimate was compiled by extending the following force account tags:

- 4214 (07/02/2012)
- 4216 (07/03/2012)
- 4217 (07/05/2012)
- 4219 (07/06/2012)


Stakeholders: SFMTA, BIH, SPM

Date of occurrence: 07/02/2012 - 07/06/2012

List of attached documents:

- Estimate comparison
- Detailed Estimate
- Materials list
- Force account tags


Estimate Prepared By: Kenneth Barnhart


Estimate Checked By: Charles Dombrowski

No.	Activity	Hourly rates:																		Equipment Totals
		Days	\$ 71.60	\$ 71.60	\$ 53.09	\$ 53.09	\$ 53.09	\$ 0.00	\$ 0.00	\$ 39.12	\$ 72.16	\$ 42.26	\$ 66.43	\$ 63.79	\$ 20.41	\$ 130.13	\$ 2.17	\$ 9.48	\$ 4.07	
		Manry R (G3)	Rene T (G3)	Juan M (J3)	Thurman M (J3)	Sergio H (J3)	Labor Resource	Labor Resource	Labor totals	Foreman Truck	Backhoe	Breaker Attachment	3-Axle Truck	Mini Excavator	Traffic Control	Excavator	Shoring	Steel Piles	Tribon Barriers	
1	FA Tag 4234	0.4375	1	1	1	1	0	0	\$ 1,058.65	0.14	0.00	0.00	0.16	0.0	1.0	0.18	0.0	4.0	25.0	\$ 689.39
2	FA Tag 4236	1	0	1	0	0.75	0.25	0	\$ 997.52	0.14	0.12	0.23	0.32	0.0	1.0	1.0	0.0	4.0	0.0	\$ 1,781.91
3	FA Tag 4237	1	0	1	0	1	1	0	\$ 1,427.34	0.14	0.12	0.23	0.16	0.18	1.0	0.18	3.0	4.0	51.0	\$ 2,713.28
4	FA Tag 4239	1	0	1	0	0	1	0	\$ 997.52	1.0	0.12	0.23	0.16	0.18	1.0	0.18	3.0	4.0	51.0	\$ 2,941.19
13	Total								\$ 4,475.93											\$ 8,125.74

Labor	\$	4,475.93
Material	\$	191.74
Equipment	\$	8,125.74
2nd Tier Sub	\$	-
Markup on 2nd Tier Sub - 5%	\$	-
1st Tier Sub OH&P - 15%	\$	1,919.01
1st Tier Sub Bond/Insurance - 2.14%	\$	5314.85
Prime - Markup - 5%	\$	751.36
Prime - Bond/Insurance - 1.68%	\$	\$265.08
Total Amount	\$	16,043.71

Assumptions:

Shift Duration: 8hrs


 Estimated by: Kenneth Barnhart

8/22/2012


 Checked By: Charles Oombrowski

8/22/2012

Material	Qty.	Unit	Unit Price	Extension
Plywood sheet 1-1/8" CDX 4'x8'	4	ea	\$ 44.18	\$ 176.72
				\$ -
				\$ -
				\$ -
			Sales Tax 8.5%	\$ 15.02
Total				\$ 191.74

2nd Tier Sub Quote \$ -

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4214
 DATE PERFORMED 7/11/12
 DATE OF REPORT 7/11/12

The following work was performed during the use of the Labor Force, Material, Equipment, Services/Subcontractors listed herein.

Work Description: Stand by @ N Borne N headwall due to archaeological & pumping causing a delay

NAME (FIRST, LAST)	HOURS
Manny R. ✓	ST 5
Ken A.	ST 5
Rene J. ✓	ST 5
Juan M. ✓	ST 5
Thurman M. ✓	ST 5
Sergio H. ✓	ST 5

Material	QU	Comments
NO SUPERINTENDENTS		
3.5 HOURS ONLY		

Services/Subcontractors	QU	Comments
SEE NOTES		

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker	1		1.5
Mini Excavator			
Large Excavator ✓	1		1.5
Dump Truck ✓	2		1.5
End Dump			
Foreman's Truck ✓	2		1.5
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street ✓	1		1.5
Triton Barriers ✓	75		1.5

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4		1.5
Shoring			
Generator			
Air Compressor			
Impacted/D			

THIS FA TAG ALSO INCL. EQUIPMENT ON STANDBY @ 5 MOS DUE TO TS LINE. THAT AREA HAD:
 1 EA BACKHOE W/ BREAKER
 1 EA DUMP TRUCK
 1 EA FOREMAN TRUCK
 50 EA TRITON BARRIERS
 4 EA STEEL PLATES.
 EQUIPMENT SPLIT UP SINCE THE TS LINE DELAY + ARCH-EDOLOGICAL WORK ARE ON SEPARATE COPS.

Notes: * SPM ENCOUNTERED MIDDEN AT 9:30 AM. SPM STOPPED WORK AT THEIR OWN DISCRETION. RE DIRECTED SPM TO CONTINUE WORKING. SPM STARTED WORKING AT 12:30 PM

SFMTA Inspector was called before work was commenced? Yes No

Daily Force Account Report was filled out by the end of the day the work was performed? Yes No

SFMTA signature below acknowledges verification of labor, equipment, material, and services/subcontractor hours and quantities only. Costs and contract availability are subject to review and confirmation for compliance with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final settlement.

Shannon Chino 7/11/12
 Prepared by Ken Alexander

Roberto Hernandez 7/11/12
 SFMTA Engineer/Inspector Date

SFMTA - Third Street Light Rail Phase 2 Central Subway

Daily Force Account Field Report

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4216
 DATE PERFORMED 7/3/12
 DATE OF REPORT 7/3/12

The following work was performed during the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein.

Work Description: Stand by @ N. please N. headwall due to archaeological findings.

NAME (FIRST, LAST)	HOURS
Rene J. ✓	ST 8 OT
Thurman M. ✓	ST 6 OT
Sergio H. ✓	ST 2 OT
	ST OT
	ST OT
	ST OT

Material	Q/U	Comments

Services/Subcontractor	Q/U	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker ✓	1		8
Mini Excavator			
Large Excavator ✓	1	8	
Dump Truck ✓	2		8
End Dump			
Foreman's Truck ✓	1		8
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street ✓	1	8	
Trilon Barriers			

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4	8	
Shoring			
Generator			
Air Compressor			

Impacted/Delayed Equipment	Q/U	Comments

Does owner want to demobilize equipment? Yes No

Notes:

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed out on the day and of the day the work was performed? Yes No
 SFMTA signature below acknowledges verification of labor, equipment, material, and services/subcontractor hours and quantities on this report. Cost paid to contractor is subject to review and confirmation for compliance with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Prepared by: Shannon Lefina Date: 7/11/12
 SFMTA Engineer/Inspector: Gabriel Fernandez Date: 7/11/12

SFMTA - Third Street Light Rail Phase 2 Central Subway

Daily Force Account Field Report

PROJECT NO. GN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4217
 DATE PERFORMED 7/5/12
 DATE OF REPORT 7/6/12

The following work was performed on [] days requiring the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein.

Work Description: Stand by due to archaeological findings @ 11 guide wall in station

NAME (FIRST, LAST)	HOURS
Rene J. ✓	ST 8
Thurman M. ✓	ST 8
Suziott ✓	ST 8
Ken A.	OT 4
	OT
	ST
	OT
	ST
	OT

Material	Q/U	Comments
4 Sheets plywood		

NO SUPERINTENDENTS *GH*

Services/Subcontractor	Q/U	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker JS50103 ✓	1		8
Mini Excavator ✓	1		8
Large Excavator W37E87 ✓	1		8
Dump Truck 8V23813 ✓	1		8
End Dump			
Foreman's Truck ✓	1	8	
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street <i>4th</i>	1	8	
Trilon Barriers ✓	51	8	

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4	8	
Shoring ✓	3	8	
Generator			
Air Compressor			

Impacted/Delayed Equipment	Q/U	Comments

Does owner want to demobilize equipment? Yes No

Notes:

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filled out at the end of the day the work was performed? Yes No

Prepared by *Shannon Bruno 7/6/12*
 For *Ken Alexander*

SFMTA Engineer/Inspector: *Gabrielle Hernandez 7/6/12*
 Date

SFMTA - Third Street Light Rail Phase 2 Central Subway

Daily Force Account Field Report

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4219
 DATE PERFORMED 7/11/12
 DATE OF REPORT 7/11/12

The following work was performed during the day involving the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein.

Work Description: Stam by due to arches tunnel findings @ N. guide wall (TV beam section)

NAME (FIRST, LAST)	HOURS
Rene J. ✓	ST 8 OT
Sergio H. ✓	ST 8 OT
Ken A	ST 4 OT
	ST OT
	ST OT
	ST OT

Material	QU	Comments
4 sheets of plywood		
NO SUPERINTENDENTS		

Services/Subcontractor	QU	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker J55C403 ✓	1		8
Mini Excavator ✓	1		8
Large Excavator W67EPT ✓	1		8
Dump Truck 8V23813 ✓	1		8
End Dump			
Foreman's Truck ✓	1	8	
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street Ahh	1	8	
Triton Barriers	51	8	

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4	8	
Shoring ✓	3	8	
Generator			
Air Compressor			

Impacted/Delayed Equipment	QU	Comments

Does owner want to demobilize equipment? Yes No

Notes:

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed out at the end of the day the work was performed? Yes No
 SFMTA signature below acknowledges verification of labor, equipment, material, and services/subcontractor hours and quantities only. Costs and contract liability are subject to review and confirmation for compliance with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Prepared by Shannon Guino 7/11/12
 or Ken Alexander
 Gabriel Fernandez 7/11/12
 SFMTA Engineer/Inspector Date

COR 012									
No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (EE-C)	Summary of Delta	Negotiation Position	
Labor	1	FA Tag 4214	0.44	0.4375	\$ 1,177.93	\$ 1,058.65	\$ (119.29)	The labor rates were adjusted to align with SFMTA built up labor rates in lieu of an approved labor submittal.	
	2	FA Tag 4216	1	1	\$ 1,110.47	\$ 997.52	\$ (112.95)	The labor rates were adjusted to align with SFMTA built up labor rates in lieu of an approved labor submittal.	
	3	FA Tag 4217	1	1	\$ 1,581.92	\$ 1,422.24	\$ (159.68)	The labor rates were adjusted to align with SFMTA built up labor rates in lieu of an approved labor submittal.	
	4	FA Tag 4219	1	1	\$ 1,110.46	\$ 997.52	\$ (112.94)	The labor rates were adjusted to align with SFMTA built up labor rates in lieu of an approved labor submittal.	
Equipment	1	FA Tag 4214	.44	0.4375	\$ 703.35	\$ 689.39	\$ (13.96)	A different excavator was used to extend the force account tags as the make and model was not noted on the FA tag.	Rate should be \$142.51 per hour as it was agreed that a larger excavator was used.
	2	FA Tag 4216	1	1	\$ 1,960.85	\$ 1,781.92	\$ (178.93)	A different excavator was used to extend the force account tags as the make and model was not noted on the FA tag.	Rate should be \$142.51 per hour as it was agreed that a larger excavator was used.
	3	FA Tag 4217	1	1	\$ 3,024.89	\$ 2,713.28	\$ (311.61)	A different excavator was used to extend the force account tag hours as the make and model was not noted on the FA tag. The contractor used incorrect counting and/or pricing on their shoring extension.	Same comment as above. Also the standby rate for the Foreman's Truck was mistakenly used on the EE and should be replaced with 8 production hours to match what was shown on FA tag no.4217.
	4	FA Tag 4219	1	1	\$ 3,024.89	\$ 2,941.15	\$ (83.74)	A different excavator was used to extend the force account tag hours as the make and model was not noted on the FA tag. The contractor used incorrect counting and/or pricing on their shoring extension.	Rate should be \$142.51 per hour as it was agreed that a larger excavator was used.
				Material	\$ 391.15	\$ 191.74	\$ (199.41)	The engineer's estimate at the time of negotiation neglected to include 4 pieces of plywood shown on the force account tags provided.	8 ea. pieces of plywood were shown in the force account tags provided in the Contractor's proposal. The engineer's estimate at the time of negotiation neglected to include 4 ea. pieces of plywood. It was agreed that a total of eight pieces would be included in the negotiated costs.
				Markup LM&E - 15%	\$ 2,112.89	\$ 1,919.01			
				2nd Tier Subs	\$ -	\$ -			
				Markup - 5%	\$ -	\$ -			
				Sub. Bond/Insurance 2.14%	\$ 346.65	\$ 314.85			
				Prime Markup - 5%	\$ 827.27	\$ 751.36			
				Prime Bond/Insurance 1.68%	\$ 291.86	\$ 265.08			
				Markup on Bonding and Insurance 5%	\$ 14.59	\$ -		Contractor included an incorrect markup	
				Total	\$ 17,679.18	\$ 16,043.71	\$ (1,635.47)		
RE recommended NTE amount:						\$ 16,892.96	\$ 849.25	Difference of \$849.25 between the Engineer's Estimate and the "Not to Exceed" amount is to account for an increase in the excavator rate, increase in the Foreman's truck usage and increase in plywood material quantity.	

Barnard Impregilo Healy JV

TRANSMITTAL

No. 00538

PO BOX 78270
San Francisco, CA 94107

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

PROJECT: Contract 1252 - Tunnels

DATE: 8/16/2012

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

REF: COR #012
MOS - Archaeological Impacts
@ north west headwall

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 type="checkbox"/> Other:	<input type="checkbox"/> Separate Cover Via:	<input type="checkbox"/> Due Date:

ITEM NO.	COPIES	DATE	ITEM NUMBER	REV. NO.	DESCRIPTION	STATUS
1	1	8/16/2012			COR #012 package	NEW

Remarks: Attached is one (1) hard copy of change order request (COR) #012 (MOS - Archaeological Impacts @ northwest headwall).

CC:

Signed:


Jack William Sucilsky



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

8/16/2012

COR 012: MOS - Archaeological Impact @ northwest headwall

Conflict - T&M Mark-up Summary

	Total
Direct Costs	
Labor	\$0.00
Labor Markup at Specified 15%	\$0.00
Equipment	\$0.00
Equipment Markup at Specified 15%	\$0.00
Materials	\$0.00
Materials Markup at Specified 15%	\$0.00
Other Items And Expenditures	\$0.00
Other Items And Expenditures Markup at Specified 15%	\$0.00
Subcontractors	\$16,545.45
Contractors Markup at Specified 5%	\$827.27
Total Project Costs	<u>\$17,372.72</u>
BIHJV Payment & Performance Bonds & Builder's Risk Insurance (1.68%)	\$281.86
Contractors Markup at Specified 5%	\$14.59
Total Bonds & Insurance costs	<u>\$306.45</u>
 Total Amount	 <u>\$17,679.18</u>



BARNARD IMPREGILO HEALY JOINT VENTURE

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

CHANGE ORDER REQUEST

Third Street Light Rail Phase 2 – Central Subway Project
Contract No. 1252

COR: 012

DATE: August 15, 2012

TITLE: MOS - Archaeological Impact @ northwest headwall

Issues:

This Change Order Request (COR) is for additional cost incurred by Synergy Project Management, Inc. (Synergy) as a result of finding archaeological artifacts, midden, at the Moscone north headwall.

Impacts:

The discovery of midden caused Synergy's equipment to maintain in-active and also resulted in additional work for Synergy crews and equipment as they provided support to the archaeological team during the excavation and removal of midden at this location. All work was performed in accordance with the SFMTA's RE instruction.

Scope:

This COR includes costs estimated to perform the additional work outlined above. A detailed breakdown of these costs includes:

1.) In-active Synergy equipment:

The discovery of midden at the Moscone north headwall caused Synergy's equipment to remain in-active while an archaeological team excavated and removed the findings complete.

2.) Support to archaeological team:

Synergy crews provided assistance to the archaeological team in the form of assistance with the excavation, handling and removal of midden.

Time Impact Analysis (TIA):

BIHJV will not to submit a TIA for this differing site condition as these utility conflicts and field deficiencies did not impact the project's critical path.

Exclusions:

This COR includes costs for only those items specifically described in the Scope section above.

Synergy Project Management, Inc.

30 Grant Avenue, Suite 300
 San Francisco, CA 94108
 Phone (415) 467-3000
 Fax (415) 467-3001
 www.SynergyPM.com



SFMTA 1252 Utilities Relocation Project

Date: August 15, 2012

COR Title: MOS - Archeological Work @ Northwest Headwall

Change Order Request No. 12

Cost Summary	Direct Cost	Subtotal	Overhead & Profit	Total
Labor	\$4,980.78		15% \$747.12	\$5,727.90
Material	\$391.15		15% \$58.67	\$449.82
Equipment	\$8,713.98		15% \$1,307.10	\$10,021.07
Unit priced items	\$0.00		0% \$0.00	\$0.00
Permits & Fees	\$0.00		5% \$0.00	\$0.00
Subtotal	\$14,085.91			\$16,198.80
Bonds & Insurance	\$16,198.80		2.14% \$346.65	\$346.65
Total				\$16,545.45
Time Extension Requested (in working days):				N/A

1. Spec Reference:	GP-64 7.02 E
2. Drawing Reference:	MOS UD drawings
3. What (Description):	Support work and equipment on standby during the archeological survey at the NW MOS headwall. A team of archeologists working on extracting artifacts utilized SPM resources while other equipment was on standby. An RFI was sent in memorializing this, along with a subsequent Notice of Delay. Due to these differing conditions not shown on the bid documents, SPM's equipment has been on standby in the affected area during the first week of July. This has caused a cost delay due to SPM's equipment being on standby.
4. Where (Location):	MOS Northwest Headwall @ 4th b/w Howard & Folsom

		Hourly rates:																			
No.	Activity	Days	Manny Ramirez	Sergio Hurtado	Juan Macias	Rene Torres	Thurman McGowan	Labor totals	Foreman Truck	3-Axel Truck	Backhoe	Breaker only	Mini Excavator	Excavator	Road Signs	CMS	Arrow Board	Triton Barriers	Steel Plates	Shoring	Eqmt. Totals
			79.88	58.93	58.93	79.88	58.93		33.12	66.43	72.16	42.26	63.79	142.51	2.43	9.92	3.20	4.07	9.48	4.34	
1	Northwest Headwall														Traffic Control						
2	7/2 Archeological survey support and standby (4214)	0.44	1	1	1	1	1	1,177.93	0.14	0.16				0.18	3	1	1	25	4		703.35
3	7/3 Archeological survey support and standby (4216)	1		0.25		1	0.75	1,110.47	0.14	0.32	0.12	0.23		1	3	1	1			4	1,960.85
4	7/5 Archeological survey support and standby (4217)	1		1		1	1	1,581.92	1	0.16	0.12	0.23	0.18	0.18	3	1	1	51	4	3	3,024.89
5	7/6 Archeological survey support and standby (4219)	1		1		1		1,110.46	1	0.16	0.12	0.23	0.18	0.18	3	1	1	51	4	3	3,024.89
6								-													-
7								-													-
8								-													-
9								-													-
10								-													-
11								-													-
	Totals							4,980.78													8,713.98

Items in yellow are in conjunction with items billed to COR #017 (i.e. 1ea truck and 50ea barriers from this tag are included in the other COR @ the S MOS headwall).

No.	Materials	Days	Qty	Unit	Unit Price	Extension
1	Plywood (4217)		4.00	SHT	\$ 44.18	\$ 176.72
2	Plywood (4219)		4.00	SHT	\$ 44.18	\$ 176.72
3						
4						
6						
	Sub-total 1					\$ 363.44
	Sales Tax @ 8.5%					\$ 30.04
	Sub-total 2					\$ 383.48
	Shipping @ 2%					\$ 7.67
	Total					\$ 391.15
	Unit priced items / Force Account		ITEM	RATE	QTY	Extension
1						\$ -
2						\$ -
3						\$ -
4						\$ -
5						\$ -
6						\$ -
7						\$ -
8						\$ -
9						\$ -
10						\$ -
	Additional overhead Costs for Time Extension			\$ -		\$ -
	Total					\$ -
	Permits and Fees/ Subcontractors	Times	Qty	Unit	Unit Price	Extension
1						\$ -
2						\$ -
3						\$ -
4						\$ -
5						\$ -
	Total					\$ -

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4214
 DATE PERFORMED 7/11/12
 DATE OF REPORT 7/11/12

The following work was performed during the use of the Labor Force, Material, Equipment, Services/Subcontractors listed herein.

