

## CMB Meeting Minutes #148

DATE: November 18, 2013

MEETING DATE: **November 13, 2013**

LOCATION: 821 Howard St, Main Conference Room

TIME: 3:00 PM

ATTENDEES: J Funghi (JF), A. Hoe (AH), R. Redmond, (RR), M. Benson (MB), J. Wang (JW), J. Park (JP), K. Shah (KS), T. DePooter (TDP), B. Kelleher (BK), S. Jefferis (SJ), E. Stassevitch (ES), B. Ward (BW), L. Zurinaga (LZ )

COPIES TO: Attendees: S. Farhangi (SF), M. Henry (MH), M. Latch (ML), V. Chow (VC), J. Xia (JX), S. Espinal (SE), R. Hansen R. Nguyen (RN), S. Wilson (SW (RH), B. Lebovitz (BL), D. Kuehn (DK)  
File No. M544.1.5.0890

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

SUBJECT: Configuration Management Board Meeting # 148 – Rev. No. 0

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

ITEM #	DISCUSSION	ACTION BY DUE DATE
1-	1300 - Yerba Buena/Moscone (YBM) Slurry Wall/Tunnel Clearance – A Program response to the Designer, regarding information provided about clearance between slurry wall and tunnel lining was reviewed and approved by the CMB. (see attached).	
2-	1300 – Pedestrian Monitors – T. DePooter requested approval by the Board to proceed with authorization of the Contractor to furnish pedestrian monitors to assist pedestrians in the construction area. The Board confirmed the intent of the Special Provision 22 was to have the Contractor work thru the City Build/First Source Referral Program to hire the pedestrian monitors. The letter will be revised to instruct the Contractor to proceed with hiring two people during a set duration of time until directed otherwise by SFMTA. Additional discussion took place concerning the use of police versus PCOs for traffic control. A meeting will be setup with DT and the RE’s to confirm the use of Police and PCO for traffic control.	11/20/13 BK
3-	1300 – Discussion took place to clarify the contract requirements for work during the Holiday moratorium. Specific language contained in the YBM, STS, and CTS work packages were reviewed to provide a Programmatic understanding of the contract requirements. The CMB confirmed that traffic spec section was written by the Department of Traffic and that the specs shall govern what work can be done at each station by the Contractor. It was noted STS specs requires the Contractor sequence the work in phases to minimize the disruption of traffic. The RE was directed to work with the Contractor to establish work zones consistent with the contract to perform anticipated work related to potholing for utilities.	

ITEM #	DISCUSSION	ACTION BY DUE DATE
4-	The Program Trend/Change Control Log dated 11/13 was viewed. No additional items had been added to the log. Two specific items related to potential additional costs for 1252 should have appeared on the log but were not found on the update. M. Benson to ensure the log is properly updated for next week. The log is attached for distribution with these meeting minutes.	
5-	Follow up action items were reviewed and <b>CLOSED</b> as noted in the Action Items list (see attached).	



### ACTION ITEMS

ITEM #	MTG DATE	MTG ACTION DATE	DESCRIPTION	BIC	DUE DATE	STATUS
8	04/03/13	04/03/13	1252 – DP1 – Design Services hours and cost during construction – DP1 Review	MB	11/20/13	Open
8	07/24/13	07/24/13	1252 – Breakdown of Bid Item GE-3	MB	11/20/13	Open
2	08/14/13	08/14/13	1252 – CMod #8 (PSI strength) – Statement of occurrence post meeting record of approval which overrode CMB direction	SW	11/20/13	Open
1	08/28/13	08/28/13	1252 – Outstanding COR's – status update	SW/MB	11/20/13	Open
2 & 3	08/28/13	08/28/13	1252 – COR 97 & 98 – gravel encountered action plan from Engineering of Record (DP1)	SW/MB	11/20/13	Open
5	08/28/13	08/28/13	1252 – Action plan of execution for the Slip Lining Work (Stockton/Columbus)	SW	11/20/13	Open
4	09/25/13	10/02/13	1252 – Efforts to offset Cost for DP2 Budget Increase Task 16	SW	11/20/13	Open
4	09/25/13	10/02/13	1252 – COR #104 - Additional Sewer Slip Lining – SFPUC Response	SW	11/20/13	Open
5	09/25/13	10/02/13	1300 – PCC CTS 0001 - Contractor Cost Proposal	TDP	11/20/13	Open
2	10/09/13	10/09/13	1252 – Design Clause - confirmation of existing contract language in CN 1252 and CN 1300 regarding existing conditions related to utilities	JW/AH	11/20/13	Open
1	10/16/13	10/16/13	1252 – COR 102 - Determine if the Contractor received 1251 as built information before they began operations	SW	11/20/13	Open
1	10/16/13	10/16/13	1252 – COR 102 - Graphic showing the location of the headwalls control line	SW	11/20/13	Open
5	10/16/13	10/16/13	1300 – IRL - COR's 5, 23 & 85 Ltr to Contractor	RR	11/13/13	<b>CLOSED</b>
3	10/23/13	10/23/13	1252 – PCC 014 - Contractor Cost Proposal	JW/SW	11/20/13	Open
1	10/23/13	10/23/13	1300 – Ltr. to TPC – Tutor's Bid item for the Steel	RR/NH	11/20/13	Open
1	10/23/13	10/23/13	1300 – Ltr. to PB – Validation of availability of steel in USA during bid	RR/NH	11/20/13	Open
4	10/23/13	10/23/13	1300 – COR 05 - Revisit IRL process with	RR	11/20/13	Open
4	10/23/13	10/23/13	1300 – PCC CTS 0004 – Contractor Cost Proposal	TDP	11/20/13	<b>CLOSED</b>
2	11/06/13	11/06/13	1252 - COR 017 – Notify utility of cost as Form B bill update under CN1250 or CN1251	SW	11/20/13	Open
3	11/06/13	11/06/13	1252 – Slurry Wall Panels – TIA to be sent to BIH – SFMTA's time savings and premium cost saving time	SW/AA	11/20/13	Open

2	11/13/13	11/13/13	1300 – Setup a meeting with DT to confirm the use to control traffic	BK	11/20/13	Open
NA	11/13/13	11/13/13	1252 – Confirm who is being billed for the use of PCO's at 5 <sup>th</sup> St.	MB	11/20/13	Open

Meeting adjourned at 5:30pm

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. (4) days of receipt of these minutes.

Signed:   [Initials of preparer & reviewer] Date: 18 NOV 13 [Date review completed]

## Meeting Agenda

**Project No. M544.1, Contract No. CS-149**  
**Program/Construction Management**  
**Configuration Management Board (CMB) Meeting No. 148**  
**November 13, 2013**  
**3:00pm – 5:00pm**  
Central Subway Project Office  
821 Howard St. 2<sup>nd</sup> Floor  
Main Conference Room

**Attendees:**

Mark Benson	Melvyn Henry	Roger Nguyen	Beverly Ward
John Funghi	Jim Kelly	Richard Redmond	Luis Zurinaga
John Haley	Mark Latch	Kartik Shah	
Albert Hoe	Brad Lebovitz	Eric Stassevitch	

- 1. 1300** - Email response - Clearance between inside face of Slurry Wall & Tunnel Lining - *Review*  
- Authorization to proceed - Pedestrian monitors – *Approval*
- 2. Trend/Change Log** – CN1252 - **No new items added**
- 3. Other Business** – Program wide Holiday Moratorium - *Discussion*

## Meeting Attendance Sheet

**Project No. M544.1, Contract No. 149**  
**Program/Construction Management**  
**Configuration Management Board S Meeting No. 148**  
**November 13, 2013**  
**3:00 p.m. – 5:00 p.m.**  
 Central Subway Project Office  
 821 Howard, 2<sup>nd</sup> 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) 238-0996	Mark.Benson@sfmta.com	<i>MCB</i>
Chow, Vivian	SFMTA	(415) 701-5264	Vivian.chow@sfmta.com	
DePooter, Ted	CSP	415 701-5295	Ted.DePooter@sfmta.com	<i>TRD</i>
Farhangi, Shahnam	SFMTA	(415) 554-0721	Shahnam.Farhangi@sfmta.com	
Funghi, John	SFMTA	(415) 701-4299	John.Funghi@sfmta.com	<i>John Funghi</i>
Haley, John	SFMTA		John.Haley@sfmta.com	
Henry, Melvyn	SFMTA	(415) 701.5719	Melvyn.Henry@sfmta.com	
Hoe, Albert	SFMTA	(415) 701-4289	Albert.Hoe@sfmta.com	<i>Albert Hoe</i>
Kelleher, Brian	SFMTA	(415) 701-5289	Brian.Kelleher@sfmta.com	<i>Brian Kelleher</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	