Work Description: Stand by @ N of N headwall due to archaeological & pumping causing a delay

NAME (FIRST, LAST)	HOURS
Manny R. ✓	ST 5
Ken A.	ST 5
Rene J. ✓	ST 5
Juan M. ✓	ST 5
Thurman M. ✓	ST 5
Sergio H. ✓	ST 5

Material	QU	Comments
NO SUPERINTENDENTS		
3.5 HOURS ONLY		

Services/Subcontractors	QU	Comments
SEE NOTES		

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker	1		1.5
Mini Excavator			
Large Excavator ✓	1		1.5
Dump Truck ✓	2		1.5
End Dump			
Foreman's Truck ✓	2		1.5
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street ✓	1		1.5
Triton Barriers ✓	75		1.5

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4		1.5
Shoring			
Generator			
Air Compressor			
Impacted/D			

THIS FA TAG ALSO INCL. EQUIPMENT ON STANDBY @ 5 MOS DUE TO TS LINE. THAT AREA HAD:
 1 EA BACKHOE W/ BREAKER
 1 EA DUMP TRUCK
 1 EA FOREMAN TRUCK
 50 EA TRITON BARRIERS
 4 EA STEEL PLATES.
 EQUIPMENT SPLIT UP SINCE THE TS LINE DELAY + ARCH-EDOLOGICAL WORK ARE ON SEPARATE COPS.

Notes: * SPM ENCOUNTERED MIDDEN AT 9:30 AM. SPM STOPPED WORK AT THEIR OWN DISCRETION. RE DIRECTED SPM TO CONTINUE WORKING. SPM STARTED WORKING AT 12:30 PM

SFMTA Inspector was called before work was commenced? Yes No

Daily Force Account Report was filled out by the end of the day the work was performed? Yes No

SFMTA signature below acknowledges verification of labor, equipment, material, and services/subcontractor hours and quantities only. Costs and contract availability are subject to review and confirmation for compliance with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final settlement.

Shannon Chino 7/11/12
 Prepared by Ken Alexander

Sergio Hernandez 7/11/12
 SFMTA Engineer/Inspector Date

SFMTA - Third Street Light Rail Phase 2 Central Subway

Daily Force Account Field Report

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4216
 DATE PERFORMED 7/3/12
 DATE OF REPORT 7/3/12

The following work was performed during the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein.

Work Description: Stand by @ N. please N. headwall due to archaeological findings.

NAME (FIRST, LAST)	HOURS
Rene J. ✓	ST 8 OT
Thurman M. ✓	ST 6 OT
Sergio H. ✓	ST 2 OT
	ST OT
	ST OT
	ST OT

Material	Q/U	Comments

Services/Subcontractor	Q/U	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker ✓	1		8
Mini Excavator			
Large Excavator ✓	1	8	
Dump Truck ✓	2		8
End Dump			
Foreman's Truck ✓	1		8
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street ✓	1	8	
Trilon Barriers			

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4	8	
Shoring			
Generator			
Air Compressor			

Impacted/Delayed Equipment	Q/U	Comments

Does owner want to demobilize equipment? Yes No

Notes:

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed out on the day and of the day the work was performed? Yes No
 SFMTA signature below acknowledges verification of labor, equipment, material, and services/subcontractor hours and quantities on this report. Cost paid to contractor availability is subject to review and confirmation for compliance with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Shannon L. Gino
 Prepared by _____ Date _____

Galvul Fernandez
 SFMTA Engineer/Inspector _____ Date 7/11/12

SFMTA - Third Street Light Rail Phase 2 Central Subway

Daily Force Account Field Report

PROJECT NO. GN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4217
 DATE PERFORMED 7/5/12
 DATE OF REPORT 7/6/12

The following work was performed on [] days requiring the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein.

Work Description: Stand by due to archaeological findings @ W guide wall in station.

NAME (FIRST, LAST)	HOURS
Rene J. ✓	ST 8
Thurman M. ✓	ST 8
Suziott ✓	ST 8
Ken A.	OT 4
	OT
	ST
	OT
	ST
	OT

Material	Q/U	Comments
4 Sheets plywood		

NO SUPERINTENDENTS *GH*

Services/Subcontractor	Q/U	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker JS50103 ✓	1		8
Mini Excavator ✓	1		8
Large Excavator W37E87 ✓	1		8
Dump Truck 8V23813 ✓	1		8
End Dump			
Foreman's Truck ✓	1	8	
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street <i>4th</i>	1	8	
Trilon Barriers ✓	51	8	

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4	8	
Shoring ✓	3	8	
Generator			
Air Compressor			

Impacted/Delayed Equipment	Q/U	Comments

Does owner want to demobilize equipment? Yes No

Notes:

SFMTA Inspector was called before work was commenced? Yes No

Daily Force Account Report was filled out at the end of the day the work was performed? Yes No

SFMTA signature below acknowledges verification of labor, equipment, material, and service/subcontractor hours and quantities only. Costs and correct billability are subject to review and confirmation by contractor with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Shannon Bruno 7/6/12
 Prepared by *Ken Alexander*

Gabrielle Hernandez 7/11/12
 SFMTA Engineer/Inspector Date

SFMTA - Third Street Light Rail Phase 2 Central Subway

Daily Force Account Field Report

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

REPORT NO. 4219
 DATE PERFORMED 7/11/12
 DATE OF REPORT 7/11/12

The following work was performed this day requiring the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein.

Work Description: Stam by due to arches tunnel findings @ N. guide wall (TV beam section)

NAME (FIRST, LAST)	HOURS
Rene J. ✓	ST 8 OT
Sergio H. ✓	ST 8 OT
Ken A	ST 4 OT
	ST OT
	ST OT
	ST OT

Material	QU	Comments
4 sheets of plywood		
NO SUPERINTENDENTS		

Services/Subcontractor	QU	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker J55C403 ✓	1		8
Mini Excavator ✓	1		8
Large Excavator W67EPT ✓	1		8
Dump Truck 8V23813 ✓	1		8
End Dump			
Foreman's Truck ✓	1	8	
Tool/Fuel Truck			
Sawcutter w/ Truck			
Sawcutter w/ Truck			
Traffic Control @ Intersection			
Traffic Control @ Street Att	1	8	
Triton Barriers	51	8	

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Steel Plates ✓	4	8	
Shoring ✓	3	8	
Generator			
Air Compressor			

Impacted/Delayed Equipment	QU	Comments

Does owner want to demobilize equipment? Yes No

Notes:

SFMTA Inspector was called before work was commenced? Yes No
 Daily Force Account Report was filed out at the end of the day the work was performed? Yes No
 SFMTA signature below acknowledges verification of labor, equipment, material, and services/subcontractor hours and quantities only. Costs and contract allowability are subject to review and confirmation for compliance with contract terms and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Prepared by Shannon Guino 7/11/12
 or Ken Alexander

Gabriel Fernandez 7/11/12
 SFMTA Engineer/Inspector Date



GOLDENSTATE
L U M B E R

601 Tunnel Ave
Brisbane, California 94005
415-468-1000

Quotation

Quote No 65410
Quote Date 07/17/2012
Expiration Date 08/16/2012
Customer 15474
Cust Reference
Job Code 101-3SYNP01
Delivery By 07/17/2012
Contact All Invoices Must Have Po# And
Contact Phone
Taken By Sal Escamilla
Sales Rep Sal Escamilla

Del To: Synergy Proj Mgmt -Misc
ATT BRIAN
San Francisco, CA, 94134

Bill To: Synergy Project Mgmt
30 Grant Avenue Suite 300
San Francisco, CA, 94108

*ATT -
BRIAN
1 PAGE.*



Page 1 of 1

Special Instructions	Notes

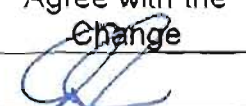

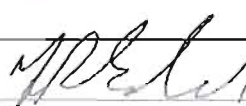

Line	Product Code	Quantity	Description	Ship Units	Price / Unit	Extension
1	11850	1	1-1/8 CDX 4X8 SE	32.000	1380.630 msf	44.18

Total Ship Units 0 of
0 of
32 of
0 ea

Subtotal	44.18
Tax%	8.250
Tax Amount	3.64
Total Amount	47.82

Signature _____

Purchaser agrees to be bound by all the terms and conditions located at <http://www.goldenstatelumber.com/gsterms.aspx> or ask your local branch for a copy, which may be modified from time to time.

GENERAL						
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)			
Affected Disciplines:	Excavation and Ground Support					
MOS - Todco scaffolding reimbursement						
Impacts of Change	Change Order Request (COR 0029) Amount Not To Exceed \$1,717.83					
<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						
Signatures						
	Agree with the Change	Disagree with the Change	Date			
Senior Program Manager:			1-16-13			
Deputy Program Manager:			1/16/2013			
PM Project Services:						
PM Project Development/Delivery:			1/16/2013			
SFMTA O & M Manager:						
SFMTA Safety and Security						
SFCTA PMO			16 JAN '13			
Comments						

SFMTA Contract No. 1252

Contractor: Barnard Impreglio Healy JV

EVALUATION of MERIT

COR 029

Recommendation: Accept justification for merit of COR 029. Scaffolding not indicated on the contract drawings interfered with contract utility demolition and guidewall installation for the north Moscone headwall.

Facts: Utility demolition and guidewall construction for the north Moscone headwall could not commence until neighboring business Todco's scaffolding was removed. The scaffolding was not anticipated or indicated on the contract drawings and was properly permitted through SFDPW.

Rationale for COR: The purpose of the scaffolding is protection of pedestrians during window removal and replacement during renovation of Todco's buildings. The scaffolding had to be removed to facilitate utility demolition and guidewall installation. (1252 construction was temporarily suspended for a three day period when window removal and replacement was being conducted by Todco's contractor.) When construction sequencing required that sidewalk pedestrian traffic be restored, the scaffolding had to be replaced.

Justification: The following additional activities were required to be performed in order to complete the utility demolition and guidewall installation: removal and replacement of Todco's scaffolding.

By: *Sarah Wilson* 10/10/12
Sarah Wilson Date
Resident Engineer

Barnard for 10/10/12
Configuration Management Board Date
Approval

*As authorized by the CMBA at Mtg # 79
on 10/10/12*

Estimate Summary

Scope/Background:

This estimate contains the cost for the removal and replacement of scaffolding equipment that was in conflict with the Northwest Moscone Headwall construction. The scope of work is for the removal and eventual replacement of a pedestrian canopy from the Northwest Moscone sidewalk in order to allow heawall construction to commence.

Stakeholders: 8IH, Fine Line Construction, SFMTA

Date of occurrence: 6/14/12

List of attached documents:

- Estimate Comparison
- Detailed Estimate



Estimate Prepared By: Charles Dombrowski



Estimate Checked By: Ken Barnhart

COR 029


		No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (EE-C)	Summary of Delta	Negotiation Position
Labor	1		Removal of Scaffolding		0.75	\$ 780.00	\$ 601.70	\$ (178.30)		
	2		Reinstallation 20' of pedestrian canopy		0.75	\$ 580.00	\$ 601.70	\$ 21.70		
Equipment	1		Removal of Scaffolding		0.75	\$ -	\$ 99.36	\$ 99.36		
	2		Reinstallation 20' of pedestrian canopy		0.75	\$ -	\$ 99.36	\$ 99.36		
						Material	\$ -	\$ -	\$ -	
						Markup LM&E - 15%	\$ 204.00	\$ 210.32		
						2nd Tier Subs	\$ -	\$ -		
						Markup - 5%	\$ -	\$ -		
						Sub. Bond/Insurance 2.86%	\$ 45.00	\$ 46.12		
						Prime Markup - 5%	\$ 80.45	\$ 82.93		
						Prime Bond/Insurance 1.68%	\$ 28.38	\$ 29.26		
						Total	\$ 1,717.83	\$ 1,770.74	\$ 52.91	

No.	Activity	Days	Hourly rates:								Labor totals	Work Truck	Hourly rates:								Equipment Totals	
			Laborer (\$3)	Labor resource	Labor resource	Labor resource	Labor resource	Labor resource	Labor resource	Labor resource			\$ 50.14	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 0.00
1	Removal of Scaffolding	0.75	2								\$ 601.70	0.5										\$ 99.36
2	Reinstallation 20' of pedestrian canopy	0.75	2								\$ 601.70	0.5										\$ 99.36
3																						
4	Total										\$ 1,203.40											\$ 198.72

Labor	\$ 1,203.40
Material	\$ -
Equipment	\$ 198.72
2nd Tier Sub	\$ -
Markup on 2nd Tier Sub - 5%	\$ -
1st Tier Sub OH&P - 15%	\$ 210.32
1st Tier Sub Bond/Insurance - 2.86%	\$ 46.12
Prime - Markup - 5%	\$ 82.93
Prime - Bond/Insurance - 1.68%	\$ 29.26
Total Amount	\$ 1,770.74

Assumptions:

Shift Duration: 8hrs


Estimated By: Charles Dombrowski 1/10/2013


Checked By: Ken Barnhart 1/10/2013

CHANGE ORDER REQUEST NUMBER 029

SFMTA Contract No. 1252
Central Subway Tunneling

Contractor: Barnard Impregilo Healy JV
420 Fourth Street
San Francisco, CA 94107

SUMMARY RECORD OF NEGOTIATIONS (COR 029) – Revision No.1

Timeline of Negotiations:

SFMTA and Barnard Impregilo Healy JV (BIH) held a meeting on 08/23/2012 to negotiate the final cost for COR 029. Representing the SFMTA were Mark Benson, Construction Manager; Kristie Leong, Office Engineer, Ken Barnhart, Assistant Project Engineer and Charles Dombrowski, Senior Estimator. Representing the contractor BIH was Jack Sucilsky, Project Engineer.

On 08/28/2012 SFMTA received COR 029 from BIH titled "MOS - Todco Scaffolding Reirnbusement." The parties agreed to a cost based on the original amount shown within the COR. The cost was finalized when the COR was re-issued on October 9th, 2012 to remove BIH markup on Payment and Performance Bonds and Builder's Risk Insurance.

Time Impact Associated with COR No. 029:

COR No. 029 does not extend the contract duration or affect the substantial completion date. A Time Impact Analysis (TIA) will not be submitted for this COR.

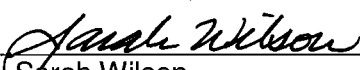
Negotiated Cost

\$1,717.83

Cost Analysis

The net value of additions to the contract scope is \$1,717.83

By:  12/7/12
Ben Campbell
Barnard Impregilo Healy JV
Date





By:  12/10/12
Sarah Wilson
Resident Engineer
Date

ITEM #	DISCUSSION	ACTION BY DUE DATE
3-	1252 – M. Benson and Sarah Wilson presented COR 001 AWSS Conflict with Low Pressure Water at Harrison - Evaluation for Merit, which is in accord with CM Procedures. Existing low pressure 12” waterline line is shown on the contract drawing to be 3” north of an existing 12” AWSS “T” fitting. During excavation required for the AWSS removal and relocation it was discovered that the existing water line was actually further south than indicated on the drawings. In addition the Program’s Estimating team prepared a cost estimate for review. The CMB questioned what took so long to receive notification from the Contractor? The RE responded that the reason was due to an administration hold up; being the proper “Change Order Request Form” was not given to the Contractor in a timely manner. The CMB also questioned if the dollar amount is only for the delta and not the entire work; since it is not additional work. The RE confirmed the cost estimate being analyze is only for the delta. A final cost estimate price has not been negotiated Contractor. The CMB was in agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount “Not to Exceed” \$16,900. A time impact analysis relating to this work has been received under COR 008 (see attached).	
4-	1252 – M. Benson and Sarah Wilson presented COR 002 Additional AWSS restraining @ 4 th & Harrison - Evaluation for Merit. During excavation AWSS relocation at intersection of 4 th and Harrison Street Contractor uncovered a section of pipe North of the AWSS “T” fitting which was unrestrained and badly rusted. In addition the Program’s Estimating team prepared a cost estimate for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount “Not to Exceed”\$45K. A time impact analysis relating to this work has been received under COR 008 (see attached).	
5-	1252 – M. Benson and Sarah Wilson presented COR 003 AT&T Vault conflict w/ 42” RCP Sewer Main - Evaluation for Merit. Existing AT&T vault and duct bank conflicted with the installation of the 35 linear feet of 42” RCP required as show in the contract drawings. This item is reimbursable from AT&T. In addition the Program’s Estimating team prepared a cost estimate for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR and concurred with the recommendation to negotiate for an amount “Not to Exceed” \$21,089, an amount to be reimbursed by AT&T. A time impact analysis relating to this work has been received under COR 008 (see attached).	
6-	1252 – M. Benson and Sarah Wilson presented – COR 010 MOS – Demolition PG&E Duct Bank - Evaluation for Merit. PG&E requested the demolition of concrete duct bank and manhole1495, located just north of the north Moscone headwall to facilitate their removal of the city 911 fiber optic cables. This item has a “Not to Exceed” value of \$5K and is reimbursable by PG&E. The Engineer’s cost estimate was not available for review. A final cost estimate price has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR (see attached).	
7-	1252 – M. Benson and Sarah Wilson presented – COR 029 MOS – Todco Scaffolding Reimbursement - Evaluation for Merit. Utility demolition and guidewall construction for the north Moscone headwall could not commence until neighboring business Todco’s scaffolding was removed. The scaffolding was not anticipated or indicated on the contract drawings and was properly submitted through SFDPW. The Engineer’s cost estimate was not available for review. The final cost estimate has not been negotiated with the Contractor. The CMB was agreement with the merit of the COR the value of the change is \$1,717 (see attached).	
8-	1252 – M. Benson and Sarah Wilson presented Change Order Request No. 2; Summary Record of Negotiations - Reduction in the UMS activity durations for review (Trend #16). The Contractor provided a markup of the record of negotiations (see attached). In the	

Comment [HM1]: COR 029 MOS – Todco scaffolding reimbursement; “NTE” = \$1,717

CMB Change No.: **CMB - 0098**

Initial Implementing Change Control Procedure No.: **1252 - COR - 041**

GENERAL			
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)
Affected Disciplines:	Excavation and Ground Support Utility		
Impacts of Change	LB Impacts due to live PG&E electrical lines (Flagngg)		
	Change Order Request (COR 0041) Amount Not To Exceed \$1,245		
<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	Date
Senior Program Manager:			1-16-13
Deputy Program Manager:			1/16/2013
PM Project Services:			
PM Project Development/Delivery:			1/16/2013
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			16 JAN '13
	<i>Comments</i>		

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 041

Recommendation: Accept Justification of Merit for COR 041 - providing a full time flagger for one night shift of work @ the intersection of the I-80 off-ramp. Reimbursement will be made part of the Form B process to recoup costs from PG&E.

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

Contractor Rationale for COR: The flagger was provided per the request of the SFMTA in order to facilitate PGE as required to finish the abandoning of the live power feed to the Launch Box area. The Contractor was directed to track the costs on Force account.

Partial closure of the street and I-80 off-ramp was required for PG&E to abandon their facilities, which represented a differing site condition that had to be removed in order for contract to proceed. (SHW; 1/16/13)

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

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

By: *Sarah Wilson*
Sarah Wilson
Resident Engineer

1/16/13
Date

[Signature]
Configuration Management Board
Approval

1-16-13
Date

Estimate Summary

Scope/Background:

This estimate encompasses flagging and traffic control to assist PG&E while they performed the abandonment of the existing live electrical lines at the launch box. This flagging assistance was approved by the RE prior to the performance of the work.

Stakeholders: SFMTA, BIH, SPM


Date of occurrence: 05/21/2012

List of attached documents:

- Detailed Estimate
- FA 4141 (21-May-12)



Estimate Prepared By: Ken Barnhart



Estimate Checked By: Charles Dombrowski


No.	Activity	Days	Hourly rates:								Labor totals	Hourly rates:						Equipment Totals			
			Operating Engineer (OE) (G3)*	Labor Resource	Labor Resource	Labor Resource	Labor Resource	Labor Resource	Labor Resource	Labor Resource		Work Truck	Changeable Message Boards	Arrow Board	Construction Signs	Equipment	Equipment		Equipment	Equipment	Equipment
1	FA 4141 (21-May-12)	1									\$ 541.89	\$ 33.12	\$ 9.92	\$ 3.20	\$ 7.29	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 428.24
2		0									\$ -										\$ -
3		0									\$ -										\$ -
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13	Total										\$ 541.89										\$ 428.24

Labor	\$	541.89
Material	\$	-
Equipment	\$	428.24
2nd Tier Sub	\$	-
Markup on 2nd Tier Sub - 5%	\$	-
1st Tier Sub OH&P - 15%	\$	145.52
1st Tier Sub Bond/Insurance - 2.14%	\$	523.87
Prime - Markup - 5%	\$	56.98
Prime - Bond/Insurance - 1.68%	\$	520.10
Total Amount	\$	1,216.60

Assumptions:

- A prevailing wage rate for a Group 3 Operator was used in lieu of a submitted rate for the person utilized for this work (Ken Alexander - General Foreman)

Estimated By:  Ken Barnhart
12/14/2012

Shift Duration: 8hrs
Checked By:  Charles Dombrowski
12/14/2012

COR 041								
No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (EE-C)	Summary of Delta	
Labor	1	FA 4141 (21-May-12)	1	1	\$ 563.84	\$ 541.89	\$ (21.95)	A different labor rate was used for the labor resource utilized as Ken Alexander were not included in the subcontractors labor rate submittal.
	2	Overtime Labor	0.5	0	\$ 281.92	\$ -	\$ (281.92)	No overtime labor was included in the engineers estimate because it was not shown on FA 4141
Equipment	1	FA 4141 (21-May-12)	1	1	\$ 264.96	\$ 428.24	\$ 163.28	The engineers estimate included a traffic control set up as noted on FA 4141. The subcontractors estimate neglected to include that equipment.
	2			0	\$ -	\$ -	\$ -	
				Material	\$ -	\$ -	\$ -	
				Markup LM&E - 15%	\$ 166.61	\$ 145.52	\$ (21.09)	
				2nd Tier Subs	\$ -	\$ -	\$ -	
				Markup - 5%	\$ -	\$ -	\$ -	
				Sub. Bond/Insurance 2.14%	\$ 27.33	\$ 23.87	\$ (3.46)	
				Prime Markup - 5%	\$ 65.23	\$ 56.98	\$ (8.26)	
				Prime Bond/Insurance 1.68%	\$ 23.01	\$ 20.10	\$ (2.91)	
				Total	\$ 1,392.91	\$ 1,216.60	\$ (176.31)	
							Difference of \$35.40 between the Engineer's Estimate and the "Not to Exceed" amount is to account for the discrepancy in Ken Alexander's Labor rate. The SUTA and FUTA tax rates were not included in the Engineer's rates. A 12% Workers Compensation rate was also used as compared to the contractor's rate of 14.25%.	
				RE recommended NTE amount:	\$ 1,252.00		\$ 35.40	14.25%.