# central T subway

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Lebovitz, Brad	STV/PMOC	(510) 464-8052	Bradley.lebovitz@stvinc.com	
Nguyen, Roger	SFMTA	(415) 701-4312	Roger.Nguyen@sfmta.com	
Park, Joon	SFMTA	(415) 701-4742	Joon.Park@sfmta.com	<i>JP</i>
Redmond, Richard	CSP	(415) 701-4288	Richard.Redmond@sfmta.com	<i>RR</i>
Shah, Kartik	SFMTA	(415) 701.5678	Kartik.Shah@sfmta.com	<i>KS</i>
Stassevitch, Eric	CSP	(415) 701-4426	Eric.Stassevitch@sfmta.com	<i>ES</i>
Vilcheck Mark	CSP	(415) 701-4293	Mark.Vilcheck@sfmta.com	<i>MV</i> *
Wang, Jane	SFMTA	(415) 701-4287	Jane.Wang@sfmta.com	<i>JW</i> *
Ward, Beverly	CSP	(415) 701-5291	Beverly.Ward@sfmta.com	<i>BW</i>
Wilson, Sarah	CSP	(415) 243-0950	Sarah.Wilson@sfmta.com	
Zurinaga, Luis	SFCTA	(415) 716-6956	Luis.zurinaga@sfcta.org	<i>LZ</i>
<i>JEFFERIS, SCOTT</i>	<i>SFMTA</i>	<i>(415) 238-4679</i>	<i>RICHARD JEFFERIS @SFMTA</i>	<i>(RJ)</i>
<i>Jane Wang</i>	<i>SFMTA</i>	<i>415 701 4287</i>		

## Ward, Beverly

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**From:** Wang, Jane  
**Sent:** Wednesday, November 13, 2013 3:09 PM  
**To:** Ward, Beverly  
**Subject:** RE: Draft response for your review: YBM clearance between inside face of slurry wall and tunnel lining

For CMB discussion

Aileen:

Thanks for calculations. This is the first time I'm learning that the clearance between the station wall and the tunnel is this tight, especially the southbound. I heard that during early final design, the clearance after taking into account all the tolerances was 12".

Assuming neither contractor exceeds their construction tolerances, do you see any problem with the net 3" clearance? Why is there more clearance with the northbound tunnel? I trust you and Matt coordinated during design with respect to the tunnel alignment to address the clearance when the tunnel alignment was pulled in entering YBM.

Jane Wang  
821 Howard Street  
San Francisco, CA 94103  
(415) 701-4287

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**From:** Wang, Jane  
**Sent:** Tuesday, November 12, 2013 5:16 PM  
**To:** Funghi, John; Hoe, Albert; Stassevitch, Eric  
**Subject:** Draft response for your review: YBM clearance between inside face of slurry wall and tunnel lining

For your review:

\*\*\*

Aileen:

Thanks for calculations. This is the first time I'm learning that the clearance between the station wall and the tunnel is this tight, especially the southbound. Assuming neither contractor exceeds their construction tolerances, do you see any problem with the net 3" clearance? Why is there more clearance with the northbound tunnel?

Jane Wang  
821 Howard Street  
San Francisco, CA 94103  
(415) 701-4287

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**From:** Read, Aileen  
**Sent:** Thursday, November 07, 2013 9:43 PM  
**To:** Wang, Jane; Vilcheck, Mark  
**Subject:** YBM: clearance between inside face of slurry wall and tunnel lining

CN 1255 Drawing ES-402A shows location of inside face of slurry walls as offsets from CTL  
CN 1255 Drawing TC-111 shows offsets of centerline of tracks from CTL

CN 1252 Drawing ST-110 shows tunnel OD of 19'-8"; 1/2 tunnel DIA = 9'-10"

CN 1252 Drawing TC-xxx (recently revised) should show tunnel offset from centerline of track to be 8" instead of 6" through the extent of YBM.

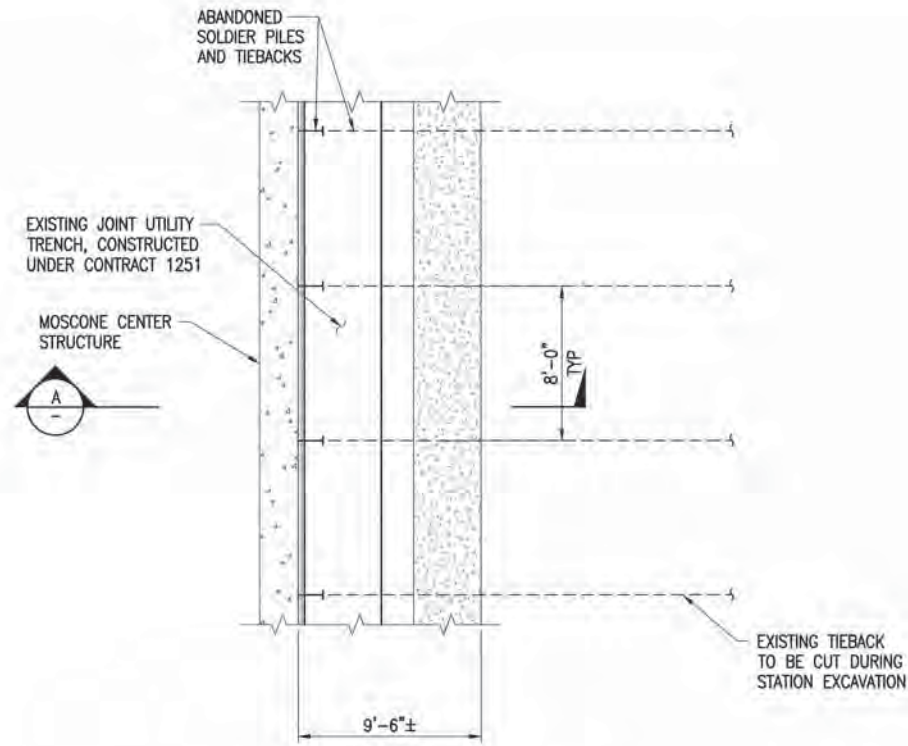
Given all this, if I did the math correctly, I believe you'll arrive at the following:

NB track: theoretical clearance = 1'-4" (assuming everything built perfectly); 9" accounting for construction tolerance (4" for tunnel; ~3" for slurry wall)