**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

1/8/2013

COR 041: LB Impacts due to Live PGE electrical lines (Synergy flagging)

Conflict - LS Summary

Direct Costs

Labor	\$0.00
Labor Markup at Specified 15%	\$0.00
Materials	\$0.00
Materials Markup at Specified 15%	\$0.00
Equipment	\$0.00
Equipment Markup at Specified 15%	\$0.00
Other Items And Expenditures	\$0.00
Other Items And Expenditures Markup at Specified 15%	\$0.00
Subcontractors	\$1,304.66
Contractors Markup at Specified 5%	\$65.23
Total Project Costs	\$1,369.89
BIHJV Payment & Performance Bonds & Builder's Risk Insurance (1.68%)	\$23.01
Total Amount	\$1,392.91

CHANGE ORDER REQUEST FORM

CONTRACT 1252: Third Street Lightrail Program Phase 2 - Central Subway Project
Project Office Address: 420 Fourth Street San Francisco, CA 94107, PH (415) 546-0799, FAX (415) 546-3822

TITLE: COR # 041: LB Impacts due to PGE Live Electrical lines (Synergy flagging)

DIRECT COST IMPACTS:

The direct cost impacts are equal to \$1,392.91 as indicated on the COR cover page.

TIME IMPACTS:

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

WHAT (DESCRIPTION OF COR):

Synergy Project Management (SPM) was requested by Sarah Wilson (SFMTA) to provide a flagger and traffic control in the intersection of the I-80 off ramp near 4th and Bryant streets. This was required because PGE didn't have an approved traffic control plan or a certified flagger needed to work in the intersection of 4th/Bryant in order to enter the PGE vaults to determine live electrical feeds.

WHY (REASON FOR COR):

Flagging and traffic control per the request of Sarah Wilson.

WHERE (LOCATION/STATION):

I-80 off ramp near 4th and Bryant streets.

WHEN (OCCURRENCE DATE, ACTION DATE):

Flagging occurred on 5/21/12.

HOW (RECOMMENDATION OF ACTION):

SPM tracked the time and materials on force account tags.

SPEC REF: N/A

APPLICABLE DRAWINGS: N/A

PREPARED BY: Jack Sucilsky Project Engineer

January 8, 2013

Contractor's Representative (Name, Title)

DATE

Synergy Project Management, Inc.

30 Grant Avenue, Suite 300
 San Francisco, CA 94108
 Phone (415) 467-3000
 Fax (415) 467-3001
 www.SynergyPM.com



SFMTA 1252 Utilities Relocation Project

Date: December 20, 2012

COR Title: LB Impacts due to live PGE electrical lines (Synergy)

Change Order Request No. 41

Cost Summary	Direct Cost	Subtotal	Overhead & Profit	Total
Labor	\$845.76	15%	\$126.86	\$972.62
Material	\$0.00	15%	\$0.00	\$0.00
Equipment	\$264.96	15%	\$39.74	\$304.70
Unit priced items	\$0.00	0%	\$0.00	\$0.00
Permits & Fees	\$0.00	5%	\$0.00	\$0.00
Subtotal	\$1,110.72			\$1,277.33
Bonds & Insurance	\$1,277.33	2.14%	\$27.33	\$27.33
Total				\$1,304.66
Time Extension Requested (in working days):				TBD

1. Spec. Reference:	GP-64 7.02 E
2. Drawing Reference:	Launch Box UD drawings
3. What (Description):	SPM has had work delayed on 4th Street between Harrison and Bryant due to high-voltage PG&E lines not being de-energized. An Notice of Delay was sent in regards to this. Due to these differing conditions not shown on the bid documents, SPM's traffic barriers were on standby in the affected area for two days, and had to call in Ken Alexander to provide traffic control support work while PG&E de-energized the lines.
4. Where (Location):	4th b/w Harrison & Bryant

No.	Materials	Days	Qty	Unit	Unit Price	Extension
1						
2						
3						
4						
5						
	Sub-total 1					\$ -
	Sales Tax @ 8.5%					\$ -
	Sub-total 2					\$ -
	Shipping @ 2%					\$ -
	Total					\$ -
Unit priced items / Force Account			ITEM	RATE	QTY	Extension
1						\$ -
2						\$ -
3						\$ -
4						\$ -
5						\$ -
6						\$ -
7						\$ -
8						\$ -
9						\$ -
10						\$ -
	Additional overhead Costs for Time Extension			\$ -		\$ -
	Total					\$ -
Permits and Fees/ Subcontractors		Times	Qty	Unit	Unit Price	Extension
1						\$ -
2						
3						
4						
5						
	Total					\$ -

PROJECT NO. CN 1252
 PROJECT NAME: Central Subway Tunnels
 CONTRACTOR: Synergy Project Management, Inc.

COR #41

REPORT NO. 4141

DATE PERFORMED 5/21/12

DATE OF REPORT 5/22/12

The following work was performed (for date requiring the use of the Labor Force, Materials, Equipment, Special Forces and Services listed herein)

Work Description: TRAFFIC CONTROL SUPPORT WORK FOR PG+E
DE-ENERGIZING HIGH VOLTAGE LINES FOR CONST-
RUCTION OF 4TH ST. SOUTH END GUIDE WALLS (11 AM - 7 AM 5/22)

NAME (FIRST, LAST)	HOURS	
KEN ALEXANDER (GP)	ST	8
	OT	
	ST	
	OT	
	ST	
	OT	
	ST	
	OT	
	ST	
	OT	
	ST	
	OT	
	ST	
	OT	

Material	QU	Comments

Services/Subcontractor	Quantity	Units	Comments

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Backhoe w/Breaker			
Mini Excavator			
Dump Truck			
End Dump			
Foreman's Truck	1	8	
Tool/Fuel Truck			
Triton Barriers			
Sawcutter w/ Truck			
Traffic Control Generator	1	8	
Traffic Control Geary, Ellis, O'Farrell			
Steel Plates			
Shoring			

EQUIPMENT DESCRIPTION	Quantity	Active	Standby
Mini Komatsu w/Breaker			
Mini Komatsu w/Breaker			
40 K Komatsu w/Breaker			
New Holland Excavator			
Generator			
Chipping Gun			
Air Compressor			

SFMTA Notes: OK'D PER RE SARAH WILSON


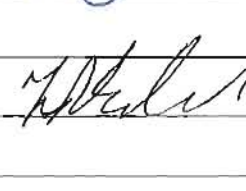

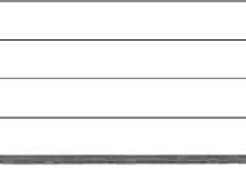
SFMTA Inspector was called before work commenced? YES NO
 Daily Force Account Report was filed on or at the end of the day the work was performed? YES NO
 Give a signature below acknowledging verification of labor, equipment, material, and service/subcontractor hours and quantities only. Costs and contract allowability are subject to review and confirmation by SFMTA in accordance with contract facts and scope of work. Any costs determined not to be allowable for payment shall be deducted from the report prior to final resolution.

Prepared by Shannon Cozno 5/22/12
 for Ken Alexander

Ben Hawk 5/22/12
 SFMTA Engineering Inspector

CMB Change No.: **CMB - 099**

Initial Implementing Change Control Procedure No.: **1252 - PCC - 001**

GENERAL			
Proposed Change Sponsor:	S. Wilson	Received by CMB:	01/16/2013 (Date)
Affected Disciplines:	Excavation and Ground Support		
Impacts of Change	Revisions to Moscone North Headwall Elevation (Top)		
	Change Order Request (PCC 001) Amount Not To Exceed \$20,500		
Contract(s) Directly Affected by this Proposed Change:			
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	Date
Senior Program Manager:			1-16-13
Deputy Program Manager:			1/16/2013
PM Project Services:			
PM Project Development/Delivery:			1/16/2013
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			16 JAN '13
	<i>Comments</i>		

Estimate Summary

Scope/Background:

- Revise (raise) top of North Headwall elevation at MOS by approximately 3'-6"
- Bottom of future roof slab elevation is changed from El. 1.25' to El. 4.75'
- Slurry wall reinforcement shall extend to bottom of future roof slab
- Sound concrete shall extended 3'-6" above the bottom of the future roof slab

Stakeholders: SFMTA & BIH

Date of occurrence: 10/22/12

List of attached documents:

- Comparison Sheet
- Detailed Estimate
- Materials List
- Dwg. ES-411

COR 052

No.	Activity Name	Days (C)	Days (EE)	Contractor (C)	Engineer's Estimate (EE)	Delta (EE-C)	Summary of Delta	Negotiation Position
Labor	1		0.5	\$ 2,783.83	\$ 1,271.70	\$ (1,512.13)	Engineer's estimate crew is half size of the contractor's crew for this estimate. Engineer believes 40 c.y. can be poured in half a day.	
	2		1	\$ 1,128.75	\$ 1,469.83	\$ 341.08	Engineer's estimate includes additional cost for fabricating rebar cage. Contractor only charged for re-detailing and not building the rebar cage	
	3		2.5	\$ 2,096.25	\$ 2,643.74	\$ 547.49	Engineer's estimate includes additional cost for fabricating rebar cage. Contractor only charged for re-detailing and not building the rebar cage	
	4		0.5	\$ 687.20	\$ 569.26	\$ (117.94)		
Equipment	1		0.5	\$ 1,862.04	\$ 1,864.96	\$ 2.92		
	2		1	\$ -	\$ -	\$ -		
	3		2.5	\$ -	\$ 542.80	\$ 542.80	Engineer's estimate includes additional cost for fabricating rebar cage. Contractor only charged for re-detailing and not building the rebar cage	
	4		0.5	\$ 2,847.50	\$ 2,246.20	\$ (601.30)	Contractor's estimate uses different (higher) equipment rates for mission pumps and water pumps	
				Material	\$ 6,037.50	\$ 5,184.55	\$ (852.95)	Engineer's estimate has quote for 6000 psi concrete of \$128.5/cy. Contractor uses flat \$150/c.y rate
				Markup LM&E - 15%	\$ 2,132.71	\$ 2,368.96		
				2nd Tier Subs	\$ -	\$ -		
				Markup - 5%	\$ 161.25	\$ -		
				Sub. Bond/Insurance 0.52%	\$ 102.63	\$ 94.44		
				Prime Markup - 5%	\$ 991.98	\$ 912.82		
				Prime Bond/Insurance 1.68%	\$ 349.97	\$ 322.04		
				Total	\$ 21,181.63	\$ 19,491.30	\$ (1,690.33)	
							Difference of \$1,008.70 between the Engineer's Estimate and the "Not to Exceed" amount is for settling crew size discrepancies between the Engineer's Estimate and Contractor's proposal in the "Concrete" activity.	
RE recommended NTE amount:				\$ 20,500.00		\$ 1,008.70		

No.	Activity	Hourly rates:																						Equipment Totals					
		Days	Operating Engineer (OE) (G2) \$ 71.16	Iron Worker \$ 66.09	Laborer (G1) \$ 51.54	Laborer (G2) \$ 51.66	Pile Driver (PD) (G2) \$ 72.28	Labor Resource \$ 0.00	Labor Resource \$ 0.00	Labor totals	Putzmeister S9070 2-axl \$ 44.85	APE Vibro Hammer \$ 145.26	Tremie Pipe \$ 5.68	Fork Lift Truck \$ 27.14	Skytrak 10042 Forklift \$ 56.63	500 KW Generator \$ 152.54	185CFM Air Compressor \$ 20.01	18,000 Gal Slurry Tank \$ 3.13	Auto Bentonite Mixer \$ 15.67	Derrick Desander 300M3 \$ 184.58	Electric 20' Container \$ 11.36	100HP VFD Pump Control Panel \$ 5.11	Mission Pump 3x4 R 40 HP \$ 5.11		Cat M322D Excavator Wheeled \$ 108.21	Cat 936 Loader \$ 72.79	Screwsucker Pump \$ 19.89	Water Pump Gould 40 HP \$ 3.41	
1	Concrete	0.5	2						\$ 1,271.70	1	1	2	1	1															\$ 1,864.96
2	Reinforcing in place #3 to #7	1		2	1				\$ 1,469.83																			\$ -	
3	Reinforcing in place #8 to #18	2.5		2					\$ 2,643.74				1															\$ 542.80	
4	Slurry Plant	0.5	2						\$ 569.26					1	1	1	7	1	1	1	1	1	6			3	1	\$ 2,246.20	
6	Total								\$ 5,954.53																			\$ 4,653.96	

Labor	\$ 5,954.53
Material	\$ 5,184.55
Equipment	\$ 4,653.96
2nd Tier Sub	\$ -
Markup on 2nd Tier Sub - 5%	\$ -
1st Tier Sub OH&P - 15%	\$ 2,368.96
1st Tier Sub Bond/Insurance - 0.52%	\$ 94.44
Prime - Markup - 5%	\$ 912.82
Prime - Bond/Insurance - 1.68%	\$ 322.04
Total Amount	\$ 19,491.30

Assumptions:

Shift Duration: 8hrs

Prevailing Labor Rates - SF

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

		Social Security	Medicare	FUTA	SUTA	SF Pay	WC	Vacation/Holiday	Other Fringes	
		6.20%	1.45%	0.00%	0.00%	1.50%	12.00%			Fully Burdened
Labor Resource										0
Carpenter	\$ 38.50	\$ 2.64	\$ 0.62	\$ -	\$ -	\$ 0.64	\$ 5.11	\$ 4.05	\$ 21.77	\$ 73.32
Cement Mason	\$ 28.65	\$ 2.09	\$ 0.49	\$ -	\$ -	\$ 0.51	\$ 4.05	\$ 5.14	\$ 16.82	\$ 57.76
Electrician (Inside Wireman)	\$ 54.87	\$ 3.72	\$ 0.87	\$ -	\$ -	\$ 0.90	\$ 7.20	\$ 1.64	\$ 23.95	\$ 93.15
Flag Person	\$ 26.89	\$ 1.82	\$ 0.43	\$ -	\$ -	\$ 0.44	\$ 3.52	\$ 2.48	\$ 14.62	\$ 50.20
Iron Worker	\$ 33.00	\$ 2.29	\$ 0.54	\$ -	\$ -	\$ 0.55	\$ 4.43	\$ 3.92	\$ 21.37	\$ 66.09
Laborer (G1)	\$ 26.89	\$ 1.82	\$ 0.43	\$ -	\$ -	\$ 0.44	\$ 3.52	\$ 2.48	\$ 15.96	\$ 51.54
Laborer (G2)	\$ 26.99	\$ 1.83	\$ 0.43	\$ -	\$ -	\$ 0.44	\$ 3.54	\$ 2.48	\$ 15.96	\$ 51.66
Operating Engineer (OE) (G2)	\$ 36.24	\$ 2.48	\$ 0.58	\$ -	\$ -	\$ 0.60	\$ 4.79	\$ 3.70	\$ 22.77	\$ 71.16
Operating Engineer (OE) (G3)	\$ 34.76	\$ 2.38	\$ 0.56	\$ -	\$ -	\$ 0.58	\$ 4.62	\$ 3.70	\$ 22.77	\$ 69.36
Pile Driver (PD) (G2)	\$ 37.17	\$ 2.53	\$ 0.59	\$ -	\$ -	\$ 0.61	\$ 4.90	\$ 3.70	\$ 22.77	\$ 72.28
Plumber Utility Pipe Fitter	\$ 51.00	\$ 3.18	\$ 0.74	\$ -	\$ -	\$ 0.77	\$ 6.16	\$ 0.30	\$ 29.65	\$ 91.80
Teamster	\$ 27.43	\$ 1.83	\$ 0.43	\$ -	\$ -	\$ 0.44	\$ 3.55	\$ 2.15	\$ 20.42	\$ 56.26
Traffic Control Person I	\$ 27.19	\$ 1.84	\$ 0.43	\$ -	\$ -	\$ 0.45	\$ 3.56	\$ 2.48	\$ 14.62	\$ 50.57
Traffic Control Person II	\$ 24.69	\$ 1.68	\$ 0.39	\$ -	\$ -	\$ 0.41	\$ 3.26	\$ 2.48	\$ 14.62	\$ 47.54
Scaffold / Shoring Erector	\$ 38.65	\$ 2.65	\$ 0.62	\$ -	\$ -	\$ 0.64	\$ 5.12	\$ 4.05	\$ 21.77	\$ 73.50
Elevator Mechanic/Constructor	\$ 57.29	\$ 3.77	\$ 0.88	\$ -	\$ -	\$ 0.91	\$ 7.29	\$ 3.44	\$ 23.84	\$ 97.41
Elevator Mechanic Helper	\$ 40.10	\$ 2.70	\$ 0.63	\$ -	\$ -	\$ 0.65	\$ 5.22	\$ 3.44	\$ 23.84	\$ 76.58
Asbestos Removal Specialist II	\$ 24.87	\$ 1.67	\$ 0.39	\$ -	\$ -	\$ 0.40	\$ 3.23	\$ 2.02	\$ 10.53	\$ 43.11
Lead Removal Worker	\$ 36.25	\$ 2.36	\$ 0.55	\$ -	\$ -	\$ 0.57	\$ 4.57	\$ 1.85	\$ 6.09	\$ 52.25

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 <i>and</i> 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 alrpeck		\$9.03		

Total Confined Space		\$52.15		
24 Traffic Control (per street, intersection = x2 streets)				
Construction Signs	32 TR AFC	\$7.29		
Changeable Message Boards	32 TR AFA	\$9.92		
Arrow Board	32 TR AFA	\$3.20		
No Parking Signs (A-frames)	32 TR AFC	\$0.22		
Cones (per 100)	32 TR AFC	\$13.27		
25 Interlocking Water Filled Triton Barrier	N/A N/A	\$4.07		
\$30 per day /8 plus tax				
26 Traffic Plates Installed				
Total per Plate (small)	N/A N/A	\$9.48		
Total per Plate (large)	N/A N/A	\$12.15		
27 Trench Shoring (4' wide trends)		\$4.34		
Total per trench shore		\$2.17		

Barnard Impregilo Healy JV

TRANSMITTAL

No. 00797

PO BOX 78270
San Francisco, CA 94107

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

PROJECT: Contract 1252 - Tunnels

DATE: 10/22/2012

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

REF: COR #052
PCC No. 1 - MOS Revisions to
North Headwall Elevation

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 type="checkbox"/> Other:	<input type="checkbox"/> Separate Cover Via:	<input type="checkbox"/> Due Date:

ITEM NO.	COPIES	DATE	ITEM NUMBER	REV. NO.	DESCRIPTION	STATUS
1	1	10/22/2012			COR #052 package	NEW

Remarks: Attached is the change order request (COR) #052 package in response to the SFMTA submitted Proposed Contract Change (PCC) No. 001 package.

CC:

Signed: Jack Sucilsky
Jack William Sucilsky



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

10/22/2012

COR 052: PCC No.1 - MOS revisions to north headwall elevations

Conflict - T&M Mark-up Summary

Direct Costs	Total
Labor	\$0.00
Labor Markup at Specified 15%	\$0.00
Equipment	\$0.00
Equipment Markup at Specified 15%	\$0.00
Materials	\$0.00
Materials Markup at Specified 15%	\$0.00
Other Items And Expenditures	\$0.00
Other Items And Expenditures Markup at Specified 15%	\$0.00
Subcontractors	\$19,839.67
Contractors Markup at Specified 5%	\$991.98
Total Project Costs	\$20,831.65
BIHJV Payment & Performance Bonds & Builder's Risk Insurance (1.68%)	\$349.97
Total Amount	\$21,181.63

CHANGE ORDER REQUEST FORM

CONTRACT 1252: Third Street Lightrail Program Phase 2 - Central Subway Project
Project Office Address: 420 Fourth Street San Francisco, CA 94107, PH (415) 546-0799, FAX (415) 546-3822

TITLE: COR # 052: PCC No.1 - MOS Revisions to North Headwall Elevations

GENERAL:

Details of the scope of work described herein are further defined in the Proposed Contract Change No. 1252-001 (PCC No. 001) submitted by the SFMTA to Barnard Impregilo Healy (BIH) on August 23, 2012. PCC No. 1 includes a Proposed Contract Change Form 1102-1 dated August 22, 2011 and a marked up Drawing No. ES-411 (Rev 0).