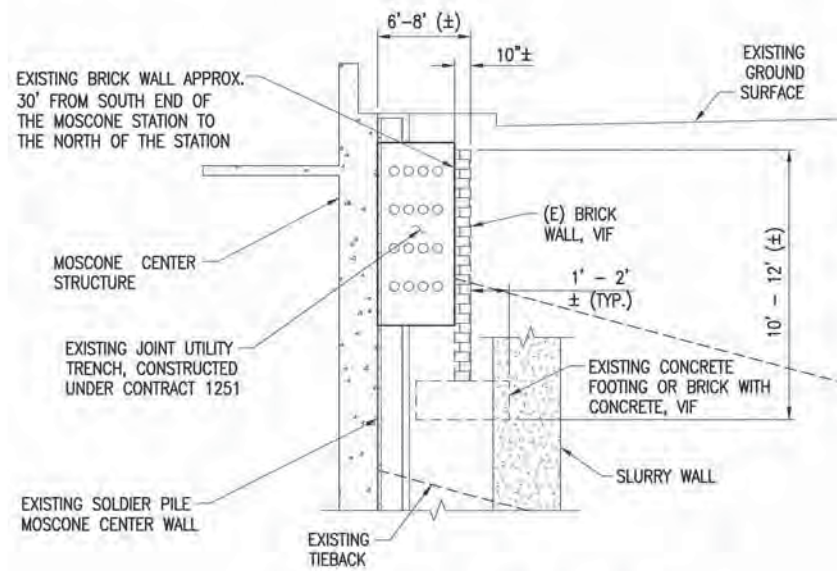
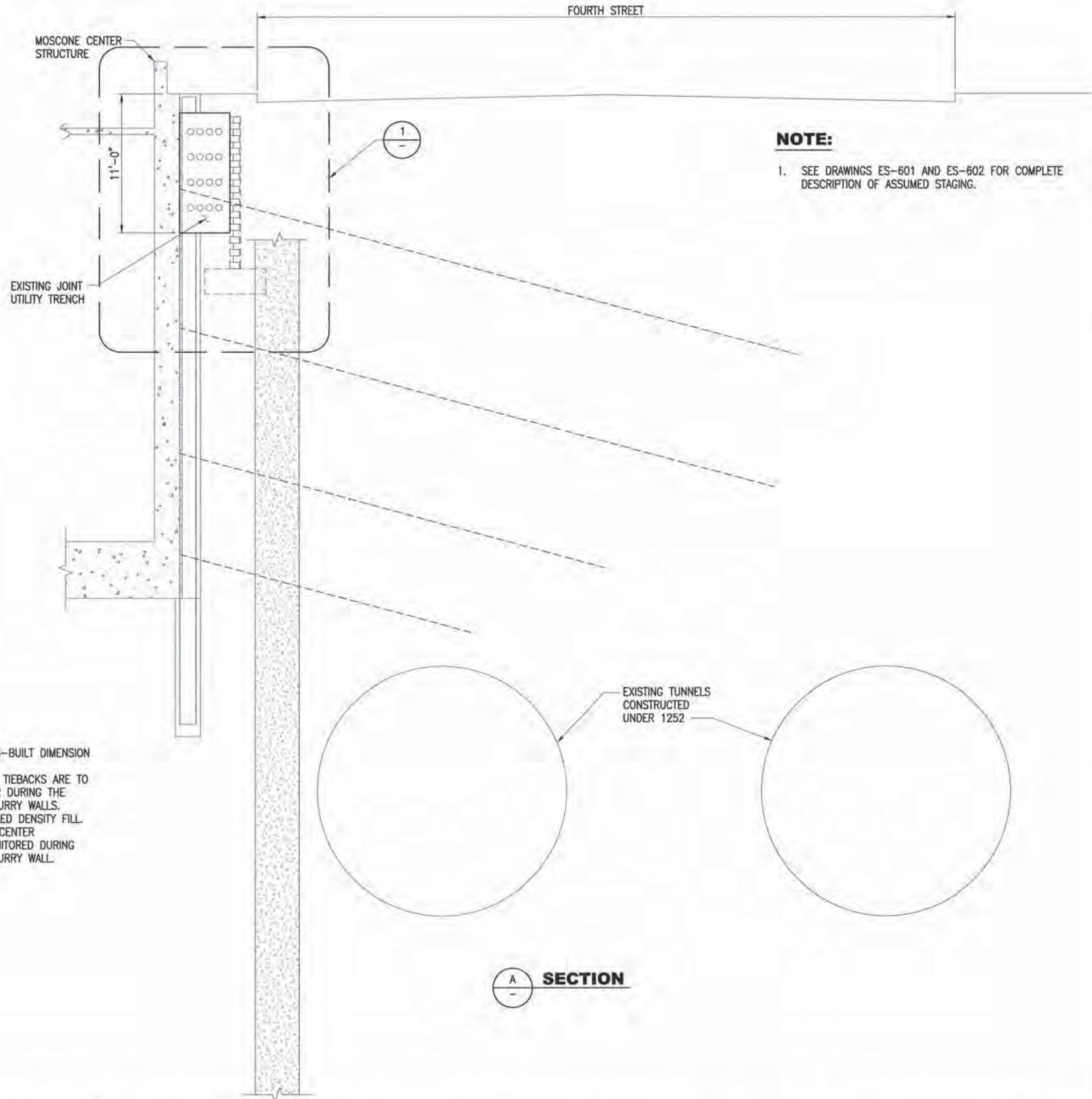
SB track: theoretical clearance = 10" (assuming everything built perfectly); 3" accounting for construction tolerance (4" for tunnel; ~3" for slurry wall)

Aileen Read, CSDG  
(415) 243-4730





**PARTIAL PLAN AT EAST WALL**



**EXISTING BRICK WALL AT EAST WALL**

**1 DETAIL**

**NOTES:**

1. CONTRACTOR TO VERIFY AS-BUILT DIMENSION OF THE BRICK WALL.
2. THE BRICK WALL AND THE TIEBACKS ARE TO BE REMOVED PRIOR TO OR DURING THE CONSTRUCTION OF THE SLURRY WALLS.
3. FILL VOIDS WITH CONTROLLED DENSITY FILL.
4. CONDITIONS OF MOSCONE CENTER STRUCTURE SHALL BE MONITORED DURING CONSTRUCTION OF THE SLURRY WALL.

\\sv6nas003\m544\1\FinalDesign\DRAWINGS\CS155-2\1255\SHEET FILES\03\_STRUCTURAL\02\_EXCAVATION AND GROUND SUPPORT\12550302ES221.dwg  
 tmarasig Mon Feb 13, 2012 4:29 pm ES-221

				DESIGNED: T. LEE DRAWN: T. MARASIGAN CHECKED: K. JOHNSON REVIEWED: J. TUSING RECOMMENDED: A. READ APPROVED: R. EDWARDS DATE: 02/15/2012						CITY AND COUNTY OF SAN FRANCISCO <b>MUNICIPAL TRANSPORTATION AGENCY</b> APPROVED: [Signature] DIRECTOR OF TRANSPORTATION		THIRD STREET LIGHT RAIL PROGRAM PHASE 2 - CENTRAL SUBWAY MOSCONE STATION		CONTRACT NO. <b>1255</b> SFMTA CONTROL NO. <b>CL-21730</b>	
DATE ISSUED FOR BID: 02/15/2012		DESCRIPTION: 0		REV NO: 0		BY:		CHECKED:		APPROVED:		DRAWING NO. <b>ES-221</b>		REVISION: 0	
SHEET NO.: 186															

**CONFORMED**

# Barnard Impregilo Healy JV

TRANSMITTAL

No. 00746

PO BOX 78270  
San Francisco, CA 94107

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

**PROJECT:** Contract 1252 - Tunnels

**DATE:** 10/8/2012

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

**REF:** MOS Slurry Wall Shop Drawings  
Resub  
Sub. #: 03 20 00-002

**ATTN:** Sarah H. Wilson

WE ARE SENDING:	SUBMITTED FOR:	ACTION TAKEN:
<input checked="" 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 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	<b>SENT VIA:</b>	<input type="checkbox"/> Returned
<input type="checkbox"/> Specifications	<input checked="" type="checkbox"/> Attached	<input type="checkbox"/> Returned for Corrections
<input checked="" type="checkbox"/> Other: Made from Submittal	<input type="checkbox"/> Separate Cover Via: Mail	<input type="checkbox"/> Due Date:

ITEM NO.	COPIES	DATE	ITEM	NUMBER	REV. NO.	DESCRIPTION	STATUS
1	6	10/8/2012	SUT	03 20 00-002	002	MOS Slurry Wall Shop Drawings Resub	NEW

**Remarks:** We are resubmitting the reinforcing shop drawings for the MOS Slurry Walls.

NO EXCEPTIONS TAKEN [ ] MAKE CORRECTIONS NOTED [X]  
REJECTED [ ] RESUBMIT [ ]

CHECKING IS ONLY FOR GENERAL CONFORMANCE WITH THE DESIGN CONCEPT OF THE PROJECT AND GENERAL COMPLIANCE WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS. ANY ACTION SHOWN IS SUBJECT TO THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR DIMENSIONS WHICH SHALL BE CONFIRMED AND CORRELATED AT THE JOB SITE; FABRICATION PROCESSES AND TECHNIQUES OF CONSTRUCTION; COORDINATION OF HIS/ HER WORK WITH THAT OF ALL OTHER TRADES AND THE SATISFACTORY PERFORMANCE OF HIS/HER WORK.

DATE: 10/27/2012 BY: SE

**SOHA ENGINEERS**

SINCE ONLY A FEW  
COMMENTS ON THIS  
SUBMITTAL, NO NEED TO  
RESUBMIT.