DIRECT COST IMPACTS:

Condon-Johnson & Associates, Inc./Nicholson Construction a Joint Venture (CJA-NCC) estimated the cost to perform the additional scope of work described in PCC No. 001 to be equal to \$21,181.63.

TIME IMPACTS:

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

WHAT (DESCRIPTION OF COR):

This COR includes costs estimated by CJA-NCC to perform the additional work described in PCC No. 001 and also stated below:

- Revise (raise) top of north headwall elevation at MOS by approximately 3'-6".
- Bottom of future roof slab Elevation is changed from El. 1.25' to El. 4.75'.
- Slurry Wall Reinforcement shall extend to the bottom of future roof slab.
- Sound concrete shall extend a minimum of 1 foot above the bottom of the future roof slab.

WHY (REASON FOR COR):

The SFMTA submitted PCC No. 001 to BIH requesting a cost quote to perform additional work at the north Moscone headwall. BIH forwarded PCC No. 001 to CJA-NCC and requested CJA-NCC to estimate the cost to perform the additional work. CJA-NCC estimated the cost to perform the additional work and are included in the PCO #024 package (Revisions to Moscone North Headwall Elevation) dated 10/8/12. The details of the PCO #024 package are included within this COR package.

WHERE (LOCATION/STATION):

Moscone headwall locations as shown on the marked up drawing ES-411 (Rev 0) included in PCC No. 001.

WHEN (OCCURRENCE DATE, ACTION DATE):

The work will be performed concurrently with CJA-NCC's originally planned MOS headwall work.

HOW (RECOMMENDATION OF ACTION):

SFTMA submitted the PCC No. 001 package to BIH on August 23, 2012. BIH forwarded a copy of the PCC No. 001 package to CJA-NCC and requested a cost estimate. CJA-NCC estimated the cost of the additional work as shown in CJA-NCC PCO No. 024 which was submitted to BIH on October 8, 2012. BIH combined CJA-NCC PCO No. 024 into BIH change order request (COR) No. 052. Once the SFMTA reviews the COR 052 package, they have the option to inform BIH to proceed or not to proceed with the additional work for the cost included herein.

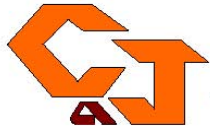
SPEC REF: 31 66 16.46

APPLICABLE DRAWINGS: ES-411 (Rev 0) as included in the PCC No. 001 package

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

October 22, 2012
DATE

Contract No.: 1252
 JOB # 21134



**CONDON-JOHNSON
 & ASSOCIATES, INC.**
 CONTRACTORS AND ENGINEERS



Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

REVISIONS TO MOSCONE NORTH HEADWALL ELEVATION

Contract Title: Third Street Light Rail Program, Phase 2-Central Subway Tunneling

10/08/12

PCO #: 024

Description: Proposed contract change for the revisions to Moscone North Headwall Elevations, PCC No. 1252-001

SUMMARY OF COSTS

ITEM	DESCRIPTION	AMOUNT
A.1	Additional Time for Pour Crew Direct Labor (Wages)	\$ 1,662.58
A.1	1 hr per panel=4 hours Direct Labor (Burden)	\$ 1,121.25
A.2	Equipment	\$ 1,862.04
A.3	Materials	\$ 6,037.50
A.4	Subcontractors	\$ 3,225.00
B.1	Additional Time for Slurry Plant Direct Labor (Wages)	\$ 404.70
B.1	1 hr per panel=4 hours Direct Labor (Burden)	\$ 282.50
B.2	Equipment	\$ 2,847.50
	Direct Labor (Wages)	\$ 2,067.28
	Direct Labor (Burden)	\$ 1,403.75
	Equipment	\$ 4,709.54
	Materials	\$ 6,037.50
	Subcontractors	\$ 3,225.00
	SUBTOTAL	\$ 17,443.07
	Markup (15.00 % of Labor, Equipment, & Material)	\$ 2,132.71
	Markup (5.00 % of Subcontractors)	\$ 161.25
	SUBTOTAL	\$ 19,737.03
	Bond (0.52 %)	\$ 102.63
	TOTAL	\$ 19,839.67

Remarks: (See calculation of costs on enclosed spreadsheets)

Additional Time for Pour Crew



CONDON-JOHNSON
 & ASSOCIATES, INC.
 CONTRACTORS AND ENGINEERS



NICHOLSON

Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

LABOR COST

ITEM	CLASS / NAME	RT Rate (1)		OT Rate (1)		DT Rate (1)		Hours			Cost	
		Base	Burden	Base	Burden	Base	Burden	RT	OT	DT	Base	Burden
1	Laborers							-	-	-	\$ -	\$ -
2	NC-Laborer Journ-1 011	\$ 29.62	\$ 24.75	\$ 43.19	\$ 28.78	\$ 56.76	\$ 32.81	-	4.00	-	\$ 172.76	\$ 115.12
4	NC-Laborer Journ-3 013	\$ 29.37	\$ 24.68	\$ 42.82	\$ 28.67	\$ 56.26	\$ 32.66	-	12.00	-	\$ 513.78	\$ 344.02
12	Pile Drivers							-	-	-	\$ -	\$ -
14	NC-Piledriver Foreman 052	\$ 46.78	\$ 37.67	\$ 67.55	\$ 43.83	\$ 88.31	\$ 49.99	-	8.00	-	\$ 540.36	\$ 350.63
23	Operating Engineers							-	-	-	\$ -	\$ -
30	NC-Op.Eng group-6 0A6	\$ 34.49	\$ 33.01	\$ 49.89	\$ 37.58	\$ 65.28	\$ 42.15	-	4.00	-	\$ 199.54	\$ 150.31
34	NC-Op.Eng group 2a 0B2	\$ 40.59	\$ 34.82	\$ 59.04	\$ 40.29	\$ 77.48	\$ 45.77	-	4.00	-	\$ 236.14	\$ 161.17
	Total							-	32.00	-	\$ 1,662.58	\$ 1,121.25

Note:

1) CJA/NCC provides Travel and Subsistence allowances to employees that live out of state and follow the guidelines that are outlined in the Labor Agreement.

a) Lodging: \$80/day÷8hr = \$10.00/hr (CJA/NCC provides employees from out of town an allowance of \$80/day for lodging)

b) Per Diem: \$20/day÷8hr = \$2.50/hr (Reference Travel and Subsistence Provisions for Laborer) \$20/day is permitted if employer pays for the lodging of employees

Total Travel Fee = \$43.58/hr

c) Travel/Airfare: \$500 every 3wk (500*52/3)/260 = \$33.33/day=\$4.17/hr. (CJA/NCC provides airfare to and from home every 3 weeks. Reference Travel and Subsistence Provisions for Laborer.

A.1

Additional Time for Pour Crew



**CONDON-JOHNSON
& ASSOCIATES, INC.**
 CONTRACTORS AND ENGINEERS



NICHOLSON

Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

EQUIPMENT COST

TAG	Date		Day 1	Day 2	Day 3	Day 4			Total hr	Unit Rate	Standby Rate	Total Amount
		Work Authorization										
		Description										
a.		Equipment Cost										
2108	00	Ford F350 Diesel	ST	4.00					4.00	\$ 19.98		\$ 79.92
6020		Put TS9070 Crawler	ST	4.00					4.00	\$ 44.85		\$ 179.40
6021		Putzmeister S9070 2-axl	ST	4.00					4.00	\$ 44.85		\$ 179.40
7044		Cat 936 Loader	ST	4.00					4.00	\$ 72.79		\$ -
7063		Cat 325BL Excavator	ST	4.00					4.00	\$ 114.01		\$ -
7085		Skytrak 10042 Forklift	ST	4.00					4.00	\$ 56.63		\$ 226.52
7088		Skytrak 10042 Forklift	ST	4.00					4.00	\$ 56.63		\$ -
7155		Linkbelt TCC750 75T Hydro	ST	4.00					4.00	\$ 115.62		\$ -
21134-AE		CAT M322D EXCAVATOR WHEELED	ST	4.00					4.00	\$ 108.21		\$ 432.84
21134-AR		APE VIBRO HAMMER	ST	4.00					4.00	\$ 145.26		\$ 581.04
21134-AS		CAT 305 EXCAVATOR W/ HYD BRKR	ST	4.00					4.00	\$ 34.37		\$ 137.48
TPR0006		TREMIE PIPE	ST	4.00					4.00	\$ 5.68		\$ 22.72
TPR0007		TREMIE PIPE	ST	4.00					4.00	\$ 5.68		\$ 22.72
Subtotal				52.00	-	-	-	-	52.00			\$ 1,862.04

A.2

Additional Time for Pour Crew



CONDON-JOHNSON
 & ASSOCIATES, INC.
 CONTRACTORS AND ENGINEERS



Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

MATERIAL COST

ITEM	Date										Total Quantity	Approximate Unit Price	Cost
	Description	UM											
1	Additional Concrete	CY	35.00								35.00	\$150.0000	\$ 5,250.00
2	15% Overpour	CY	5.25								5.25	\$150.0000	\$ 787.50
3											-	\$ -	\$ -
4											-	\$ -	\$ -
5											-	\$ -	\$ -
6											-	\$ -	\$ -
7											-	\$ -	\$ -
8											-	\$ -	\$ -
9											-	\$ -	\$ -
10											-	\$ -	\$ -
11											-	\$ -	\$ -
12											-	\$ -	\$ -
13											-	\$ -	\$ -
14											-	\$ -	\$ -
15											-	\$ -	\$ -
16											-	\$ -	\$ -
17											-	\$ -	\$ -
18											-	\$ -	\$ -
19											-	\$ -	\$ -
Total													\$ 6,037.50

Additional Time for Pour Crew
 0



Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

SUBCONTRACTOR COST

ITEM	Date	UM	see backup								Total	Unit Price	Cost
	Description										Quantity		
1	Harris Salinas Rebar Revised Detailing	EA	1.0								1.00	\$ 3,225.00	\$ 3,225.00
2											-	\$ -	\$ -
3											-	\$ -	\$ -
4											-	\$ -	\$ -
5											-	\$ -	\$ -
6											-	\$ -	\$ -
7											-	\$ -	\$ -
8											-	\$ -	\$ -
9											-	\$ -	\$ -
10											-	\$ -	\$ -
11											-	\$ -	\$ -
12											-	\$ -	\$ -
13											-	\$ -	\$ -
14											-	\$ -	\$ -
15											-	\$ -	\$ -
16											-	\$ -	\$ -
17											-	\$ -	\$ -
18											-	\$ -	\$ -
19											-	\$ -	\$ -
20											-	\$ -	\$ -
21											-	\$ -	\$ -
22											-	\$ -	\$ -
Total													\$ 3,225.00

A.4



Harris Salinas Rebar Inc.

Change Order No.:

CO-002

CHANGE ORDER

Bid Item No.: CO-002	Job No.: 13114177	Job Description: Central Subway	Original C/O Date: 09/26/12	Revised C/O Date:
Sell To: C10762 CJA-NCC Joint Venture 480 Roland Way, Suite 200 Oakland, CA 94621 USA				
Change Order Description: DETAILING - REVISED HEADWALLS SW-1 THRU SW-6 REVISED PANELS				

Description	Type	Quantity	Unit Price	Line Amount
DETAILING	Add	1 LS	3,225.00	3,225.00
			Total:	3,225.00
				Addition To Contract

A.4

RESERVATION OF RIGHTS IMPACT-We Reserve the Right to Claim Addt'l Costs for Impacts by this Change.
This quote is valid for 30 days from the day of this document.

Additional Time for Slurry Plant



**CONDON-JOHNSON
& ASSOCIATES, INC.**
 CONTRACTORS AND ENGINEERS



Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

LABOR COST

ITEM	CLASS / NAME	RT Rate (1)		OT Rate (1)		DT Rate (1)		Hours			Cost	
		Base	Burden	Base	Burden	Base	Burden	RT	OT	DT	Base	Burden
23	Operating Engineers							-	-	-	\$ -	\$ -
44	NC-Op.Eng Apprentice-1 03A	\$ 21.56	\$ 29.17	\$ 30.74	\$ 31.89	\$ 39.92	\$ 34.62	-	4.00	-	\$ 122.95	\$ 127.58
71	Operating Engineers (Out of Town)							-	-	-	\$ -	\$ -
76	OTNC-Op.Eng group-4 0A4	\$ 53.75	\$ 33.78	\$ 70.44	\$ 38.73	\$ 87.13	\$ 43.68	-	4.00	-	\$ 281.75	\$ 154.92
	Total							-	8.00	-	\$ 404.70	\$ 282.50

Note:

1) CJA/NCC provides Travel and Subsistence allowances to employees that live out of state and follow the guidelines that are outlined in the Labor Agreement.

a) Lodging: \$80/day÷8hr = \$10.00/hr (CJA/NCC provides employees from out of town an allowance of \$80/day for lodging)

b) Per Diem: \$20/day÷8hr = \$2.50/hr (Reference Travel and Subsistence Provisions for Laborer) \$20/day is permitted if employer pays for the lodging of employees

Total Travel Fee = \$43.58/hr

c) Travel/Airfare: \$500 every 3wk (500*52/3)/260 = \$33.33/day=\$4.17/hr. (CJA/NCC provides airfare to and from home every 3 weeks. Reference Travel and Subsistence Provisions for Laborer.

B.1

Additional Time for Slurry Plant



CONDON-JOHNSON
 & ASSOCIATES, INC.
 CONTRACTORS AND ENGINEERS



NICHOLSON

Condon-Johnson & Associates, Inc. - Nicholson Construction Company Joint Venture
 (CJA-NCC JV)

EQUIPMENT COST

TAG	Date		Day 1	Day 2	Day 3	Day 4			Total hr	Unit Rate	Standby Rate	Total Amount
		Work Authorization										
		Description										
a.		Equipment Cost										
21134-AA		500 KW GENERATOR	4.00						4.00	\$ 152.54		\$ 610.16
21134-AD		15 TON CARRY DECK CRANE	4.00						4.00	\$ 32.36		\$ 129.44
21134-AO		185CFM AIR COMPRESSOR	4.00						4.00	\$ 34.31		\$ 137.24
A29160T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
A29220T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
A29250T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
A32350T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
A35250T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
A60310T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
A60320T		18,000 GAL SLURRY TANK	4.00						4.00	\$ 3.13		\$ 12.51
ABM30001		AUTO BENTONITE MIXER	4.00						4.00	\$ 15.34		\$ 61.36
DBD3002		DERRICK DESANDER 300M3	4.00						4.00	\$ 218.75		\$ 875.00
ECB2001		ELECTRIC 20' CONTAINER	4.00						4.00	\$ 11.36		\$ 45.44
ECP1007		100HP VFD PUMP CONTROL PANEL	4.00						4.00	\$ 8.16		\$ 32.64
MP4313		MISSION PUMP 3X4 R 40HP	4.00						4.00	\$ 22.50		\$ 90.00
MP4316		MISSION PUMP 3X4 R 40HP	4.00						4.00	\$ 22.50		\$ 90.00
MP4317		MISSION PUMP 3X4 R 40HP	4.00						4.00	\$ 22.50		\$ 90.00
MP543		MISSION PUMP 5X4 R 50HP	4.00						4.00	\$ 22.50		\$ 90.00
MP6805		MISSION PUMP 6X8 R 150HP	4.00						4.00	\$ 22.50		\$ 90.00
MP861		MISSION PUMP 3X4 R 40HP	4.00						4.00	\$ 22.50		\$ 90.00
SSP20201		SCREWSUCKER PUMP	4.00						4.00	\$ 19.89		\$ 79.56
SSP20204		SCREWSUCKER PUMP	4.00						4.00	\$ 19.89		\$ 79.56
SSP20205		SCREWSUCKER PUMP	4.00						4.00	\$ 19.89		\$ 79.56
WPG0001		WATER PUMP HP GOULD 40HP	4.00						4.00	\$ 22.50		\$ 90.00
		Subtotal	96.00	-	-	-	-	-	96.00			\$ 2,847.50

B.2

CS CN 1252 Letter No. 007

August 23, 2012

Barnard Impregilo Healy JV
701 Gold Avenue
Bozeman, MT 59715

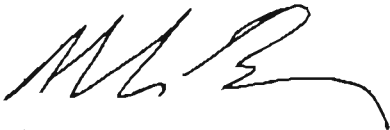
Attn: Ben Campbell

Reference: Project No. M544.1, Contract No. 1252
Tunnels

Subject: Proposed Contract Change No. 1252-001

In accordance with General Provisions Section 6.02 please see attached Proposed Contract Change for Revisions to Moscone North Headwall Elevation (Top).

Regards,



for

Sarah Wilson
San Francisco MTA
CN 1252 Resident Engineer

SW:msh

Attachments: PCC No.1252-001

Cc: BIH Jobsite Office
Mark Benson, SFMTA
John Funghi, SFMTA
Arthur Wong, SFMTA
Joon Park, SFMTA
Shahnam Farhangi, SFMTA
M544.1.3.1252.0030

PROPOSED CONTRACT CHANGE

Form 1102-1

Contract No. 1252 - Tunnels Date 8/22/12
 PCC No. 1252-01
 PCC Title Revisions to Moscone North Headwall Elevation (Top)

Description of PCC

Summary of Changes:

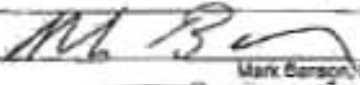
- Revise (raise) top of north headwall elevation at MOS by approximately 3'-6".
- Bottom of future roof slab Elevation is changed from El. 1.25' to El. 4.75'.
- Slurry wall reinforcement shall extend to bottom of future roof slab.
- Sound concrete shall extend a minimum of 1 foot above the bottom of the future roof slab.

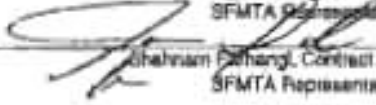
* This list is only a summary. Refer to the attached drawings for further details of changes associated with this PCC.

Spec Ref N/A

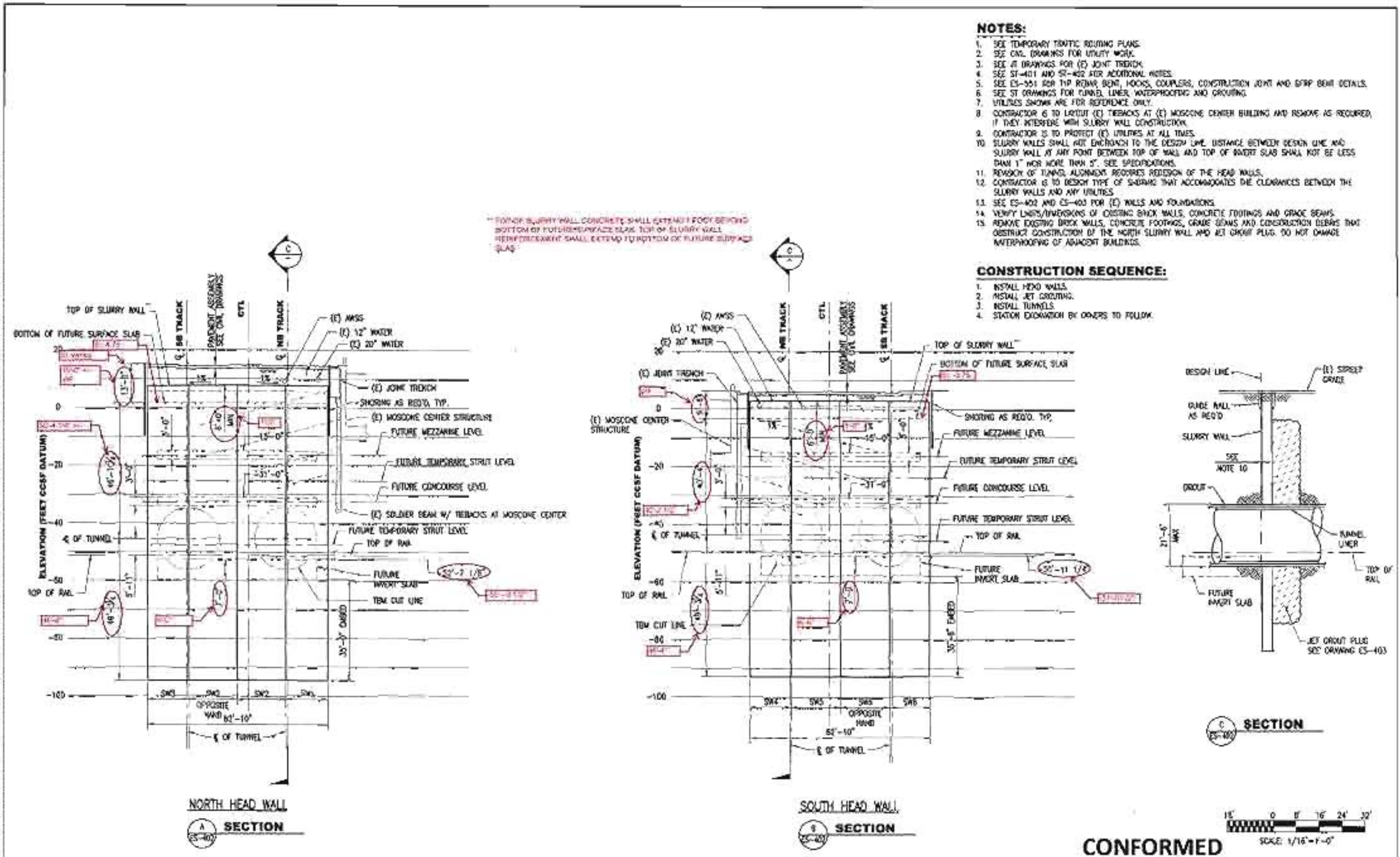
Drawing Nos. ES-411(see attached mark-up)

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 6.02.B within 14 days after receipt of a PCC.