CC:

Signed: \_\_\_\_\_  
Glenn Strid

# Barnard Impregilo Healy JV

SUBMITTAL

NO. 03 20 00-002

PO BOX 78270  
San Francisco, CA 94107

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

PACKAGE NO: 032000

**TITLE:** MOS Slurry Wall Shop Drawings

**REQUIRED START:** 7/17/2012

**PROJECT:** Contract 1252 - Tunnels

**REQUIRED FINISH:** 8/14/2012

**DRAWING:**

**DAYS HELD:** 0

**STATUS:** NEW

**DAYS ELAPSED:** 83

**BIC:** SFMTA

**DAYS OVERDUE:** 55

RECEIVED FROM		SENT TO		RETURNED BY		FORWARDED TO	
CJANCC	TBA	SFMTA	SHW	SFMTA	SHW	CJANCC	TBA

Revision						Drawing					
No.	Description / Remarks	Received	Sent	Returned	Forwarded	Status	Sepias	Prints	Date	Held	Elapsed
001	MOS Slurry Wall Shop Drawings	7/17/2012	7/17/2012	7/31/2012	8/1/2012	ANR	0	0		0	15
002	MOS Slurry Wall Shop Drawings Resub	10/3/2012	10/8/2012			NEW	0	0		0	5

Condon Johnson & Associates/ Nicholson  
Construction A Joint Venture  
480 Roland Way, Suite 200  
Oakland, California 94621  
(510) 636-2100



# Submittal

## Submittal 47: MOS PANEL REBAR SHOP DRAWINGS

**APPROVERS (ASSIGNEES):**

Strid, Glenn (Barnard Impregilo Healy Joint Venture)

**CREATED BY:**

Mikael Calando

**PROJECT:**

Phase II Central Subway Contract 1252  
San Francisco, California. United States

**ISSUE DATE:**

10/02/12

**PROJECT NUMBER:**

JV No. 21134

**SUBMITTAL NO / REVISION:**

47 / 1

**COST CODE:****STATUS:**

Open

**SUBMITTAL TYPE:****BALL IN COURT:**

Strid, Glenn (Barnard Impregilo Healy Joint Venture)

**SPEC SECTION:****RECEIVED FROM:**

Mikael Calando (CJA-NCC Joint Venture)

**RECEIVED DATE:****COPIES TO:**

Mirsky, Eugene (CJA-NCC Joint Venture)  
Crews, Pati (CJA-NCC Joint Venture)  
Bizzack, Keith (CJA-NCC Joint Venture)  
Baddeley, Thomas (CJA-NCC Joint Venture)

**REQUESTED REPLY DATE:**

10/30/12

**DESCRIPTION:****REFERENCES / ATTACHMENTS**

- [MOS HW SW6 CS 9-23-12.pdf](#)
- [MOS HW SW5 CS 9-23-12.pdf](#)
- [MOS HW SW4 CS 9-23-12.pdf](#)
- [MOS HW SW3 CS 9-23-12.pdf](#)
- [MOS HW SW2 CS 9-23-12.pdf](#)
- [MOS HW SW1 CS 9-23-12.pdf](#)

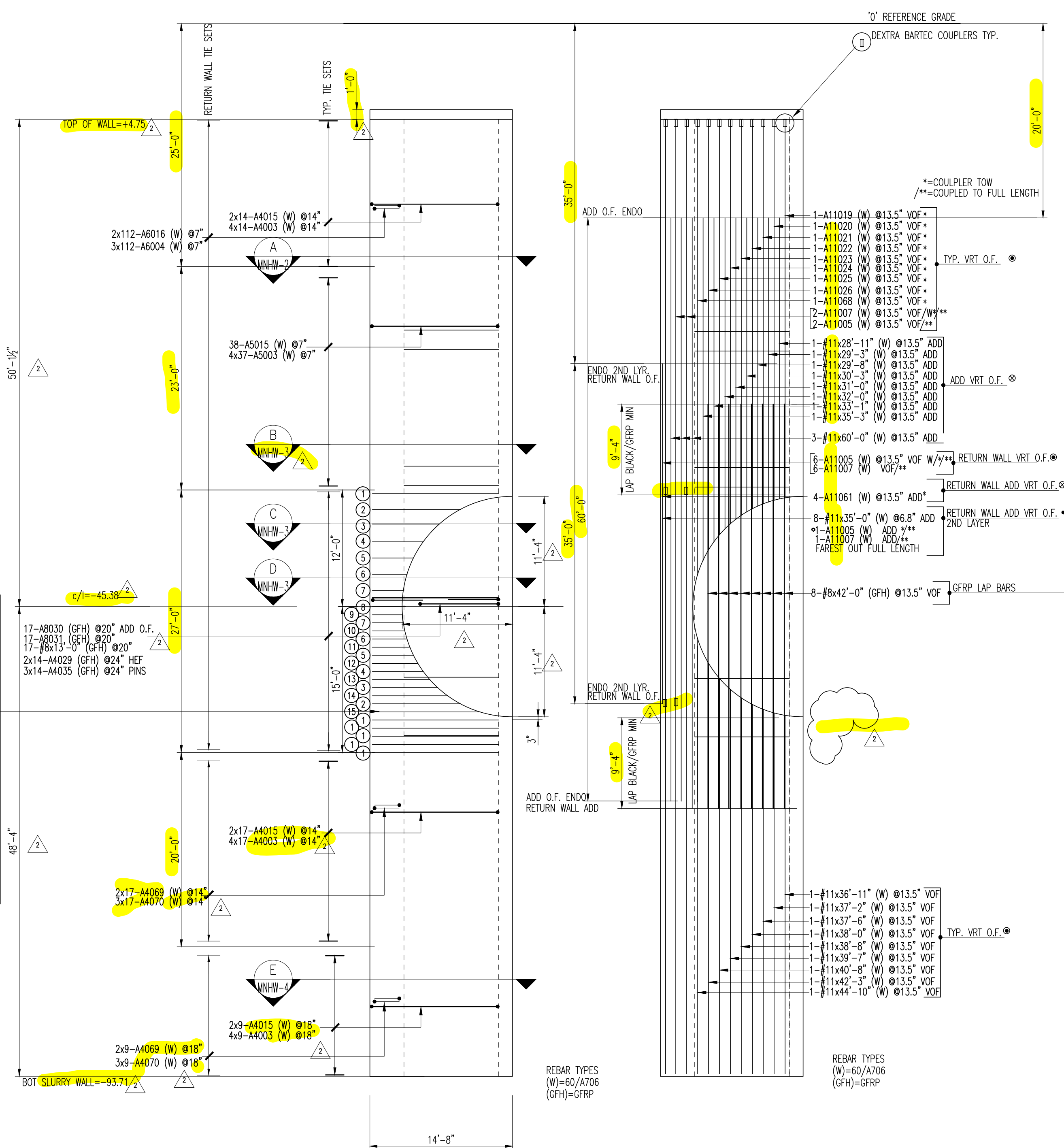
**APPROVER RESPONSES**

APPROVER NAME	DATE SENT	DATE RETURNED	STATUS	ATTACHMENTS	COMMENTS
Glenn Strid	10/02/12		Pending	None	

BY

DATE

COPIES TO



BAR SCHEDULE OPENING ZONE

1	6x1-A6028 (W) @20" /10" HIF 6x1-A11027 (W) @20" /10" HOF 6x8x1-A4034 (W) @20" /10" HIF	9	1-A6047 (W) @10" HIF 1-A11048 (W) @10" HOF
2	2x1-A6037 (W) @20" /10" HIF 2x1-A11038 (W) @20" /10" HIF 2x6-A4034 (W) @20" /10" HIF	10	1-A6051 (W) @10" HIF 1-A11052 (W) @10" HOF
3	2x1-A6032 (W) @20" /10" HIF 2x1-A11033 (W) @20" /10" HIF 2x4-A4034 (W) @20" /10" HIF	11	1-A6063 (W) @10" HIF 1-A11064 (W) @10" HOF 1-A4034 (W) @10"
4	2x1-A6039 (W) @20" /10" HIF 2x1-A11040 (W) @20" /10" HIF 2x3-A4034 (W) @20" /10" HIF	12	1-A6053 (W) @10" HIF 1-A11054 (W) @10" HOF 2x1-A4034 (W) @10"
5	2x1-A6045 (W) @20" /10" HIF 2x1-A11046 (W) @20" /10" HIF 2x1-A4034 (W) @20" /10" HIF	13	1-A6055 (W) @10" HIF 1-A11056 (W) @10" HOF 3x1-A4034 (W) @10"
6	2x1-A6041 (W) @20" /10" HIF 2x1-A11042 (W) @20" /10" HIF 2x1-A4034 (W) @20" /10" HIF	14	1-A6057 (W) @10" HIF 1-A11067 (W) @10" HOF 6x1-A4034 (W) @10"
7	2x1-A6043 (W) @20" /10" HIF 2x1-A11044 (W) @20" /10" HIF	15	1-A6066 (W) @10" HIF 1-A11058 (W) @10" HOF 7x1-A4034 (W) @10"
8	1-A6047 (W) @20" /10" HIF 1-A11048 (W) @20" /10" HIF		

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

**Revisions and Issue Record**

The full intent and purpose of this drawing is the placing of reinforcing steel bars ONLY. It is NOT to be used as a means of communication between the Architect, Engineer, Contractor or any other Sub-trades.

THIS DRAWING IS NOT TO BE SCALED.

**Harris Salinas Rebar Inc.**  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY MOSCONE CENTER HEADWALLS			
Drawing: NORTH HEAD WALLS SW1 ELEVATIONS 1 & 2			
Customer: CJA/NCC JV			
Contractor: CJA/NCC JV			
Refer to Release:			
Date	Drawn	Chkd.	JOB No.
06/26/12	JW		13114177
			Dwg. No.
			MNHW-1

C:\#DRAWINGS\13114177\MOS HEADWALLS.dwg

• RETURN WALL ADD VRT I.F.  
2ND LAYER  
9-A11065 (W) @6.8" ADD  
1-A11005 (W) ADD  
1-A11007 (W) ADD  
FAREST OUT FULL LENGTH

• TYP. VRT I.F.  
1-A11019 (W) @13.5" VIF \*  
1-A11020 (W) @13.5" VIF \*  
1-A11021 (W) @13.5" VIF \*  
1-A11022 (W) @13.5" VIF \*  
1-A11023 (W) @13.5" VIF \*  
1-A11024 (W) @13.5" VIF \*  
1-A11025 (W) @13.5" VIF \*  
1-A11026 (W) @13.5" VIF \*  
1-A11068 (W) @13.5" VIF \*

• ADD VRT I.F.  
1-#11x28'-11" (W) @13.5" ADD  
1-#11x29'-3" (W) @13.5" ADD  
1-#11x29'-8" (W) @13.5" ADD  
1-#11x30'-3" (W) @13.5" ADD  
1-#11x31'-0" (W) @13.5" ADD  
1-#11x32'-0" (W) @13.5" ADD  
1-#11x33'-1" (W) @13.5" ADD  
1-#11x35'-3" (W) @13.5" ADD  
1-#11x60'-0" (W) @13.5" ADD

• RETURN WALL VRT I.F.  
6-A11005 (W) @13.5" VIF W/y/\*\*  
6-A11007 (W) VIF/\*\*

• RETURN WALL ADD VRT I.F.  
4-A11062 (W) @13.5" ADD\*

GFRP LAP BARS  
8-#8x42'-0" (GFH) @13.5" VIF

• TYP. VRT I.F.  
1-#11x36'-11" (W) @13.5" VIF  
1-#11x37'-2" (W) @13.5" VIF  
1-#11x37'-6" (W) @13.5" VIF  
1-#11x38'-0" (W) @13.5" VIF  
1-#11x38'-8" (W) @13.5" VIF  
1-#11x39'-7" (W) @13.5" VIF  
1-#11x40'-8" (W) @13.5" VIF  
1-#11x42'-3" (W) @13.5" VIF  
1-#11x44'-10" (W) @13.5" VIF

REBAR TYPES  
(W)=60/A706  
(GFH)=GFRP

BARLIST SEE MNHW-4

3

ELEVATION

SCALE: 1/8"=1'-0"  
SW1 I.F. VERTICALS  
SEE ELEVATION 1 FOR SECTION LOCATIONS

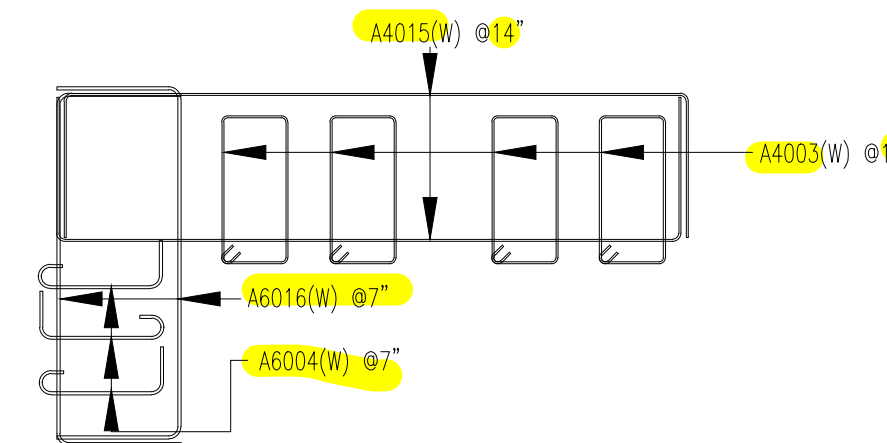
\*=COUPLER TOW @ 6 #11 VIF @13.5" ALT W/  
/\*\*=COUPLED TO FULL LENGTH ADD @13.5"

A11005(W)  
A11007(W)  
2 ADD 2ND LTR @ 6 3/4"  
FAREST OUT

A SECTION

SCALE: 1/4"=1'-0"

RETURN WALL ON THE  
OTHER SIDE, TYP.



No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

Revisions and Issue Record

The full intent and purpose of this drawing is the placing of reinforcing steel bars ONLY. It is NOT to be used as a means of communication between the Architect, Engineer, Contractor or any other Sub-trades.

THIS DRAWING IS NOT TO BE SCALED.



Harris Salinas Rebar Inc.