Recommended by:  8/23/2012
 Mark Benson, PE/FE
 SFMTA Representative
 Date

Concur in Principle:  8-23-12
 Shervan Pathang, Contract Administrator
 SFMTA Representative
 Date



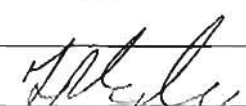

\\net\proj\03\mb44\1\mod\design\drawing-821\3-structural\mosstation and ground support\sheet files\p03\M09+2\ES-411.dwg kasmith Wed Feb 02 2011 - 5:20 pm ES-411



SHEET NO. 307 TOTAL SHEETS 307	SOHA CONSULTING ENGINEERS	OFFICE OF THE SUPERVISOR OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO	OFFICE OF THE SUPERVISOR OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO	OFFICE AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY	THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY TUNNELS	1252 CL-18184
					EXCAVATION AND GROUND SUPPORT MOS STATION HEADWALL ELEVATIONS	ES-411 307

CMB Change No.: CMB - 100

Initial Implementing Change Control Procedure No.: 1252 - PCC - 009

GENERAL		
Proposed Change Sponsor:	<u>S. Wilson</u>	Received by CMB: <u>01/16/2013</u> (Date)
Affected Disciplines:	<u>Excavation and Ground Support</u>	
Impacts of Change	<u>UMS Headwall - Unknown Buried Pipe</u>	
	Change Order Request (PCC 009) Amount Not To Exceed \$75,000	
Contract(s) Directly Affected by this Proposed Change:		
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
		Date
Senior Program Manager:		<u>1-16-13</u>
Deputy Program Manager:		<u>1/16/2013</u>
PM Project Services:		
PM Project Development/Delivery:		<u>1/16/2013</u>
SFMTA O & M Manager:		
SFMTA Safety and Security		
SFCTA PMO		<u>16 JAN 13</u>
<i>Comments</i>		

PROPOSED CONTRACT CHANGE

Contract No. 1252 Tunnels
 PCC No. 1252-09
 PCC Title UMS Headwall - Unknown Buried Pipe

Date 12/28/2012

Description of PCC:	
<u>Summary of Changes:</u>	
<ul style="list-style-type: none"> Construct a shored excavation and expose pipe at the UMS south headwall. Footprint of excavation should be large enough to facilitate removal of pipe through limits of the headwall and jet grouting limits (see attached sketch for approximate footprint dimensions). Prior to execution of work provide support of excavation drawings stamped by a CA professional engineer. Attempt to identify limits of pipe through the use of a multi-signal transmitter and receiving equipment and/or ground penetrating radar. Drill hole into pipe via a "hot tap" method, which will utilize non-spark generating equipment through a pressure sealed valve welded to the side of the pipe. A work plan explaining the process is required to be submitted prior to performing the work. Perform video inspection of pipe (assuming that the pipe is not under pressure or full of fluid). Upon completion of small hole, a larger hole will be bored in the pipe, and a small camera can be inserted. Mini cameras (less than 2") are capable of videoing up to 100 LF in either direction, while larger cameras can video up to 2,000 LF. 	
<u>Supplementary Conditions</u>	
<ul style="list-style-type: none"> Confirm that USA (Underground Service Alert) ticket has been renewed for the area in question (see attached ticket). Notify USA (Underground Service Alert) agency of the encountered pipe. Request that a "Damaged/Exposed" alert be sent to all utility owners listed on the ticket (see attached). Call all utility owners listed on the USA ticket for confirmation/denial of ownership (see attached call log and email correspondence). SFMTA notify all utility owners in writing and request a response be provided no later than 1/2/13. 	
Spec Ref.	CN 1252 Tunnels
Drawing Nos.	N/A
Attachments	Attach. No.1 - Sketch for approximate footprint dimensions Attach. No.2 - Underground Service Alert Confirmation and Contact Information
The Contractor's proposal in price and time is required on the this proposed contract change to the subject contract in accordance with the General Provisions Section 6.02 B, within 14 days after receipt of a PCC.	

Recommended by:  FOR
 Sarah Wilson, Resident Engineer (SFMTA Representative)

Date 12/28/12

Concur in Principle: 
 Mark Benson, Construction Manager (SFMTA Representative)

Date 12/27/12

FINDING OF FACTS

Contract No. & Name	1252 - Tunnels	Date	12/28/2012
PCC No. & Title	1252-09		
Initiator (Name & Dept)	Sarah Wilson, Central Subway Project		

What (Description of PCC) Investigate Unknown Buried Pipe.
Why (Reason for Requesting PCC) A. Unknown pipe discovered in the excavation of the south headwall at UMS is preventing Work to be completed in conformance with the contract documents. B. Unknown pipe has been determined to be a differing site condition in accordance with General Provision Section 3.04
Where (Location, Station) UMS South Headwall as shown on attachment 1.
When (Occurrence date, action date, potential time impact) November 8, 2012 unknown pipe discovered, November 15, initial investigation begins; potential delays to UMS headwall construction and follow on 1300 Contract Work.
How (Recommendation of Action) To be implemented immediately after end of 2012 Holiday Moritorium
Estimate (Summary of Engineer's Estimate w/EE attached) \$75,000
Spec Ref GP 3.04 and 6.05
Drawing Nos. Attachment 1
The Contractor's proposal in price and time is required on this proposed contract change to the subject contract in accordance with the General Provisions Section 6.02 B within 14 days after receipt of a PCC.

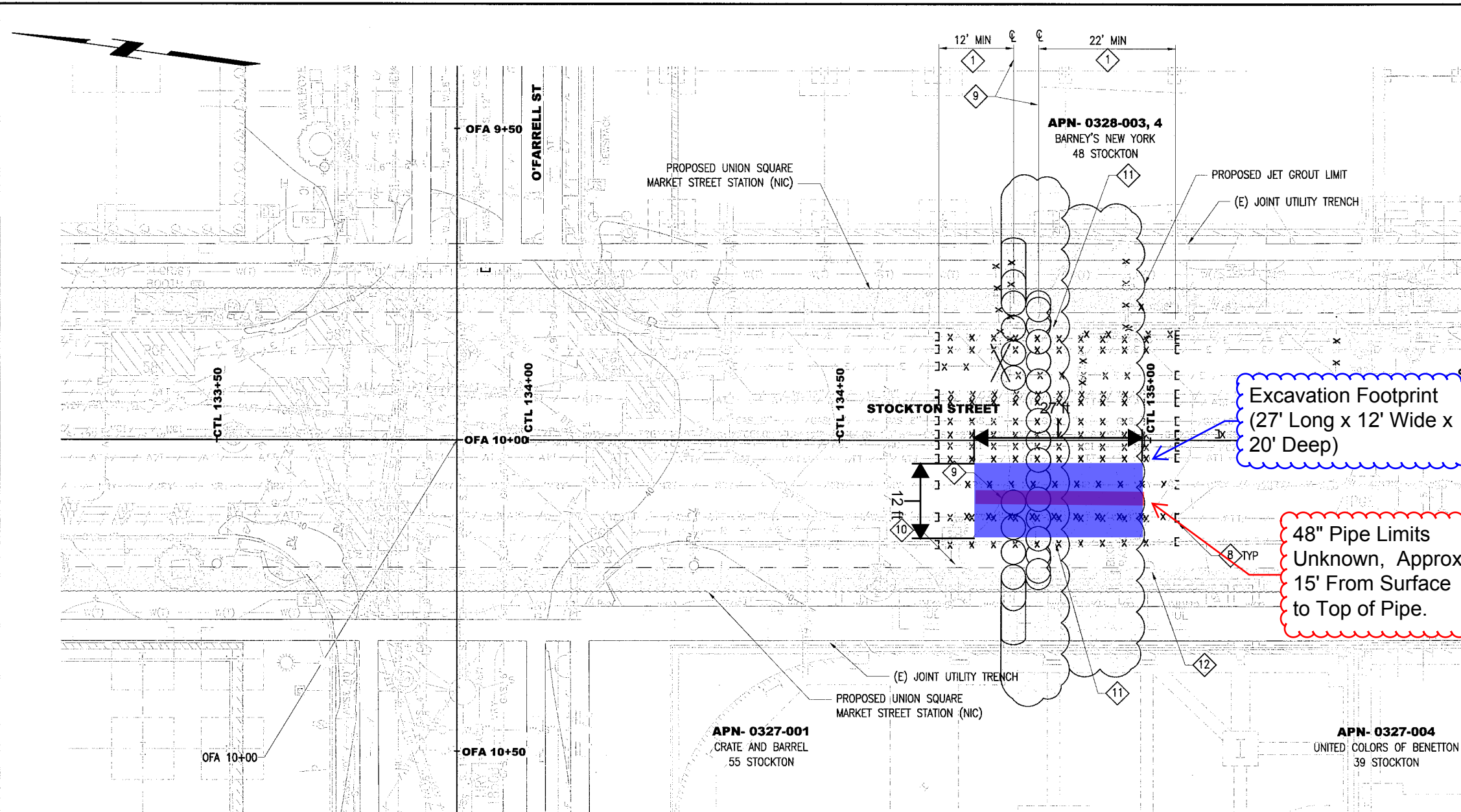
Prepared by:



Sarah Wilson, Resident Engineer
SFMTA Representative

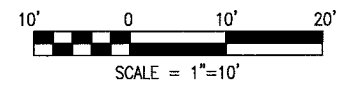
12/28/12
Date

\\Sv6nos003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423UD304.dwg FBayani Wed Jan 26, 2011 - 2:14 pm UD-304



NOTES:

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



CONFORMED

DATE	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

STATE OF CALIFORNIA
 CIVIL ENGINEER
 No. 630-2011

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

THIRD STREET LIGHT RAIL PROGRAM
 PHASE 2 - CENTRAL SUBWAY TUNNELS
 UTILITY DEMOLITION
 UMS STATION
 CTL 133+25 TO 135+50

CONTRACT NO. 1252
SFMTA CONTROL NO. CL-18028
DRAWING NO. UD-304
SHEET NO. 81
REVISION 0

Beau Blume

From: support@usan.org
Sent: Tuesday, November 13, 2012 2:50 PM
To: glenn.strid@barnard-inc.com
Subject: USAN 2012/11/13 #00000 0272488-004 NORM EXTN

00000 USAN 11/13/12 14:49:33 0272488 **NORMAL NOTICE EXTENSION**

Message Number: 0272488 Received by USAN at 14:48 on 11/13/12 by BMC

Work Begins: 07/31/12 at 09:45 Notice: 020 hrs Priority: 2
Night Work: Y Weekend Work: N

Expires: 12/14/12 at 23:59 Update By: 12/12/12 at 16:59

Caller: GLENN STRID
Company: BARNARD, IMPREGILO & HEALY JOINT VE
Address: POB 78270
City: SAN FRANCISCO State: CA Zip: 94107
Business Tel: 307-689-4399 Fax: 415-546-3822

Email Address: GLENN.STRID@BARNARD-INC.COM

Nature of Work: DIG FOR SECANT PILES & JET GROUTING
Done for: SFMTA Explosives: N
Foreman: MIKE HENLEY
Field Tel: Cell Tel: 360-450-7163

Area Premarked: Y Premark Method: WHITE PAINT

Permit Type: CITY Number: UNK

Vac / Pwr Equip Use In The Approx Location Of Member Facilities Requested: N Excavation Enters Into Street Or Sidewalk Area: Y

Location:
Entire Intersection of: STOCKTON ST

And: OFARRELL ST

WRK TO EXT S 100' ON ALL/O STOCKTON ST

Place: SAN FRANCISCO County: SAN FRANCISCO State: CA

Long/Lat Long: -122.407784 Lat: 37.785516 Long: -122.405014 Lat: 37.787714

Excavator Requests Operator(s) To Re-mark Their Facilities: Y

Operator(s) To Re-mark Their Facilities:

ASTOUN = ASTOUND BROADBAND LLC CTYSFO = CITY SAN FRAN PRKG & TRF
CTYSF3 = CITY SAN FRANCISCO PW CTYSF2 = CITY SAN FRANCISCO WTR
CTYSF4 = CITY SFO HEAT/PWR/LIGHT COMSFO = COMCAST-SAN FRANCISCO
LEVCAL = LEVEL 3 COMM - CALIF MCIWSA = MCI WORLDCOM
MPOWER = MPOWER COMMUNICATIONS MUNUTL = MUNI OVERHEAD LINES DEPT
NRGENG = NRG ENERGY - S.F. PACBEL = PACIFIC BELL
PGESFO = PGE DISTR SAN FRANCISCO SPTTEL = QWEST COMM (CA)
SFBART = SF BART DISTR REAL ESTAT TCOSFO = TELEPORT COMM SFO
XOCOM2 = XO COMM SVCS DBA XO COMM XOCOMM = XO COMM SVCS DBA XO COMM

Comments:

#1 EXTEND TO 09/21/2012 RE-MARK NO ORIG DATE 07/27/2012-LAR 08/22/2012

#2 EXTEND TO 10/19/2012 RE-MARK YES ORIG DATE 07/27/2012-AMC
09/18/2012 - ALL MEMBERS RE-MARKING to be completed by 09/20/2012
09:30:00 AM

* PACBEL WAS ADDED TO THIS TICKET DUE TO THEIR SERVICE AREA UPDATE

#3 EXTEND TO 11/16/2012 RE-MARK YES ORIG DATE 07/27/2012-TLF
10/15/2012 - ALL MEMBERS RE-MARKING to be completed by 10/17/2012
09:15:00 AM PER GLENN

#4 EXTEND TO 12/14/2012 RE-MARK YES ORIG DATE 07/27/2012-BMC
11/13/2012 - ALL MEMBERS RE-MARKING to be completed by 11/15/2012
03:00:00 PM

Sent to:

ASTOUN = ASTOUND BROADBAND LLC CTYSFO = CITY SAN FRAN PRKG & TRF
CTYSF3 = CITY SAN FRANCISCO PW CTYSF2 = CITY SAN FRANCISCO WTR

CTYSF4 = CITY SFO HEAT/PWR/LIGHT COMSFO = COMCAST-SAN FRANCISCO
 LEVCAL = LEVEL 3 COMM - CALIF MCIWSA = MCI WORLDCOM
 MPOWER = MPOWER COMMUNICATIONS MUNUTL = MUNI OVERHEAD LINES DEPT
 NRGENG = NRG ENERGY - S.F. PACBEL = PACIFIC BELL
 PGESFO = PGE DISTR SAN FRANCISCO SPTTEL = QWEST COMM (CA)
 SFBART = SF BART DISTR REAL ESTAT TCOSFO = TELEPORT COMM SFO
 XOCOM2 = XO COMM SVCS DBA XO COMM XOCOMM = XO COMM SVCS DBA XO COMM

Member Contact Information

Member Utility	Main Contact #	Vacuum Contact #	Emergency #
ASTOUND BROADB	(925)575-4243		(888)317-0488
	(888)317-0488		
CITY SAN FRAN	(415)550-2922	(415)550-2736	
	(415)550-2736		
CITY SAN FRAN	(415)554-8276		
CITY SAN FRAN	(415)218-1158	(415)550-4949	(415)550-4956
	(415)550-4956		
CITY SFO HEAT/	(415)227-8509	(415)227-8509	
	(415)558-3265		
COMCAST-SAN FR	(415)747-2695		(888)824-8399
	(888)824-8399		
	(415)798-4776		
LEVEL 3 COMM -	(877)366-8344x3	(877)366-8344x3	
	(877)366-8344x3		
MCI WORLDCOM	(800)289-3427	(800)289-3427	(800)289-3427
	(800)289-3427		
MPOWER COMMUNI	(916)903-6028		
	(877)370-4482		
MUNI OVERHEAD	(415)554-9227	(415)279-5337	
	(415)554-9204		
	(415)554-9221		
NRG ENERGY - S	(415)644-9665	(415)716-8766	
	(415)957-1636		
PACIFIC BELL	(510)645-2929	(510)645-2929	(510)645-2929
	(800)332-1321x8		
PGE DISTR SAN	(800)743-5000x00	(800)743-5000	(800)743-5000
	(800)743-5000		
QWEST COMM (CA	(303)707-3680		

(800)283-4237
SF BART DISTR (510)287-4755 (510)287-4755 (510)287-4755
(510)301-7459
(510)301-7459
TELEPORT COMM (770)750-0533 (800)241-3624
(800)241-3624
XO COMM SVCS D (801)364-1063
(801)680-9654
XO COMM SVCS D (801)364-1063

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Beau Blume

From: support@usan.org
Sent: Tuesday, November 13, 2012 2:53 PM
To: glenn.strid@barnard-inc.com
Subject: USAN 2012/11/13 #00000 0272488-005 DAMG NEW

00000 USAN 11/13/12 14:52:25 0272488 PRIORITY NOTICE

***** DAMAGED / EXPOSED *****

Message Number: 0272488 Received by USAN at 14:50 on 11/13/12 by BMC

Work Begins: 07/31/12 at 09:45 Notice: 020 hrs Priority: 0
Night Work: Y Weekend Work: N

Expires: 12/14/12 at 23:59 Update By: 12/12/12 at 16:59

Caller: GLENN STRID
Company: BARNARD, IMPREGILO & HEALY JOINT VE
Address: POB 78270
City: SAN FRANCISCO State: CA Zip: 94107
Business Tel: 307-689-4399 Fax: 415-546-3822

Email Address: GLENN.STRID@BARNARD-INC.COM

Nature of Work: DIG FOR SECANT PILES & JET GROUTING
Done for: SFMTA Explosives: N
Foreman: MIKE HENLEY
Field Tel: Cell Tel: 360-450-7163

Area Premarked: Y Premark Method: WHITE PAINT

Permit Type: CITY Number: UNK

Vac / Pwr Equip Use In The Approx Location Of Member Facilities Requested: N Excavation Enters Into Street Or Sidewalk Area: Y

Location:

Entire Intersection of: STOCKTON ST
And: OFARRELL ST

WRK TO EXT S 100' ON ALL/O STOCKTON ST

Place: SAN FRANCISCO County: SAN FRANCISCO State: CA

Long/Lat Long: -122.407784 Lat: 37.785516 Long: -122.405014 Lat: 37.787714

Comments:

#1 EXTEND TO 09/21/2012 RE-MARK NO ORIG DATE 07/27/2012-LAR 08/22/2012

#2 EXTEND TO 10/19/2012 RE-MARK YES ORIG DATE 07/27/2012-AMC
09/18/2012 - ALL MEMBERS RE-MARKING to be completed by 09/20/2012
09:30:00 AM

* PACBEL WAS ADDED TO THIS TICKET DUE TO THEIR SERVICE AREA UPDATE

#3 EXTEND TO 11/16/2012 RE-MARK YES ORIG DATE 07/27/2012-TLF
10/15/2012 - ALL MEMBERS RE-MARKING to be completed by 10/17/2012
09:15:00 AM PER GLENN

#4 EXTEND TO 12/14/2012 RE-MARK YES ORIG DATE 07/27/2012-BMC
11/13/2012 - ALL MEMBERS RE-MARKING to be completed by 11/15/2012
03:00:00 PM

#5 DAMAGED/EXPOSED INFORMATION: TO ALL: CUST HAS EXP 48" STEEL PIPE.
PLS RESPOND TO SITE. ASAP. THANK YOU.