355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

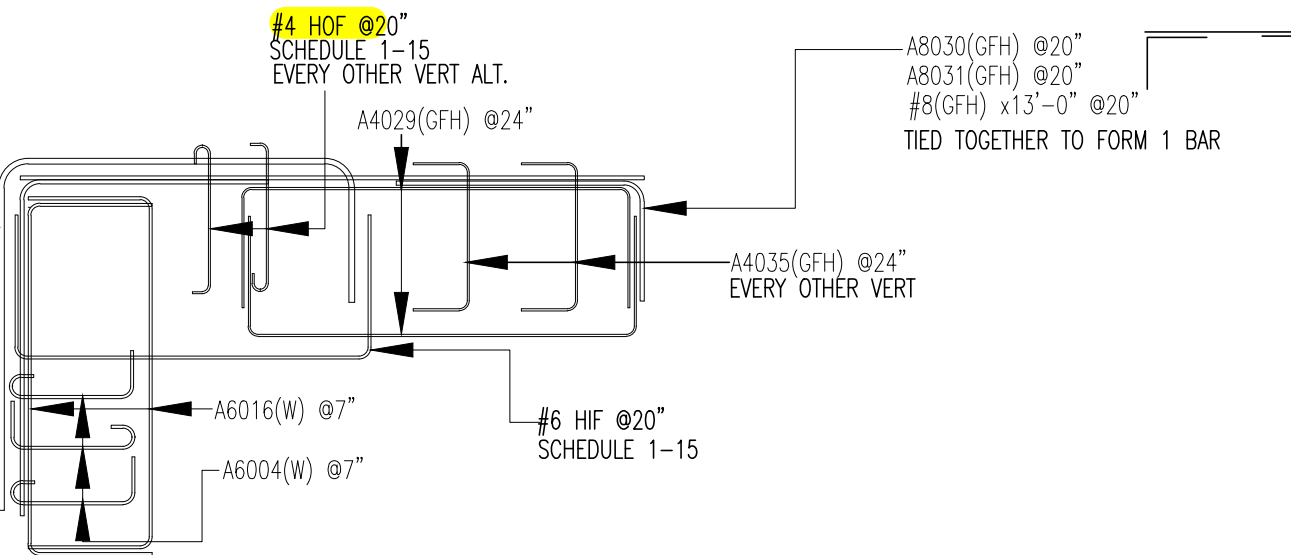
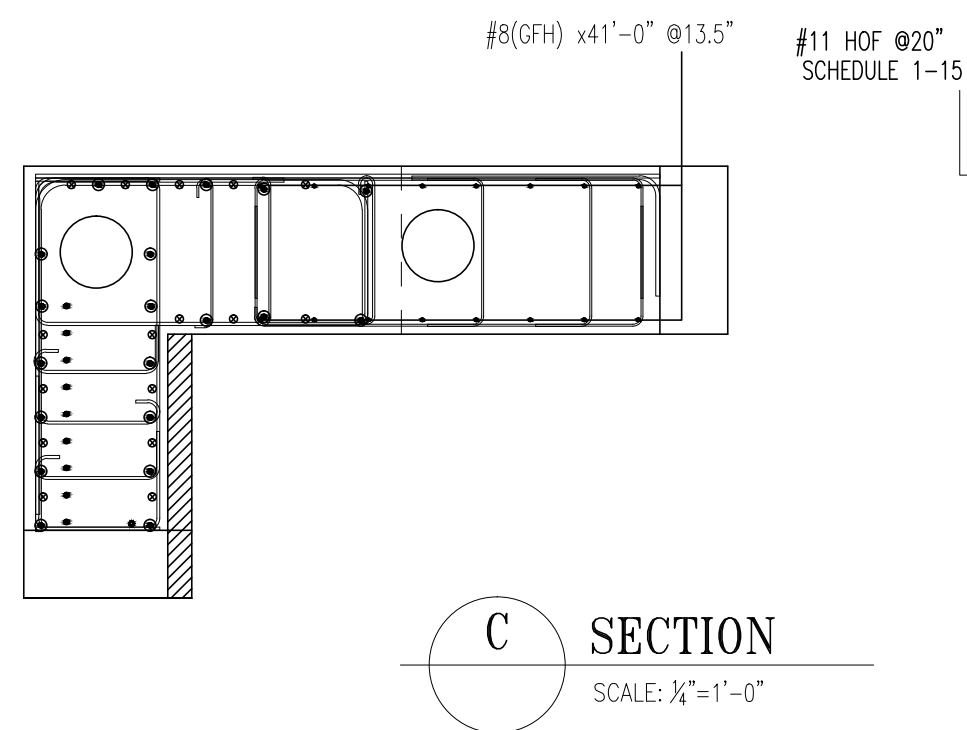
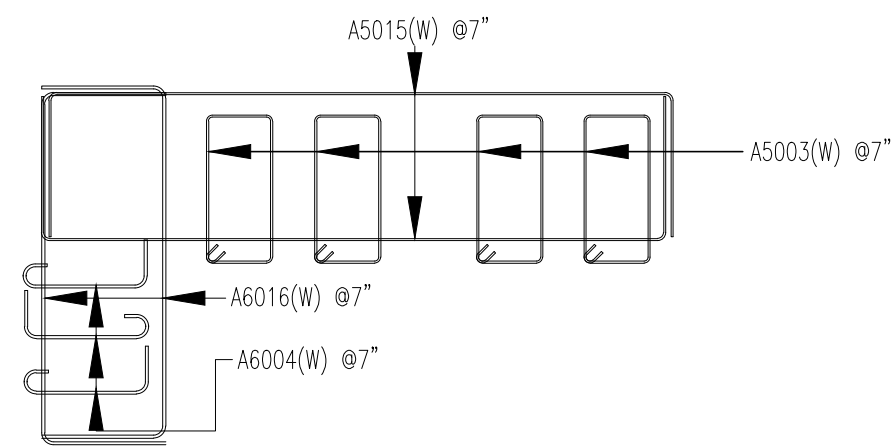
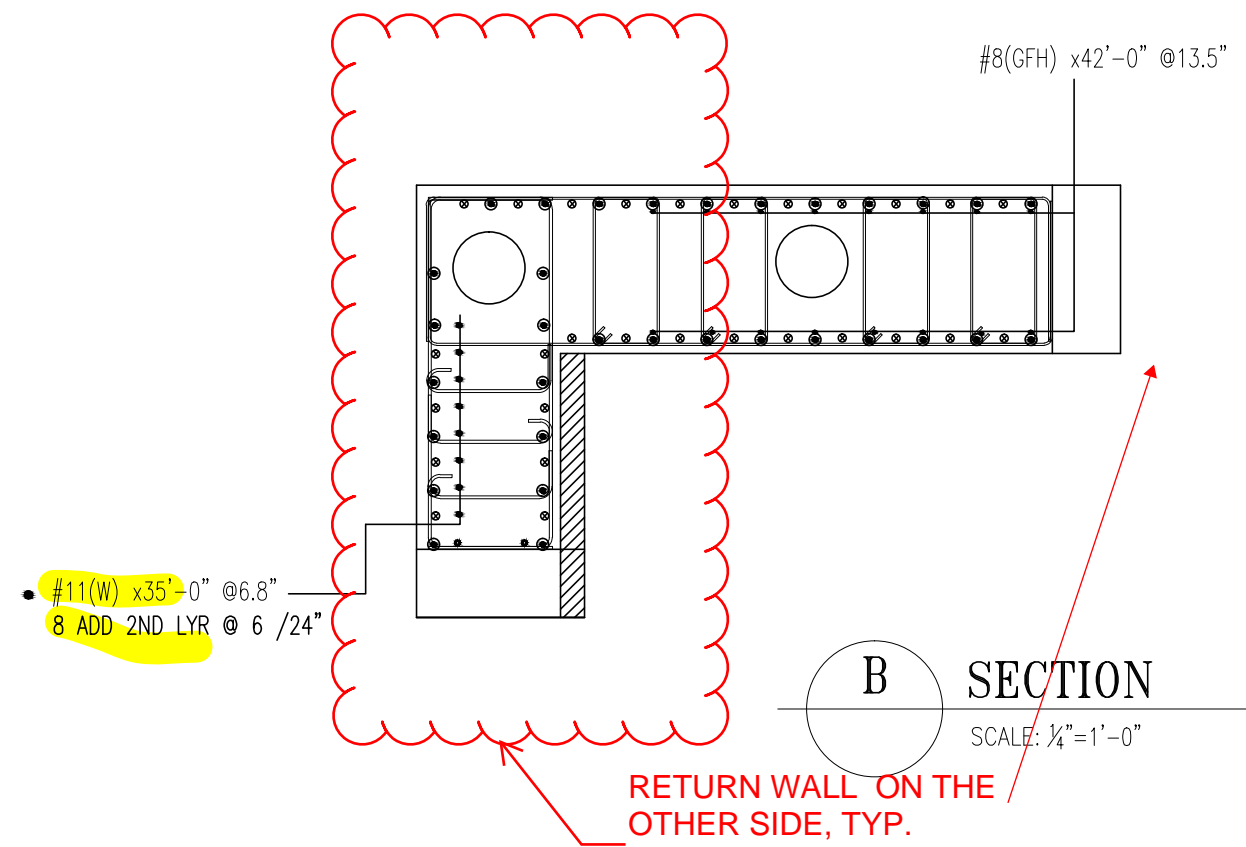
Drawing: NORTH HEAD WALLS SW1  
SW1/ELEVATION 3/SECTION A

Customer: CJA/NCC JV

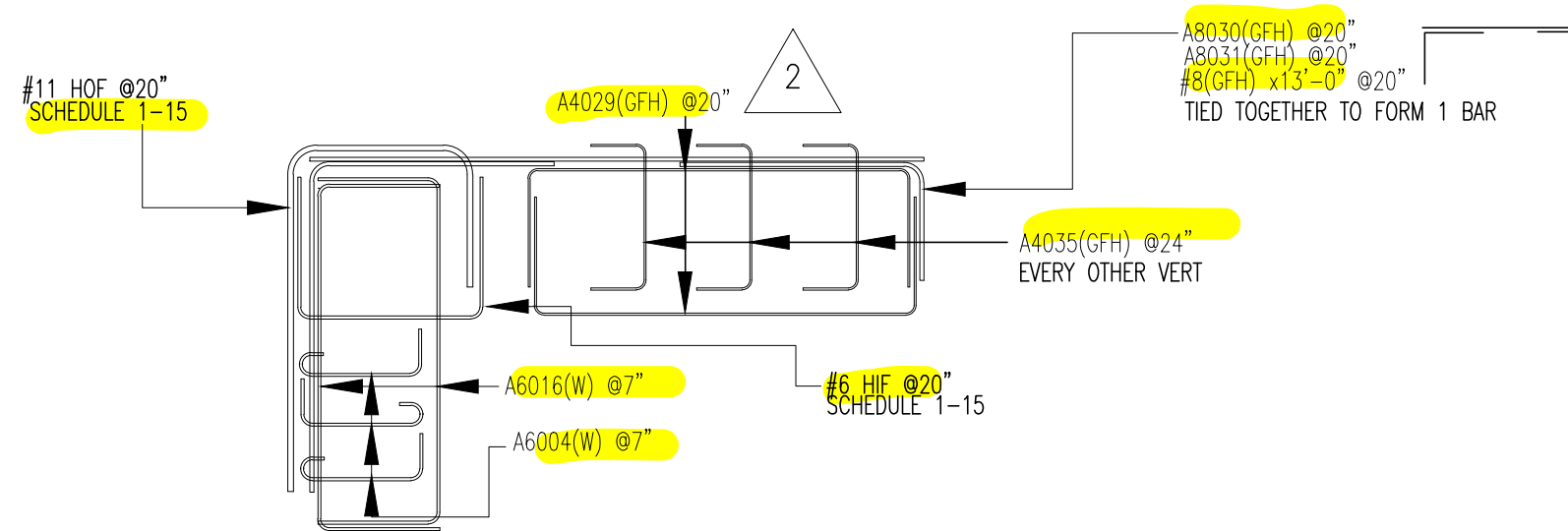
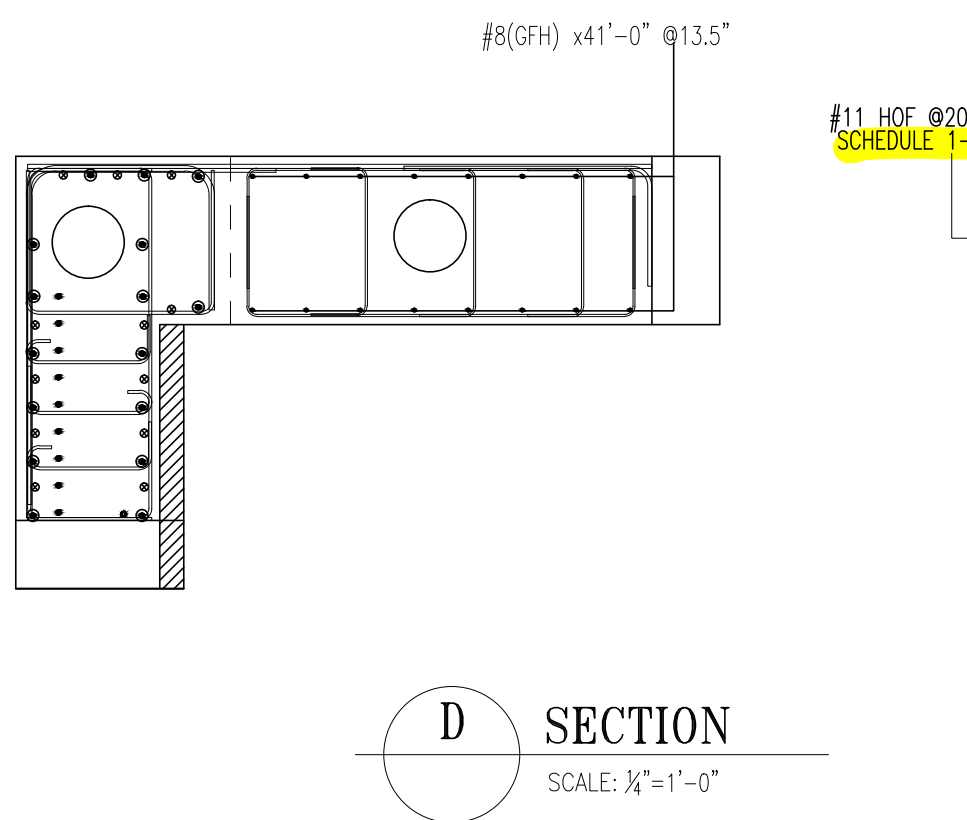
Contractor: CJA/NCC JV

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/26/12	JW		13114177	MNHW-2



FOR BARS SHOWN @20" OR 10" SPACING  
SEE SCHEDULE MNHW-1



FOR BARS SHOWN @20" OR 10" SPACING  
SEE SCHEDULE MNHW-1

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

Revisions and Issue Record

The full intent and purpose of this drawing is the placing of reinforcing steel bars ONLY. It is NOT to be used as a means of communication between the Architect, Engineer, Contractor or any other Sub-trades.

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**Harris Salinas Rebar Inc.**

355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

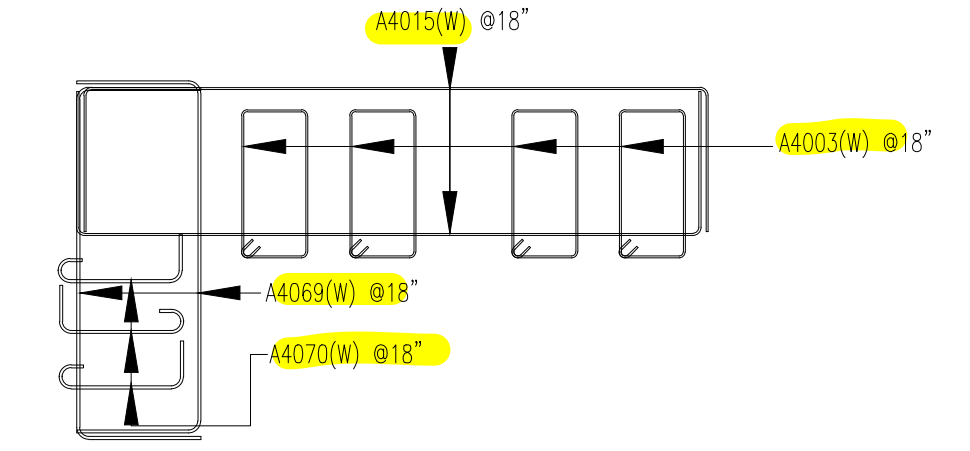
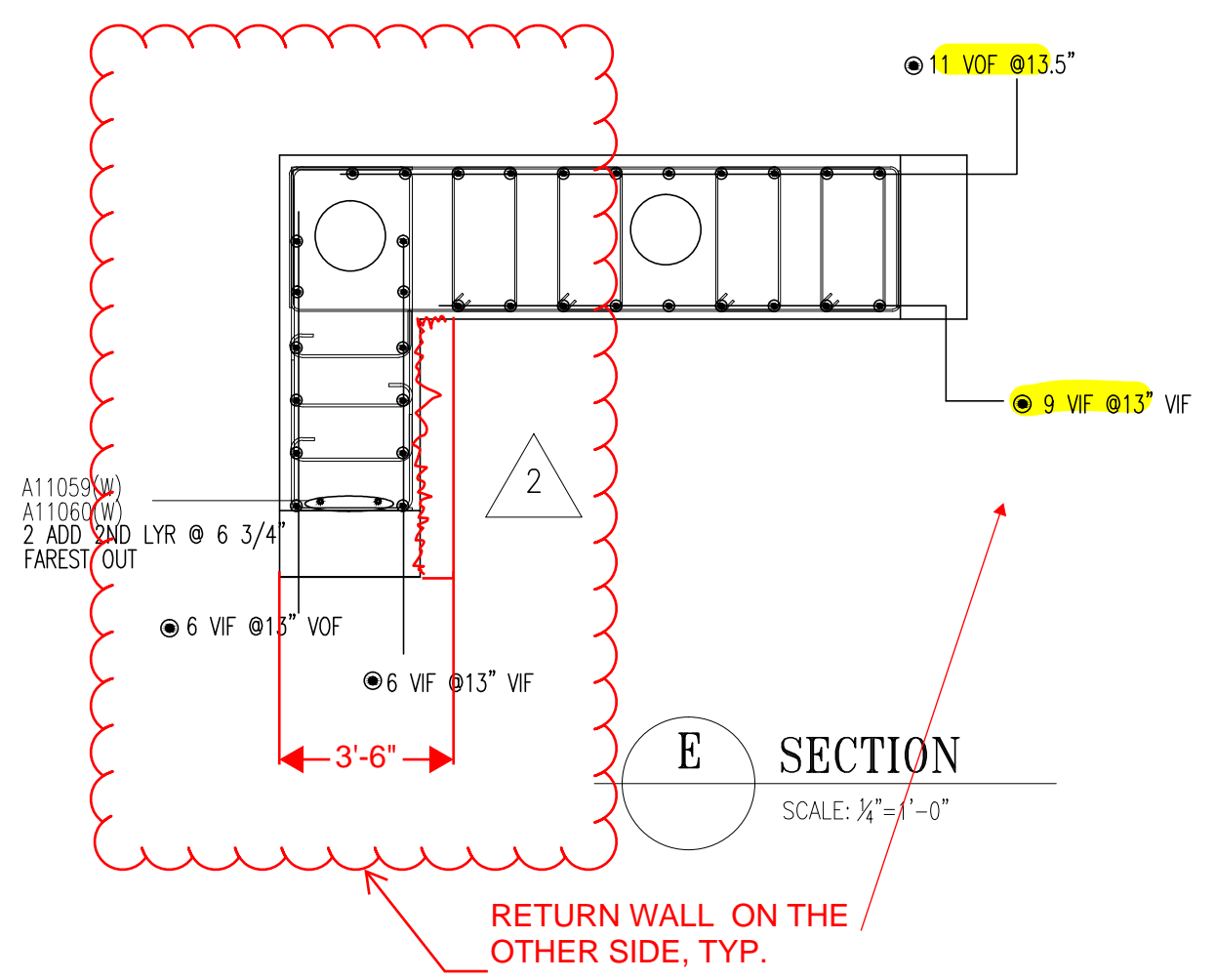
Drawing: NORTH HEADWALLS SW1  
SECTIONS B C & D