Sent to:

ASTOUN = ASTOUND BROADBAND LLC CTYSFO = CITY SAN FRAN PRKG & TRF
CTYSF3 = CITY SAN FRANCISCO PW CTYSF2 = CITY SAN FRANCISCO WTR
CTYSF4 = CITY SFO HEAT/PWR/LIGHT COMSFO = COMCAST-SAN FRANCISCO
LEVCAL = LEVEL 3 COMM - CALIF MCIWSA = MCI WORLDCOM
MPOWER = MPOWER COMMUNICATIONS MUNUTL = MUNI OVERHEAD LINES DEPT
NRGENG = NRG ENERGY - S.F. PACBEL = PACIFIC BELL
PGESFO = PGE DISTR SAN FRANCISCO SPTTEL = QWEST COMM (CA)
SFBART = SF BART DISTR REAL ESTAT TCOSFO = TELEPORT COMM SFO
XOCOM2 = XO COMM SVCS DBA XO COMM XOCOMM = XO COMM SVCS DBA XO COMM

Member Contact Information

Member Utility	Main Contact #	Vacuum Contact #	Emergency #
ASTOUND BROADB	(925)575-4243 (888)317-0488		(888)317-0488
CITY SAN FRAN	(415)550-2922 (415)550-2736	(415)550-2736	
CITY SAN FRAN	(415)554-8276		
CITY SAN FRAN	(415)218-1158 (415)550-4956	(415)550-4949	(415)550-4956
CITY SFO HEAT/	(415)227-8509 (415)558-3265	(415)227-8509	
COMCAST-SAN FR	(415)747-2695 (888)824-8399 (415)798-4776		(888)824-8399
LEVEL 3 COMM -	(877)366-8344x3 (877)366-8344x3	(877)366-8344x3	
MCI WORLDCOM	(800)289-3427 (800)289-3427	(800)289-3427	(800)289-3427
MPOWER COMMUNI	(916)903-6028 (877)370-4482		
MUNI OVERHEAD	(415)554-9227 (415)554-9204 (415)554-9221		(415)279-5337
NRG ENERGY - S	(415)644-9665 (415)957-1636	(415)716-8766	
PACIFIC BELL	(510)645-2929 (800)332-1321x8	(510)645-2929	(510)645-2929
PGE DISTR SAN	(800)743-5000x00 (800)743-5000	(800)743-5000	(800)743-5000
QWEST COMM (CA)	(303)707-3680 (800)283-4237		
SF BART DISTR	(510)287-4755 (510)301-7459	(510)287-4755	(510)287-4755
TELEPORT COMM	(770)750-0533 (800)241-3624	(800)241-3624	
XO COMM SVCS D	(801)364-1063 (801)680-9654		
XO COMM SVCS D	(801)364-1063		

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UMS Pipe Investigation Correspondence Log

Water (Potable and AWSS)

Beau Blume - 11:00 am 12/12/12– sent email to Billy Teahan at SFWD, responded at 12:53 pm confirming the pipe was NOT AWSS or a potable water line (see attached email), recommended that John Powell be contact to confirm if the pipe was sewer.

Glenn Strid - Called "CITY SAN FRANC" at (415) 218-1158 and left a message for Mark Ranavich with SFWD regarding the 48" steel pipe. Mark returned call and Rich Nave with SFWD very clearly stated that this 48" line does not belong to the Water Department.

Sewer

Beau Blume - 3:30 pm 12/12/12- John Powell (Sewer) 415.920.4942 Left voice message. Called again 12/17/12 Left VM. Called again 12/18/12 @ 8:00 am left VM. Upon suggestion from Billy Teahan sent email to JPowell@sfgwater.org and AFlores@sfgwater.org on 12/18/12 at 12:52 pm, received response on 12/18/12 @ 1:45 pm – CONFIRMED NOT SEWER Departments (see attached email).

PGE

Beau Blume - 11:30 am 12/12/12 – Cameron Rowlan PGE oil and gas. Confirmed via phone conversation that the line did not belong to PGE, referred me to John Corrora (PGE) 415.626.2000 who also confirmed via phone conversation that pipe did not belong to PGE.

Beau Blume - 2:00 pm 12/12/12 – John Corrora (jmcl@pge.com) PGE oil and gas. Confirmed via phone conversation that line did not belong to PGE.

CITY SFO HEAT

Glenn Strid - Called (415) 227-8509 (number listed on USA ticket) and left a message regarding the 48" steel pipe.

Beau – Called 12/18/12 @ 8:15 am left VM.

Beau – Called 12/19/12 @ 2:00 pm left VM.

DPW

Glenn Strid - Called "CITY SAN FRANC" at (415) 554-8276 and left a message for "Hydraulics engineering" regarding the 48" steel pipe.

Beau – 12/18/12 Called "CITY SAN FRANC" at (415) 554-827 requested USA ticket number, said he would contact PUC, should expect call from PUC.

Glenn Strid - Called "CITY SAN FRAN" (DPW???) at (415) 550-2922 and left a message for Ramik James (sp?) regarding the 48" steel pipe.

Beau – Left VM with Ramik James (12/19/12 @ 8:30 am), returned call at 4:00 pm, explained that he over sees the marking out of the traffic signal lines, confirmed that could pipe could not be there utility.

NRG Energy

Glenn Strid - Called (415) 644-9665 (number from USA ticket) and spoke with a representative who referred me to Mike Irckus (sp?) at (415) 716-8766. I called and left a message for Mike regarding the 48" steel pipe. NRG ENERGY is a Steam Utility company. Mike Irckus returned my call and stated that he is "99.9% sure that it is not NRG Energy's utility. He has no record of a utility of that size. 16" is the largest utility that NRG has in service".

Beau Blume – Called (415) 716-8766 on 12/19/12 @ 2:00 pm left VM for Mike Irckus, received returned phone call confirmed it was not NRG Energy's pipe.

BART

11/16/12 Andy Granger and Bud Green were accompanied by Tobin Gaut into the BART facilities to visually confirm the pipe was not visible (see report . ISI inspection Toby Gaut 415.243.3265

Beau Blume

From: Teahan, Bill <bteahan@sfgwater.org>
Sent: Wednesday, December 12, 2012 12:53 PM
To: beau.blume@barnard-inc.com
Subject: RE: Unknown Pipe at Stockton Street.pdf

As I stated earlier this pipe does not belong to the SFWD (Potable or AWSS), giving the depth it probably is sewer?

From: Beau Blume [<mailto:beau.blume@barnard-inc.com>]
Sent: Wednesday, December 12, 2012 11:46 AM
To: Teahan, Bill
Subject: Unknown Pipe at Stockton Street.pdf

Bill,

I wanted to reach out to you and get your input on something. You may already be aware of the issue as I believe the SFMTA contacted someone at the water department. On 11/9/12 we encountered an unidentified 48" steel pipe ¾" thick approximately 15' deep on the west side of Stockton Street between Ellis and O'Farrell Street (see attached sketch and picture). Given that it is below old utilities we believe it was probably bored and jacked and may be a carrier pipe. We notified the SFMTA of differing site condition, my understanding is that they reached out to all of the local utility owners, since then no one has claimed the pipe. On 11/20/12 we backfilled the area for the Holiday Moratorium. We will be returning to work in the area on 1/2/12. Let me know if you have any thoughts or suggestions, or can provide me with a contact at the water department that can confirm that it does not belong to the water department. Currently the plan is to perform a hot tap to find the out what if anything it carries, as well as put leads on the pipe to see if it can be traced.



Beau Blume

From: Powell, John M <jpowell@swater.org>
Sent: Tuesday, December 18, 2012 1:02 PM
To: beau.blume@barnard-inc.com
Cc: Flores, Tony
Subject: Re: Unkown Pipe at Stockton Street.pdf

Beau,
Our map database shows no piping other than brick or vitrified clay. We have no steel pipe in that ares
John Powell, Wastewater Enterprise, SFPUC, San Francisco
Sent using BlackBerry

From: Beau Blume [<mailto:beau.blume@barnard-inc.com>]
Sent: Tuesday, December 18, 2012 12:54 PM
To: Powell, John M; AFlores@swater.org <AFlores@swater.org>
Subject: Unkown Pipe at Stockton Street.pdf

Gentleman,

I received your contact information from Bill Teahan. I am contacting you with regards to a 48" pipe that was encountered on 11/8/12 under Stockton Street between O'Farrell and Ellis Street (see attached map and photo). The top of the pipe was encountered at approximately 15' below the surface.

If you are already aware of the issue and have determined it is not a sewer pipe I apologize for the redundancy. As the SFMTA is performing a similar investigation to try and identify the owner. Both the SFMTA and us (General Contractor) have been unable to identify who owns the pipe, and therefore what its contents is. It is important as the pipe needs to be removed through the footprint of the future subway station.

I appreciate any information you may have, even if it is just confirmation that the pipe is not a sewer pipe of any sorts.

Direct Cost Report

Activity Resource	Description	Pcs	%	Quantity	Unit	Unit Cost	Labor	Permanent Material	Constr Matl/Exp	Inside Equipment	Outside Equipment	Equipment Operation	Sub-Contract	Total
BID ITEM = 20000				Land Item	SCHEDULE: 1	100								
Description =	Sawcut Pavement / Excav Pavement			Unit =	LF	Takeoff Quan:	80.000	Engr Quan:	80.000					
104F	Excav Top 2 ft					Quan: 27.00 CY	Hrs/Shift: 8.00	Cal: 508	WC: NONE					
EXCAV2	Excav Crew			4.00	CH	Prod: 0.5000 S		Lab Pcs:	7.00	Eq Pcs:	1.00			
8EXCAV320DCT	CAT 320D Excavator	1.00		4.00	HR	72.230				120		169		289
LABR03	Labor Fore	1.00		4.00	MH	30.190	198							198
LABR06	Labor Common	4.00		16.00	MH	27.190	740							740
OPR1404	Backhoe Oper>37K	1.00		4.00	MH	35.180	260							260
OPR1564	Oiler	1.00		4.00	MH	27.100	222							222
\$1,709.67		1.0370	MH/CY	28.0000	MH	[29 812]	1,421			120		169		1,710
6.7500	Units/Hr	54.0000	Un/Shift	0.9643	Unit/MH		52.62			4.44		6.26		63.32
500500R	Muck Disposal - Trucking					Quan: 35.00 CY	Hrs/Shift: 8.00	WC: NONE						
Disposal = BCY x 1.3 swell														
Vol = 27 CY x 1.3 = 35 loose cy														
DMPTR1	Muck Disposal - Truck			4.00	CH	Prod: 0.5000 S		Lab Pcs:	1.00	Eq Pcs:	1.00			
4DUMPFEE01	Muck Dump Fee - Clean			35.00	LCY	10.000							350	350
8TRK006	Dump Truck 20 LCY 85,0	1.00		4.00	HR	83.021				83		250		332
TMSTR04	Teamster	1.00		4.00	MH	27.750	214							214
\$896.17		0.1142	MH/CY	4.0000	MH	[3.171]	214			83		250	350	896
8.7500	Units/Hr	70.0000	Un/Shift	8.7500	Unit/MH		6.12			2.36		7.13	10.00	25.60
====>	Item Totals:	20000	-	Sawcut Pavement / Excav Pavement										
\$3,255.78		0.5000	MH/LF	40.00	MH	[14.168]	2,005		240	235		426	350	3,256
40.697		80	LF				25.06		3.00	2.93		5.33	4.38	40.70

**Unreviewed

BID ITEM = 30000 Land Item SCHEDULE: 1 100
Description = Install / Pull Sheeting Unit = SF Takeoff Quan: 2,000.000 Engr Quan: 2,000.000

3000D Drive Sheeting **Quan: 2,000.00 SF** **Hrs/Shift: 8.00** **Cal: 508** **WC: NONE**

Assume PZ -22 Sheeting

Area = (27+12+27+12) x 20 VF = 1,560 SF

Direct Cost Report

Activity Resource	Description	Pcs	%	Quantity	Unit	Unit Cost	Labor	Permanent Material	Constr Matl/Exp	Inside Equipment	Outside Equipment	Equipment Operation	Sub-Contract	Total
BID ITEM = 30000				Land Item	SCHEDULE: 1	100								
Description =	Install / Pull Sheeting				Unit = SF	Takeoff Quan:	2,000.000	Engr Quan:	2,000.000					
Wt = 1,560 SF x 22 lbs / Sf = 34,320 lbs														
Cost to Buy = \$ 0.65 / lb x 34,320 = \$ 22,308														
Rent @ 20% of Buy = \$ 22,308 x 0.2 = \$ 4,400 or \$ 2.82 / SF														
<u>SHEET2</u>	Sheeting Crew			16.00	CH			Prod: 2.0000 S	Lab Pcs: 7.00	Eqp Pes: 3.00				
3PZ22RENT	Rent PZ 22 Sheeting			2,000.00	SF	2.620			5,240					5,240
81503	Crawler Crane (LS218H)	1.00		16.00	HR	145.720				1,343		989		2,332
84704	I.C.E. 416 Vibratory1,	1.00		16.00	HR	84.500					1,072	280		1,352
899472	OSR FIXED LEAD 110"W/S	1.00		16.00	HR	14.205					227			227
DOCK05	Dockbldr Foreman	1.00		16.00	MH	32.650	980							980
DOCK10	Dockbldr Journeyman	4.00		64.00	MH	29.650	3,706							3,706
LABR06	Labor Common	1.00		16.00	MH	27.190	740							740
OPR1407	Crane Oper	1.00		16.00	MH	35.180	1,041							1,041
\$15,617.93	0.0560 MH/SF			112.0000	MH	[1.709]	6,467		5,240	1,343	1,299	1,269		15,618
125.0000	Units/Hr	1,000.0000		Un/Shift	17.8571	Unit/MH	3.23		2.62	0.67	0.65	0.63		7.81
3000G	Pull Sheeting						Quan: 2,000.00 SF	Hrs/Shift: 8.00	Cal: 508	WC: NONE				
<u>SHEET2</u>	Sheeting Crew			8.00	CH			Prod: 1.0000 S	Lab Pcs: 7.00	Eqp Pes: 3.00				
81503	Crawler Crane (LS218H)	1.00		8.00	HR	145.720				671		494		1,166
84704	I.C.E. 416 Vibratory1,	1.00		8.00	HR	84.500					536	140		676
899472	OSR FIXED LEAD 110"W/S	1.00		8.00	HR	14.205					114			114
DOCK05	Dockbldr Foreman	1.00		8.00	MH	32.650	490							490
DOCK10	Dockbldr Journeyman	4.00		32.00	MH	29.650	1,853							1,853
LABR06	Labor Common	1.00		8.00	MH	27.190	370							370
OPR1407	Crane Oper	1.00		8.00	MH	35.180	521							521
\$5,188.96	0.0280 MH/SF			56.0000	MH	[0.854]	3,234			671	650	634		5,189
250.0000	Units/Hr	2,000.0000		Un/Shift	35.7143	Unit/MH	1.62			0.34	0.32	0.32		2.59
====>	Item Totals:	30000	-	Install / Pull Sheeting										
\$20,806.89	0.0840 MH/SF			168.00	MH	[2.563]	9,701		5,240	2,014	1,949	1,903		20,807
10.403	2000 SF						4.85		2.62	1.01	0.97	0.95		10.40

BID ITEM = 40000 Land Item SCHEDULE: 1 100
 Description = Excavate Box Unit = CY Takeoff Quan: 216.000 Engr Quan: 216.000

Direct Cost Report

Activity Resource	Description	Pcs	%	Quantity	Unit	Unit Cost	Labor	Permanent Material	Constr Mat/Exp	Inside Equipment	Outside Equipment	Equipment Operation	Sub-Contract	Total
BID ITEM = 40000				Land Item	SCHEDULE: 1	100								
Description =	Excavate Box			Unit =	CY	Takeoff Quan:	216.000	Engr Quan:	216.000					
40000D	Excavate Box					Quan:	216.00 CY	Hrs/Shift:	8.00	Cal:	508	WC:	NONE	
Box Excav = 27 ft x 12 ft x 20 VF / 27 = 240 BCY														
Reduce by 2 VF , for top excav of pavement removal														
Box Excav = 27 x 12 x 18 / 27 = 216 CY														
EXCAV2	Excav Crew			10.80	CH	Prod:	20.0000	UH	Lab Pcs:	7.00	Eqp Pcs:	1.00		
8EXCAV320DCT	CAT 320D Excavator	1.00		10.80	HR	72.230					324	456		780
LABR03	Labor Fore	1.00		10.80	MH	30.190	536							536
LABR06	Labor Common	4.00		43.20	MH	27.190	1,998							1,998
OPR1404	Backhoe Oper >37K	1.00		10.80	MH	35.180	703							703
OPR1564	Oiler	1.00		10.80	MH	27.100	600							600
\$4,616.09	0.3500 MH/CY			75.6000	MH	[10.061]	3,836				324	456		4,616
20.0000	Units/Hr	* 160.0000	Un/Shift	2.8571	Unit/MH		17.76				1.50	2.11		21.37
500500R	Muck Disposal - Trucking					Quan:	280.80 CY	Hrs/Shift:	8.00	WC:	NONE			
DMPTR1	Muck Disposal - Truck			10.80	CH	Prod:	1.3500	S	Lab Pcs:	1.00	Eqp Pcs:	1.00		
4DUMPFEE01	Muck Dump Fee - Clean			280.80	LCY	10.000							2,808	2,808
8TRK006	Dump Truck 20 LCY 85,0	1.00		10.80	HR	83.021					223	674		897
TMSTR04	Teamster	1.00		10.80	MH	27.750	578							578
\$4,282.66	0.0384 MH/CY			10.8000	MH	[1.067]	578				223	674	2,808	4,283
26.0000	Units/Hr	208.0000	Un/Shift	26.0000	Unit/MH		2.06				0.79	2.40	10.00	15.25
====>	Item Totals:	40000	-	Excavate Box										
\$8,898.75	0.4000 MH/CY			86.40	MH	[11.449]	4,414				547	1,130	2,808	8,899
41.198	216 CY						20.44				2.53	5.23	13.00	41.20

**Unreviewed

BID ITEM = 50000				Land Item	SCHEDULE: 1	100								
Description =	Pipe Hot Tap - Sub			Unit =	EA	Takeoff Quan:	1.000	Engr Quan:	1.000					
50000B	Sub - Hot Tap Plug					Quan:	1.00 EA	Hrs/Shift:	8.00	WC:	NONE			
4TAP	Sub - Hot Tap			1.00	EA	10,000.000							10,000	10,000

Direct Cost Report

Activity Resource	Description	Qty	Unit	Quantity Unit	Unit Cost	Percent Labor	Material	Cost Method	Inside Equipment	Outside Equipment	Equipment Operation	Sub-Contract	Total
HD ITEM = 10001	Description = Pipe Hot Tap - Sub			Land Item SCHEDULE Unit =	1 EA	100 Takeoff Quant							
800000	GC Crew - Assist Hot Tap Sub				Quan: 1.00 EA	1000000	1000						
EXCISE	Excav Crew			16.00 CH		Prod: 2,000 \$	Lab Pct:		7.00	Exp Pct:	1.00		
REXCAV371DC1	CAT 120D Excavator	1.00	HR	16.00	77.130					480	675		1,130
LABR03	Labor Fore	1.00	MH	16.00	30.190		764						764
LABR06	Labor Cleaner	4.00	MH	64.00	27.190		2,500						2,500
OPR1544	Backhoe Oper > 17K	1.00	MH	16.00	26,980 DE AS		1,041						1,041
OPR1544	Other	1.00	MH	16.00	27.190		888						888
56,818.67	112.0000 MH/EA			112.0000 MH		[1279.88]	5,887			480	675		6,810
8,9625	Unsat	0.5000	DayShift	0.0077 DayShift			5,852.99			480.00	675.68		6,810.67
Item Totals:	50000 - Pipe Hot Tap - Sub			112.00 MH		[1279.88]	5,887			480	675	10,000	16,839
114,231.67	112.0000 MH/EA						5,852.99			480.00	675.68	10,000.00	16,838.67
16,838.670	1 EA												

HD ITEM = 80000	Description = Backfill Box			Land Item SCHEDULE Unit =	1 CY	100 Takeoff Quant	140,000						
400000	Backfill Box				Quan: 140.00 CY	1000000	1000						
EXCISE	Excav Crew			8.00 CH		Prod: 1,000 \$	Lab Pct:		7.00	Exp Pct:	1.00		
23AND	Backfill MH			240.00 CY			2,400						2,400
REXCAV371DC1	CAT 120D Excavator	1.00	HR	8.00	92.230					300	338		578
LABR03	Labor Fore	1.00	MH	8.00	30.190		397						397
LABR06	Labor Cleaner	4.00	MH	32.00	27.190		1,480						1,480
OPR1544	Backhoe Oper > 17K	1.00	MH	8.00	55.180		521						521
OPR1544	Other	1.00	MH	8.00	23.100		444						444
25,818.34	0.2333 MH/CY			34.0000 MH		[6.708]	2,842			300	338		3,819
10,0000	Unsat	240.0000	DayShift	4.2877 Unsat			11.89			10.00	1.41		24.25
Item Totals:	60000 - Backfill Box			56.00 MH		[6.708]	2,842			300	338		3,819
25,818.34	0.2333 MH/CY						11.84			10.00	1.41		24.25
24.247	140 CY												

555,619.63	*** Report Totals ***			462.40 MH			26,241			1,480	1,546	8,948	4,472	11,138	93,699
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Direct Cost Report

Activity Resource	Description	Pcs	%	Quantity	Unit	Unit Cost	Labor	Permanent Material	Constr Matl/Exp	Inside Equipment	Outside Equipment	Equipment Operation	Sub-Contract	Total
BID ITEM = 60000				Land Item	SCHEDULE: 1	100								
Description =	Backfill Box				Unit = CY	Takeoff Qnan:	240.000	Engr Quan:		240.000				

>>> indicates Non Additive Activity

-----Report Notes:-----

The estimate was prepared with TAKEOFF Quantities.

This report shows TAKEOFF Quantities with the resources.

"Unreviewed" Activities are marked.

Bid Date: Owner: Engineering Firm:

Estimator-In-Charge:

JOB NOTES

Estimate created on: 11/13/2007 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\ESTMAST

*****Estimate created on: 08/22/2008 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\RRNY0708

*****Estimate created on: 04/27/2012 by User#: 0 -
 Source used: C:\USERS\REDMONDR1\DESKTOP\AECOM2012\HCSS ESTIMATE FILES\RCE-HCSS ESTIMATES - BACKUP\RRNY0809.zip (a backup) from 08/23/2008 5:36:34 PM

*****Estimate created on: 04/27/2012 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\RRNY0809

*****Estimate created on: 07/26/2012 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\RRNY20112012

*****Estimate created on: 12/15/2012 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\HRTFD001

*****Estimate created on: 12/16/2012 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\HRTFD003

*****Estimate created on: 12/16/2012 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\HRTFD004

*****Estimate created on: 12/27/2012 by User#: 0 -
 Source estimate used: C:\HEAVYBID\EST\HRTFD005

* on units of MH indicate average labor unit cost was used rather than base rate.
 [] in the Unit Cost Column = Labor Unit Cost Without Labor Burdens

Direct Cost Report

Activity Resource	Description	Pcs	%	Quantity Unit	Unit Cost	Labor	Permanent Material	Constr Matl/Exp	Inside Equipment	Outside Equipment	Equipment Operation	Sub-Contract	Total
-------------------	-------------	-----	---	---------------	-----------	-------	--------------------	-----------------	------------------	-------------------	---------------------	--------------	-------

BID ITEM = 60000 Land Item SCHEDULE: 1 100
 Description = Backfill Box Unit = CY Takeoff Quan: 240.000 Engr Quan: 240.000

In equipment resources, rent % and EOE % not = 100% are represented as XXX%YYY where XXX=Rent% and YYY=EOE%

----Calendar Codes-----

- 18S work 1 saturday shift
- 508 work 5-8hr shifts
- 509 work thru lunch conerte
- 510 work 5-10 hr shifts
- L05 Pay lunch

ITEM #	DISCUSSION	ACTION BY DUE DATE
	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.	
2-	1252 - Sarah Wilson presented Evaluation of Merit of, COR 006 MOS – PG&E live electrical delays – To complete the Launch box guide walls, PG&E Vault #2975 and utilities connected were required to be abandoned prior to excavation, the Contract documents indicated these utilities were abandoned. PG&E Inspector found live electrical & fiber optic lines during an inspection inside PG&E vault #2975. De-energization of the PG&E line and the SFDT cutover were not completed until a month and a half after discovery. The Contractor is claiming they experienced inefficiencies but haven't quantified what the inefficiencies were. The CMB agreed with partial merit for work associated with guide wall excavation and inefficiencies due to the live PG&E utilities. The CMB recommended the Construction Manager/RE track this issue under CN1251 PG&E Form B work.	
3-	1252 - Sarah Wilson presented Evaluation of Merit of, COR 013 – MOS - SL conduit from PG&E vault @ north headwall – Permanent power was installed to an existing street light on 4 th Street. PG&E de-energized vault #1494 to accommodate 1252 construction and existing street light located at the NW sided of the north headwall at Moscone Station (dwg UD-402 Rev. 0 and UT-402 Rev 0) lost its power. After inspection from PG&E vault #1622 on Clementina it was discovered that it is not available as a permanent power source. SFMTA requested that the Contractor install conduit from PG&E vault #1493 to the street light for permanent power. The work was not show on the contract drawings. The CMB agreed with merit for work associated with installing conduit for permanent power, but the work has not yet been performed and other possibilities may exist. Suggestion that the COR be forwarded to the Design team for their review prior to making final determination of work to be performed.	
4-	1252 - Sarah Wilson presented Evaluation of Merit of, COR 015 – LB - Pre-Excavation for Slurry Walls – During construction of slurry wall west of the tunnel launch box Contractor uncovered an existing 8" vitrified clay pipe (VCP) sewer main encased in concrete extending 9'–11' below the top of guide wall or street surface. The contractor drawings show it as abandoned and to be removed, also incorrectly show it to be approximately 4'– 5' below the street surface. The sewer line encased in concrete was a differing site condition. Additional costs were incurred to remove the concrete and additional slurry was required to fill the over-excavated wall. The CMB agreed with merit of a differing site condition for work associated with removal of the concrete encased sewer line.	
5-	1252 - Sarah Wilson presented Evaluation of Merit of the occurrence of wood pile within slurry diaphragm wall - COR 032 – (SW) Panel W29, COR 034 (SW) Panel W28, COR 042 – (SW) Panel W25, and COR 043 – (SW) Panel W30. The Contractor discovered wood piles within slurry wall panels at the TMB Launch Box, which caused the slurry walls to deviate from the designed excavation limits. The contract document does not show the presence of wood piles within the footprint of SW panels. To correct the issue the panels were backfilled with lean concrete and re-excavated. The Contractor is claiming the presence of the wood pile caused a four day (4) delay to the SW work. A TIA associated with these COR's has not been determined as yet. The CMB agreed with merit for work associated with the differing site condition for SW panels.	
6-	1252 - Sarah Wilson presented Evaluation of Merit of COR 63 – 48 inch Pipe at UMS Headwall South - During excavation of UMS headwall south, the Contractor encountered a 48-inch pipe not shown on the contract drawing. The location of	

ITEM #	DISCUSSION	ACTION BY DUE DATE
	the unforeseen pipe impacted construction of the head wall work. This discovery constitutes a differing site conditions. The RE evaluated the conditions outlined in spec sec. 3.04 Unforeseen or Differing Conditions. The CMB agreed with merit of the COR providing direction to the RE to issue a change order directing the Contractor to investigate the pipe and provide recommendation for removal or partial removal of the pipe.	

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

Meeting adjourned at 5:10pm

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

Signed: _____ [initials of preparer & reviewer] **Date:** _____ [Date review completed]

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 068

Recommendation: Accept justification of Merit for COR 068, UMS – AT&T Vault Walkway @ N Headwall.

Facts: The Contractor discovered an existing walkway not indicated on the contract drawings at the UMS north headwall. This walkway connects an existing AT&T vault (South - No. 214), located within the utility demolition limits, to an existing AT&T vault (North) located outside of the utility demolition limits. The demolition of the walkway will leave an opening in the AT&T vault that remains. The opening needs to be sealed prior to jet grouting.

The Contractor proposes to construct a 3'x5' wall to the extent necessary, inside this walkway. The wall will be constructed of plywood and necessary reinforcement in order to create a bulkhead that will isolate the walkway and north vault from the south vault. The Contractor did not submit a request for time extension for this work. We have done our own evaluation and concur that no time extension is warranted.

Contractor Rationale for COR: The walkway was not indicated in the contract drawings.

Justification: We have evaluated the contract drawings and have determined that the additional work to construct the 3'x5' wall is justified. The demolition of the walkway will leave an opening in the AT&T vault that remains. The opening needs to be sealed prior to jet grouting.

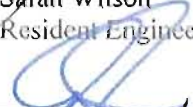
Change Type: (2) Unforeseen Condition

Recommend we authorize BIH/SPM to proceed on Force Account with a NTE of \$2,000. STW; 1/16/13

By:

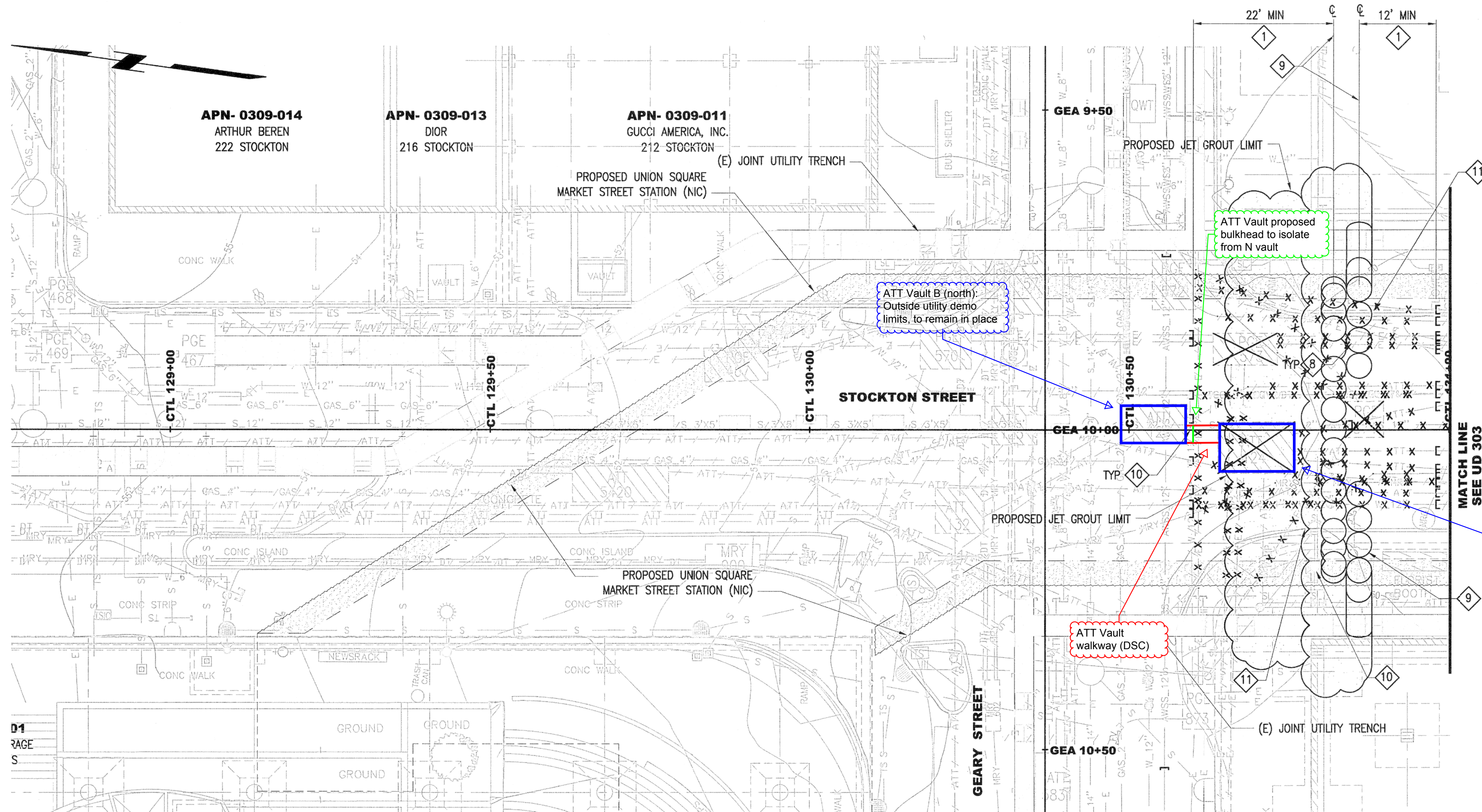

Sarah Wilson
Resident Engineer

1/16/13
Date


Configuration Management Board
Approval

1-16-13
Date

S:\6n003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Demolition\Sheet Files CP03\M54423UD302.dwg FBayani Wed Jan 26, 2011 1:25 pm UD-302



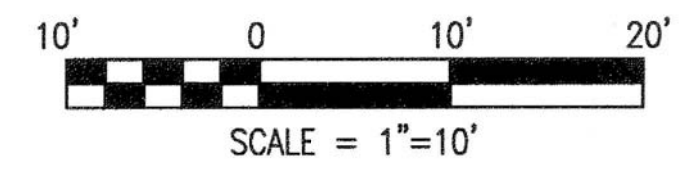
ATT Vault A (south):
Inside utility demo
limits, to be removed

ATT Vault B (north):
Outside utility demo
limits, to remain in place

ATT Vault
walkway (DSC)

NOTES:

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



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
EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
PHASE 2 - CENTRAL SUBWAY TUNNELS

UTILITY DEMOLITION
UMS STATION
CTL 128+75 TO 131+00

CONTRACT NO. 1252	
SFMTA CONTROL NO. CL-18027	
DRAWING NO. UD-302	REVISION 0
SHEET NO. 80	

CENTRAL SUBWAY PROJECT
Project Trend/Change Control Log

Trend 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		

- 1 - Owner Directed Change in Scope
- 2 - Unforeseen Conditions
- 3 - Errors and Omissions
- 4 - Quantity Variation
- 5 - Value Engineering
- 6 - Private Utilities
- 7 - Other

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.			

- 1 - Owner Directed Change in Scope
- 2 - Unforeseen Conditions
- 3 - Errors and Omissions
- 4 - Quantity Variation
- 5 - Value Engineering
- 6 - Private Utilities
- 7 - Other

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
1250-0022	10/06/10	081-0022	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. <u>No reimbursement from SFPUC AWSS.</u> COMPLETE, NO FURTHER ACTION; CMOD #15	CMOD #15 Approved		
1250-0023	10/06/10	081-0023	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	6	CMB-0048	Agree	08/24/11	+95,311		Contract specs specified AT&T to compensate contractor directly for workaroud & support. AT&T refused to pay Synergy. Synergy considers AT&T's refusal as a changed condition to CN 1250 contract. <u>(\$95,311) Reimbursement from AT&T. See Final 1250 Form B actual costs.</u> COMPLETE, NO FURTHER ACTION; CMOD #19	CMOD #19		
1250-0025	10/06/10	081-0025	6					+182,980	Contract specs specified PG&E to compensate contractor directly for workaroud & support. PG&E negotiated \$100,000 directly with Synergy and will pay synergy directly as well.			
1250-0026	10/06/10	081-0026	3	CMB-0028	Agree	02/09/11	+66,510		Total cost known to date (10/5/10) of all SFWD support and workaroud. 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. <u>No reimbursement from SFWD.</u> COMPLETE, NO FURTHER ACTION; CMOD #14	CMOD #14 Approved		
1250-0027	10/06/10	081-0027	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	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	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	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	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			
1250-0032	12/08/10	081-0032	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			

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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 AI 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		+450,867	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 10/29: CMod 20 is being issued as a unilaterally change, by the SFMTA that represents the SFMTA's estimate of a fair and reasonable final compensation amount for the additional work. COMPLETE, NO FURTHER ACTION; 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.			
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		

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1250-0041	05/18/11	081-0041	Delete UD-5 and UD-6 (Class I Off haul and Handling) from Contract	4					-0-	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					-0-	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								+3,180,500	(54,233)	Of the total cost exposure shown, changes have been absorbed by allocated contingency in the amount of \$2,860,848. Final Contract Closeout Total \$11,968,150			
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
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

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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					+127,892	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 COMPLETE, NO FURTHER ACTION	CMOD #24		1/2/2013
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						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. Agreed credit of (\$58,000) to be included in Trend #60. CLOSED, NO FURTHER ACTION			
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	
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

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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		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. COMPLETE, NO FURTHER ACTION; CMOD #21	CMOD #21		1/2/2013
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 in captured in Trend #31 or CMod #12. CLOSED; NO FURTHER ACTION. Cost for this trend is captured in Trend #31/CMod #12			
1251-0022	09/07/11	082-0022	Change OCS supports at SF Hilton Hotel on Mason Street from embedded eyebolts to poles w/foundations.	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.			

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1251-0023	09/07/11	082-0023	4th Street & Folsom Trolley Bypass	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	Install a 5" slurry wall between the gas line and wet utilities if the separation is less than 3 feet	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 COMPLETE, NO FURTHER ACTION; CMOD #19	CMOD #19		1/2/2013
1251-0025	09/07/11	082-0025	Additional PG&E conduit crossings at Geary and O'Farrell to minimize service interruption during future UMS Station construction	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	Install cantilever footing in lieu of regular OCS foundation at 2 locations on Mason Street between Geary and O'Farrell	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	Accelerate installation of AT&T facilities in order for AT&T to start cut-over sooner	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	Furnish and install AT&T Manholes 5828 (Stockton), 5831 (Geary), 5832 (O'Farrell) and 113 (O'Farrell)	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	Rebuild existing AT&T vault 133 at Post/Stockton and demolish existing AT&T vaults 403 (Ellis) and 113 (O'Farrell)	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. COMPLETE, NO FURTHER ACTION. Demo of existing vaults 403 and 113 are superseded by Trend 43. (See CMOD #23)			
1251-0030	10/26/11	082-0030	Enlarge existing PG&E vault 873 at SW Geary/Stockton	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 COMPLETE, NO FURTHER ACTION; CMOD #21	CMOD #21		1/2/2013
1251-0031	10/26/11	082-0031	Additional PG&E conduits crossing O'Farrell on east side of Stockton (Task Order #32)	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. COMPLETE, NO FURTHER ACTION; CMOD #21	CMOD #21		1/2/2013

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1251-0032	11/08/11	082-0032 Excavation and restoration cost for PG&E gas tie-in and kill holes.	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. COMPLETE, NO FURTHER ACTION; CMOD #19	CMOD #19		1/2/2013
1251-0033	11/23/11	082-0033 Install secondary enclosure wall at One Stockton (Apple Store)	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	MAB	4/21/2012
1251-0034	01/10/12	082-0034 Install temporary support as required to protect existing live utilities that are encroaching into the City right-of-way in front of 17-25 Stockton Street.	2	CMB-0069	Agree	04/04/12	+337,548		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 COMPLETE, NO FURTHER ACTION; CMOD #17	CMOD #17	MAB	6/28/2012
1251-0035	01/11/12	082-0035 Potholing on Stockton between Post and Geary for UMS Station design	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 Install three 6" PG&E conduits from vault 5800 to PG&E "A" pullbox at 4th/Bryant.	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 Install sewer lateral from the Gucci building (240 Stockton) to the main sewer on Maiden Lane. Work will involve plumbing modification inside building to raise invert.	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) COMPLETE, NO FURTHER ACTION; CMOD #18	CMOD #18		01/02/13
1251-0038	01/04/12	082-0038 Reimburse Synergy for JCDecaux work to remove kiosks	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. COMPLETE, NO FURTHER ACTION; CMOD #22			
1251-0039	01/17/12	082-0039 Furnish and install 2ea benches along 5th Street	1				+5,250		COMPLETE, NO FURTHER ACTION; CMOD #22			

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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	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	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	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 (CMB 0076 approval - see Trend CN12511 #'s 72 & 80) COMPLETE, NO FURTHER ACTION; CMOD #23	CMOD #23		01/02/13
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 COMPLETE, NO FURTHER ACTION; CMOD #18	CMOD #18		01/02/13
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) COMPLETE, NO FURTHER ACTION; CMOD #18	CMOD #18		01/02/13
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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
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) COMPLETE, NO FURTHER ACTION; CMOD #26	CMOD #26		01/02/13
1251-0048	04/10/12	082-0048	Additional cost and time for stuck auger during micropile drilling	2						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. CLOSED; NO FURTHER ACTION.			
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. (CMB 0083 approval - see Trend CN1251#'s 53, 59, and 64) COMPLETE, NO FURTHER ACTION			

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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	+48,898	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) COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		01/02/13
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 COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
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. COMPLETE, NO FURTHER ACTION; CMOD #28	CMOD #28		1/2/2013
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 COR #74 PG&E agreed to reimburse SFMTA through the Form B process. 11/07/12 (CMB 0083 approval - see Trend CN1251#'s 49, 59, and 64) COMPLETE, NO FURTHER ACTION; CMOD #27	CMOD #27		01/02/13
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. COR #72 COMPLETE, NO FURTHER ACTION; CMOD #22	CMOD #22		01/02/13
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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
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	+1,754	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) COMPLETE, NO FURTHER ACTION; CMOD #25	CMOD #25		1/2/2012
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 (CMB 0083 approval - see Trend CN1251#'s 53, 49, and 64) COMPLETE, NO FURTHER ACTION; CMOD #27	CMOD #27		01/02/13
1251-0060	06/26/12	082-0060	Final Bid Item Reconciliation	4				+25,946	Bid item analysis for entire contract 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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013

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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 COMPLETE, NO FURTHER ACTION; CMOD #22	CMOD #22		1/2/2013
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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
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. 11/07/12 (CMB 0083 approval - see Trend CN1251#'s 53, 59, and 49) COMPLETE, NO FURTHER ACTION; CMod #27	CMOD #27		1/2/2013
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. COMPLETE, NO FURTHER ACTION; CMOD #28	CMOD #28		1/2/2013
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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
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		+32,149	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. COR #76 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) COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		01/02/13
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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
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. COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013

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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. COR #77 RE reviewing COR (CMB 0079 approval - see Trend CN1251 #'s 52 & 65) COMPLETE, NO FURTHER ACTION; CMOD #28	CMOD #28		1/2/2013
1251-0071		082-0071	Install a new 8" backflow preventer for the fire service inside Macys Men's building	6						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. SFMTA will insist on Macys to install its own backflow preventer. CLOSED; NO FURTHER ACTION.			
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) COMPLETE, NO FURTHER ACTION; CMOD #14	CMOD #14		1/2/2013
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 to prepare mod			
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). COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		01/02/13
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		Contractor encountered unforeseen concrete and brick substructures and abandoned utility lines. RE Tracking work on FAR RE to prepare modification (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 78) COMPLETE, NO FURTHER ACTION; CMOD #20	CMOD #20		01/02/13
1251-0076	08/08/12	082-0076	Adjustment to OCS on Mason Street	2/3	CMB-0082	Agree	10/31/12	+14,987		Modify bracket arm at existing Pole #511 to alleviate tension load and bending of pole. Realign 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) COMPLETE, NO FURTHER ACTION; CMOD #26	CMOD #26		1/2/2013
1251-0077	09/12/12	082-0077	Additional work related to Qwest, TCG and UCCO facilities	2	CMB-0081	Agree Conditionally	10/31/12	+37,181		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. COMPLETE, NO FURTHER ACTION; CMOD #25	CMOD #25		

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1251-0078	09/12/12	082-0078	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 Streets. RE Tracking work on FAR (CMB 0082 approval - see Trend CN1251 #'s 47, 58 & 76) COMPLETE, NO FURTHER ACTION; CMOD #26	CMOD #26		1/2/2013
1251-0079	09/12/12	082-0079	2				+44,530		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 COMPLETE, NO FURTHER ACTION; CMOD #24	CMOD #24		1/2/2013
1251-0080	09/12/12	082-0080	2	CMB-0076	Agree Conditionally	10/03/12	+58,180		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) COMPLETE, NO FURTHER ACTION; CMOD 23	CMOD #23		1/2/2013
1251-0081	09/13/12	082-0081	6				+99,751		Contract Plan JT-014 calls for CDF cover on PG&E ductbank. However, PG&E requested to use regular concrete due to heat dissipation problem with CDF. 12/19/12 - Presented to CMB, direction given to finalize cost and obtain a Form B agreement with PG&E			
Contract 1251 Totals							+4,482,370	+144,537	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. Final Contract Closeout Total \$21,003,607			
Contract 1252 - Tunnels												
1252-0001 COR #001,	04/11/12		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. See COR 008 for TIA request.			
1252-0002 COR #002	04/11/12		6				+58,000		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 COR #003	04/06/12		6				+41,218		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&T 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. Work is to be charged via SFMTA Form B agreement to AT&T.			
1252-0004 COR #006	04/06/12		2				+8,295		PG&E lines indicated on contract drawing UD-502 thru 504 were to be abandoned yet were not yet abandoned when BIH started work. They were abandoned on 5/21.			
1252-0005 COR #007	06/12/12		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.			
1252-0006 COR #008	07/16/12		6				-0-		TIA and Overhead Costs related to COR 001, 002 and 003.			

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1252-0007 COR #009	05/23/12	MOS - Live Utilities: PGE, AT&T, and SFWD 8" Water Line extra kill hole location	2						-0-	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.		
1252-0008 COR #010	07/16/12	MOS - Demo PGE duct bank / SF City 911 fiber optic line	2					+4,919		Upon excavation of the MOS north headwall, BIH's subcontractor Synergy Project Management (SPM) uncovered a PG&E duct bank that contained a live San Francisco 911 fiber optic line. 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 COR #011	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. Traffic Lines re-routed.		
1252-0010 COR #012	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..		
1252-0011 COR #013	07/16/12	MOS - SL conduit from PG&E vault @ north headwall	6					+10,903		Permanent power is required to supply an existing Street Light box north of the MOS N headwall.		
1252-0012 COR #015	07/16/12	LB - Pre-Excavation for Slurry Walls	2					+96,000		Pre-excavation of slurry wall panels due to CDF encased sewer line. 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.		
1252-0013 COR #015	06/29/12	MOS - Standby Delays @ south headwall due to live TS lines	6						-0-	Standby delays related to the discovery of traffic lines within the proposed location of the south MOS headwall. 11/14/12 - COR presented to CMB. CMB requested additional revisions to the evaluation. CMB agrees with partial merit. The COR will be brought back to the CMB for approval.		
1252-0014 COR #019	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. 07/18/12 - This potential change was brought before the CMB. Board's decision to have DPT perform the work. CLOSED; NO FUTHER ACTION		
1252-0015 COR #020	06/22/12	PROJECT WIDE - Utility Demo limit reduction credit	5						-0-	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. Closed - SFMTA to BIH/SPM "Build per Plan".		
1252-0016 COR #021	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 COR #022	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.		

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1252-0018 COR #023	07/10/12	MOS - Brick Wall #2 discovered @ north headwall	2					-0-	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 COR #026	08/07/12	MOS - Asbestos Pipe at south headwall	2					+33,668	Transite pipe was discovered during MOS south headwall excavation.			
1252-0020 COR #027	08/10/12	MOS - Oil filled pipe at south headwall	2					+9,226	A pipe containing oil was discovered during MOS south headwall excavation.			
1252-0021 COR #029	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 COR Closed	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 crosspassage 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 crosspassage 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 and preparatory and utility work necessary for the construction of the retrieval shaft. CLOSED NO FURTHER ACTION.			
1252-0023 COR #004	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 COR Closed	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.			
1252-0025 COR #005	04/18/12	CDF Encasement on 42" RCP	2					+140,596	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.			
1252-0026 COR Closed	06/12/12	Damage to Live LPW main at 4th and Folsom	2					-0-	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.			
1252-0027 COR #014	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. Issue closed, cost of fence paid by BIH in return for use of gas station lot. 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			

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1252-0028 COR #016	07/16/12	LB - SPTC delays due to concrete encased 8" sewer	2					-0-	Closed. Combined with COR 015. Verbal information presented to CMB at mtg 07/25 as a potential change. CLOSED; NO FUTHER ACTION			
1252-0029 COR #018	07/16/12	MOS - South Headwall re-design	1					-0-	Costs related to leave end stops in place and a "T-Section" at the Moscone headwalls return walls. 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 COR #024	08/02/12	Ellis - Utility demolition	3					+38,678	BIH says that no utilities were shown at Ellis; however, Reference Drawing UE-126 shows utilities.			
1252-0031 COR #025	07/25/12	Crack Gauges	4					-0-	BIH disagrees with SFMTA 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.			
1252-0032 COR #028	08/07/12	Ellis asbestos abatement	2					+40,000	A steam line containing asbestos was discovered during potholing at the Ellis Street Shaft.			
1252-0033 COR #030	08/15/12	LB - Class 1 Hazardous Material Haul off	2					+198,276	BIH trucking costs for Class 1 haul off. Also see COR 054 regarding Class 1 Haz material haul off for Phase 2. Cost to be reimbursed by "ES-8". Additional costs hazardous waste allowances.			
1252-0034 COR Unsubmitted	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.			
1252-0035 COR Unsubmitted	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."			
1252-0036 COR #035	09/19/12	Additional Road Base on Fourth Street	2					-0-	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 Bryant St. The additional layer is estimated by BIH/SPM to be approximately 8" - 12" thick.			
1252-0037 COR Unsubmitted	09/19/12	DPW permitting potential impacts	7					TBD	DPW Permitting issue to cause potential impacts. DPW is not issuing BIH 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.			
1252-0038 COR #038	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 foundation 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.			

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1252-0039 COR Unsubmitted	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 Diaphragm 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.			
1252-0040 COR #052, PCC #1	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.			
1252-0041 COR #060, PCC #2	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.			
1252-0042 COR #031	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.			
1252-0043 COR #032	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.			
1252-0044 COR #033	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 COR #034	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.			
1252-0046 COR #036	09/19/12	MOS - Catch Basin @ south headwall	3					-0-	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. BIH claims the catch basin was not shown in the contract drawings. Closed due to improper notification.			
1252-0047 COR #037	09/19/12	UMS - 12" steel pipe removal	3					-0-	A 12" steel pipe at the north UMS headwall location interfered with the demolition of other existing UMS utilities. BIH claims the steel pipe was not shown in the contract drawings. Closed due to improper notification.			
1252-0048 COR #039	09/19/12	MOS - 16" Steel Pipe removal @ northeast headwall	3					+3,500	SPM removed 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. BIH claims the 16" steel pipe was not shown in the contract drawings.			
1252-0049 COR #040	09/19/12	MOS - Extra Road Base @ northeast headwall	2					-0-	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 COR #041	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.			

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1252-0051 COR Executed	10/25/12	Contract Amendment No. 2	1					(3,040,713)				
1252-0052 COR #042	10/25/12	LB - Panel W25 Wood Pile	2					+116,785	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 COR #043	10/25/12	LB - Panel W30 Wood Pile	2					+47,185	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 COR #044	10/25/12	MOS - 16 steel pipe removed @ southeast headwall	3					+1,000	SPM removed 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. BIH claims the 16" steel pipe was not shown in the contract drawings.			
1252-0055 COR #045	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 COR #046	10/25/12	UMS - Unmarked steel pipes (6", 12", 14") / Duct Bank	6					+15,000	While performing excavation for the utility demolition at the south UMS headwall BIH/Synergy discovered a 6" dia. steel pipe, 16" dia. steel pipe, 18" dia. steel pipe, and a concrete duct bank. BIH claims the utilities were not shown in the contract drawings.			
1252-0057 COR #047	10/25/12	Ret Shaft - unmarked 10' steel piped/duct bank	6					+7,500	Synergy Project Management (SPM), discovered an abandoned duct bank and 10" steel pipe which traveled underneath Columbus Avenue between Powell and Union Streets. Removal of the duct bank was necessary to complete the construction of the 36" RCP sewer main relocation work in this area. The status of the removal of the steel pipe is uncertain and may have not been necessary for the sewer main relocation.			
1252-0058 COR #048	10/25/12	UMS- 3'x5' brick sewer at south headwall	6					+15,000	Synergy Project Management (SPM), discovered a brick sewer within the utility demolition limits at the UMS South headwall. The sewer encountered was larger than the 12" pipe which was shown in the contract drawings. Removal and disposal of the sewer commenced on September 26th and was completed by September 28th. Removal of the sewer was necessary for headwall construction.			
1252-0059 COR #049	10/25/12	Ret Shaft - Tree trimming debris haul off	7					+1,500	Synergy Project Management (SPM), was requested by the SFMTA to remove and dispose of debris near the Northeast corner of Columbus Avenue and Union Street. The debris resulted from tree trimming activities performed by MUNI operations.			
1252-0060 COR #050	10/25/12	Ret Shaft 12" steel pipe removed at Union/ Columbus	6					+3,750	BIH/SFMTA to finalize labor rates			
1252-0061 COR #051	10/25/12	Ret Shaft - Elevation design conflict (30' low ppl water / sewer)	3					+26,000	SPM preparing COR form.			
1252-0062 COR #053	10/25/12	Chinatown - Night drilling for instrumentation	7					-0-	CLOSED			
1252-0063 COR #054	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 COR #055 PCC #04	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.			
1252-0065 COR #057	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.			

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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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1252-0066 COR #059 PCC #05	10/31/12	PCC No. 5 - Ret Shaft Water Dist. Pipe Material Change	1					(31,012)	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 COR #058	11/05/12	Ret Shaft - Additional 10" steel pipe removal	6					+650	Work is a continuation of work performed in COR 047.			
1252-0068 COR #056 PCC #03	11/05/12	PCC No. 3 - General Detour Signage	1					+22,180	BIH/SFMTA to finalize labor rates 10/03/12 - PCC presented to CMB. 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. 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 COR #064 PCC #06	11/05/12	PCC No. 6 - Supplemental instrumentation of BART tunnel lining.	1					+97,369	Implement additional instrumentation of BART tunnel lining: (A) Existing bolt preload force – Determine the actual load in 12 bolts. (B) Bolt force sensor – Install 12 bolt force sensors at bolts for a total of 24 bolts. (C) Rail movement under dynamic train loading – Install dynamic strain gauges (2 per rail, 8 per tunnel). 10/31/12 - PCC presented to CMB for merit. CMB directed RE to proceed with obtaining a price quote from Contractor to perform the work.			
1252-0070 COR Unsubmitted	11/13/12	Full Closure of 4th Street	1					-0-	SFMTA allowed full closure of 4th Street in order to facilitate construction of Launch Box Slurry Wall Construction Week Ending 11/04/12 - 11/11/12.			
1252-0071 COR #061	11/13/12	LB - Panel P-17 Buried Obstruction	1					+5,000	CJA-NCC discovered an unmarked buried water main at Panel P-17, approximately 6' below the guidewall at CTL Station 165+52, while performing slurry diaphragm wall excavation.			
1252-0072 COR #062	11/16/12	LB – Panel P-9 Buried Obstruction	2					+150,000	CJA-NCC discovered a buried obstruction while excavating slurry diaphragm wall panel P-9 at the Launch Box location.			
1252-0073 COR #063	11/16/12	UMS - 48" Steel Pipe @ southwest headwall	2					+250,000	BIH/Synergy encountered a buried 48" Diameter steel pipe during work at the UMS S. Headwall. The pipe is located 6 feet from the south UMS headwall and 5 feet from the face of the curb.			
1252-0074 COR #065	12/12/12	LB – Panel P-12 Buried Obstruction	2					+150,000	CJA-NCC discovered a buried obstruction (water main) while excavating slurry diaphragm wall panel P-12 at the Launch Box location.			
1252-0075 COR #066	12/12/12	Retrieval Shaft - Unmarked 12" Steel Pipe	2					+6,500	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 be a Low Pressure Water Main.			
1252-0076 COR #067	12/12/12	LB - Panel P-10 Buried Obstruction	2					+18,000	CJA-NCC discovered a buried obstruction or concrete encased clay sewer pipe, approximately 7' below the top of the guide wall while excavating slurry diaphragm wall panel P-10 at the Launch Box location.			
1252-0077 COR #NA PCC#07	12/19/12	PCC No. 7 BART Temporary Annex Wall	1					+7,498	SFMTA is requesting Contractor construct temporary wall for Bart Annex for SFMTA use.			
Contract 1252 Totals								-0-				
CONSTRUCTION TRENDS (Based on #1250, #1251 & #1252 Trending Log and Cmods) - SUBTOTALS:								+7,662,870	(1,333,493)			

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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.]		
FD-002	07/12/10	085-0001	Redux of Station Emergency Ventilation Fans (CTS)	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	Redux of Station Emergency Ventilation Fans (MOS)	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	Lowering of CTS	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	UMS Structural Configuration	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	UMS Alternate Station Access/Vent Shaft @ Union Square	1	CMB-0010	Agree	12/29/10	(22,500,000)	(22,500,000)	Documentation to be filed.		
FD-006	08/03/10	084-0005	Station Headwalls - UMS	1	CMB-0008	Agree	08/18/10	-0-	-0-			
FD-006	08/03/10	086-0002	Station Headwalls - MOS	1	CMB-0008	Agree	08/18/10	-0-	-0-			
FD-007	08/03/10		Cross-passages	1	CMB-0018	Agree	09/15/10	-0-	-0-			
FD-008	07/30/10		Trolley Re-route @ Columbus & Powell	1	CMB-0017	Agree	09/15/10	-0-	+2,000,000			
FD-009	10/06/10	082-0003	ECP to Modify Sidewalk Vault Demolition and Construction Sequence to Facilitate Construction of Joint Utilities Trench and Future UMS Station	1	CMB-0019	Agree	12/15/10		+3,000,000			
FD-010	10/06/10	082-0004	Redesign Stockton Street Sanitary Sewer to conform to SFPUC Sewer Criteria that preclude placement of relocated sanitary sewer under sidewalks	1	CMB-0020	Agree	11/17/10		+2,000,000			
FD-011	10/06/10	082-0005	Reconfigure Routing of Water, Sewer and Gas laterals from buildings on north side of Ellis Street	1	CMB-0021	Agree	11/17/10		+500,000			
FD-012	10/06/10	082-0006	Recognize cost transfers from design allowances allocated to contingency to explicit line items in final design estimates	1	CMB-0022	Disagree	11/17/10		-0-			
FD-013	10/06/10	082-0007	Increase Extent of Sub-sidewalks Vault Secondary Closure Walls and Waterproofing	1	CMB-0023	Agree	11/17/10		+4,100,000			
FD-014	10/06/10	082-0008	Include OCS system for rerouting trolley buses to Fifth Street	1	CMB-0024	Agree	12/15/10		+3,100,000			
FD-015	10/06/10	082-0009	Subsidewalk Vault Secondary Closure Walls for Buildings at 800 Market and 838 Market	1	CMB-0025	Agree	11/17/10					
FD-016	10/06/10	085-0003	Underpinning of Mandarin Tower	1	CMB-0011	over taken by FD-021	01/19/11		+5,000,000	Additional Information Pending.		
FD-017	10/06/10	085-0004	CTS Ground Improvement	1	CMB-0012	over taken by FD-021	01/19/11		+10,300,000	Additional Information Pending.		
FD-018	10/06/10	084-0006	UMS Apple Store Entrance	1	CMB-0013	Disagree	11/10/10		-0-	Additional Information Pending.		
FD-019	10/06/10	086-0003	MOS TOD Configuration	1	CMB-0014	Agree	11/10/10		TBD			
FD-020	10/06/10	084-0007	UMS Emergency Stair #4 Relocation	1	CMB-0015	Agree	11/10/10		TBD			

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FD-021	01/14/11	085-0005	CTS Lowering and Stations Reconfiguration	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	Sewer Replacement along Geary & O'Farrell	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	Emergency walkways through crossover cavern changed from outside the main tracks to between the main tracks.	1	CMB-0032	Agree	07/27/11						
FD-024	11/17/10	087-0002	Diamond crossover on surface segment to a tandem (universal) crossover.	1	CMB-0033	Agree	08/24/11		(350,000)				
FD-025	04/13/11	083-0001	Bid Option for TBM Retrieval Shaft		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.			
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	

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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.				
FD-038	11/07/12	Elongated Sidewalk Bulb-out at Chinatown Station							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 YO	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 \$\$X increase from the 65% base amount in 2010\$. Increase would deplete current YOY 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 YO	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)				

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X54-005	12/06/11			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 YOY	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			
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-0203, 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			

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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.			
GRAND TOTALS								+61,791,040	Current Forecast reflects an estimated net +66,751,620 unfavorable exposure to the project to date. Incorporated budget increases have been absorbed by allocated and unallocated funds and the program budget to date remains \$1,578,300,000.			
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.												
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.		

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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
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	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.		
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.			
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												

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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
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 P	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.			
1553-0007	09/27/11	073-0007	Proposal to exercise optional sub-task 12.12 structural design of the OCS attachments.	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	Scope Clarification - Add Emergency and Location Signage.	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	Proposal to exercise mechanical optional task A 12.11 to design a water line on the FBS station platform.	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	Proposal to exercise Task 12.01 Surface Segment site Drainage	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	Proposal to exercise Task 12.02 Sewer Relocation and Analysis Report.	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	CTS - Alternate 5	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	Proposal for Geotechnical Services	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	Authorization to commence optional tasks 12.12E traction power cables for CAD production, Optional task 2.50 Coordination with Art			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	Proposal for additional services in Response to Approved (ECP) FD-034 Operation Performance and Safety Enhancements to 4th and King and 6th and King.	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	Proposal for additional work - Tunnel Air Replenishment System (Exercise Optional Service)	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	Extension of PC Support Technician	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	Extension of CSP Quality Manager	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	Authorization to commence optional task 12.02 Utility Plans for design of repositioned and reconstructed manholes for the 78 inch diameter sewer on 4th St.	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	Authorization to commence optional task 12.12 civil and structural support for traction power duct banks	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	Authorization to commence optional task 12.11 design of the tunnel based Air Replenishment System including fill panels, feeder pipes, gauges, valves, fire proofing, anchors, supports, low level alarms, wiring, signage, connections to SCADA and monitoring devices, equipment placement, and impact protection	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	Increased authorization for optional task 12.12.e CAD production support	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		

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					Action	Date	Actual/Forecast	Potential Change			Verifier Name	Date
1553-0023	05/21/12	073-0023	Authorization to commence option task 12.11 structural design support for Fire Protection and Plumbing designs	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	Authorization to commence optional task 12.12 structural design support for Traction Power and Power/Lighting designs	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	Authorization to commence optional task 12.13 structural design support for Telephone and CCTV designs	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	Authorization to commence optional task 9.20 Technical Specifications for structural design support for above designs	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		
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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