Customer: CJA/NCC JV

Contractor: CJA/NCC JV

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/26/12	JW		13114177	MNHW-3



**E SECTION**  
SCALE: 1/4" = 1'-0"

RETURN WALL ON THE OTHER SIDE, TYP.

Release# MSHW-4 Release Description: SW4													Release# MSHW-4 Release Description: SW4																						
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'	Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'		
A11058	1	#11	21'-5"	17		7'-4"	11'-1"	3'-0"									A11025	2	#11	42'-9"	SBC	42'-9"													
A6066	1	#6	17'-1"	17		3'-0"	11'-1"	3'-0"									A11026	2	#11	44'-4"	SBC	44'-4"													
A4034	97	#4	3'-11 1/2"	T5	6"	3'-1"					4 1/2"			4"			A11033	2	#11	17'-3"	17	7'-4"	6'-11"	3'-0"											
A11068	2	#11	46'-11"	SBC		46'-11"											A11038	2	#11	19'-5"	17	7'-4"	9'-1"	3'-0"											
	2	#11	44'-10"			44'-10"											A11040	2	#11	15'-6 1/2"	17	7'-4"	5'-2 1/2"	3'-0"											
111072	45	#11	5'-0"	2	2'-0"	3'-0"											A11042	2	#11	13'-11"	17	7'-4"	3'-7"	3'-0"											
A4015	80	#4	19'-0"	17		3'-0"	13'-0"	3'-0"									A11044	2	#11	13'-6 1/2"	17	7'-4"	3'-2 1/2"	3'-0"											
A4069	52	#4	12'-6"	17		2'-7"	7'-4"	2'-7"									A11046	2	#11	14'-6 1/2"	17	7'-4"	4'-2 1/2"	3'-0"											
A4070	78	#4	3'-5 1/2"	T5	6"	2'-7"					4 1/2"			4"			A11048	2	#11	13'-5"	17	7'-4"	3'-1"	3'-0"											
A5003	148	#5	9'-10"	T1	5 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"		5 1/2"						A11052	1	#11	13'-8"	17	7'-4"	3'-4"	3'-0"											
A5015	38	#5	18'-2"	17		2'-7"	13'-0"	2'-7"									A11054	1	#11	15'-0"	17	7'-4"	4'-8"	3'-0"											
A6004	336	#6	4'-3"	T5	8"	2'-7"					1'-0"			6"			A11056	1	#11	16'-3"	17	7'-4"	5'-11"	3'-0"											
A6016	224	#6	12'-6"	17		2'-7"	7'-4"	2'-7"									A11061	4	#11	70'-2"	SBC	70'-2"													
A6028	6	#6	17'-0"	17		2'-0"	13'-0"	2'-0"									A11064	1	#11	14'-2"	17	7'-4"	3'-10"	3'-0"											
A6032	2	#6	12'-11"	17		3'-0"	6'-11"	3'-0"									A11067	1	#11	18'-1"	17	7'-4"	7'-9"	3'-0"											
A6037	2	#6	13'-1"	17		2'-0"	9'-1"	2'-0"									A4003	160	#4	9'-8"	T1	4 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"		4 1/2"							
A6039	2	#6	11'-2 1/2"	17		3'-0"	5'-2 1/2"	3'-0"										4	#11	60'-0"		60'-0"													
A6041	2	#6	9'-7"	17		3'-0"	3'-7"	3'-0"										8	#11	35'-0"		35'-0"													
A6043	2	#6	9'-2 1/2"	17		3'-0"	3'-2 1/2"	3'-0"										A11027	6	#11	23'-4"	17	7'-4"	13'-0"	3'-0"										
A6045	2	#6	10'-2 1/2"	17		3'-0"	4'-2 1/2"	3'-0"										A11062	4	#11	76'-4"	SBC	76'-4"												
A6047	2	#6	9'-1"	17		3'-0"	3'-1"	3'-0"										A11065	9	#11	30'-5"	SBC	30'-5"												
A6051	1	#6	9'-4"	17		3'-0"	3'-4"	3'-0"																											
A6053	1	#6	10'-8"	17		3'-0"	4'-8"	3'-0"																											
A6055	1	#6	11'-11"	17		3'-0"	5'-11"	3'-0"																											
A6057	1	#6	13'-9"	17		3'-0"	7'-9"	3'-0"																											
A6063	1	#6	9'-10"	17		3'-0"	3'-10"	3'-0"																											
	2	#11	28'-11"			28'-11"																													
	2	#11	29'-3"			29'-3"																													
	2	#11	29'-8"			29'-8"																													
	2	#11	30'-3"			30'-3"																													
	2	#11	36'-11"			36'-11"																													
	2	#11	37'-2"			37'-2"																													
	2	#11	37'-6"			37'-6"																													
	2	#11	38'-0"			38'-0"																													
	2	#11	31'-0"			31'-0"																													
	2	#11	32'-0"			32'-0"																													
	2	#11	33'-1"			33'-1"																													
	2	#11	35'-3"			35'-3"																													
	2	#11	38'-8"			38'-8"																													
	2	#11	39'-7"			39'-7"																													
	2	#11	40'-8"			40'-8"																													
	2	#11	42'-3"			42'-3"																													
A11005	16	#11	60'-0"	SBC		60'-0"																													
A11007	16	#11	38'-2"	SBC		38'-2"																													
A11019	2	#11	38'-11"	SBC		38'-11"																													
A11020	2	#11	39'-2"	SBC		39'-2"																													
A11021	2	#11	39'-7"	SBC		39'-7"																													
A11022	2	#11	40'-1"	SBC		40'-1"																													
A11023	2	#11	40'-9"	SBC		40'-9"																													
A11024	2	#11	41'-7"	SBC		41'-7"																													

Weight by Release	
Release Numbers	Weight(Lbs)
MSHW-4	41682.14
Total Weight	41682.14

Revisions and Issue Record			
No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per Review	7/25/12	JW
0	Issued For Review	7/5/12	JW

**THIS DRAWING IS NOT TO BE SCALED.**

**Harris Salinas Rebar Inc.**  
355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

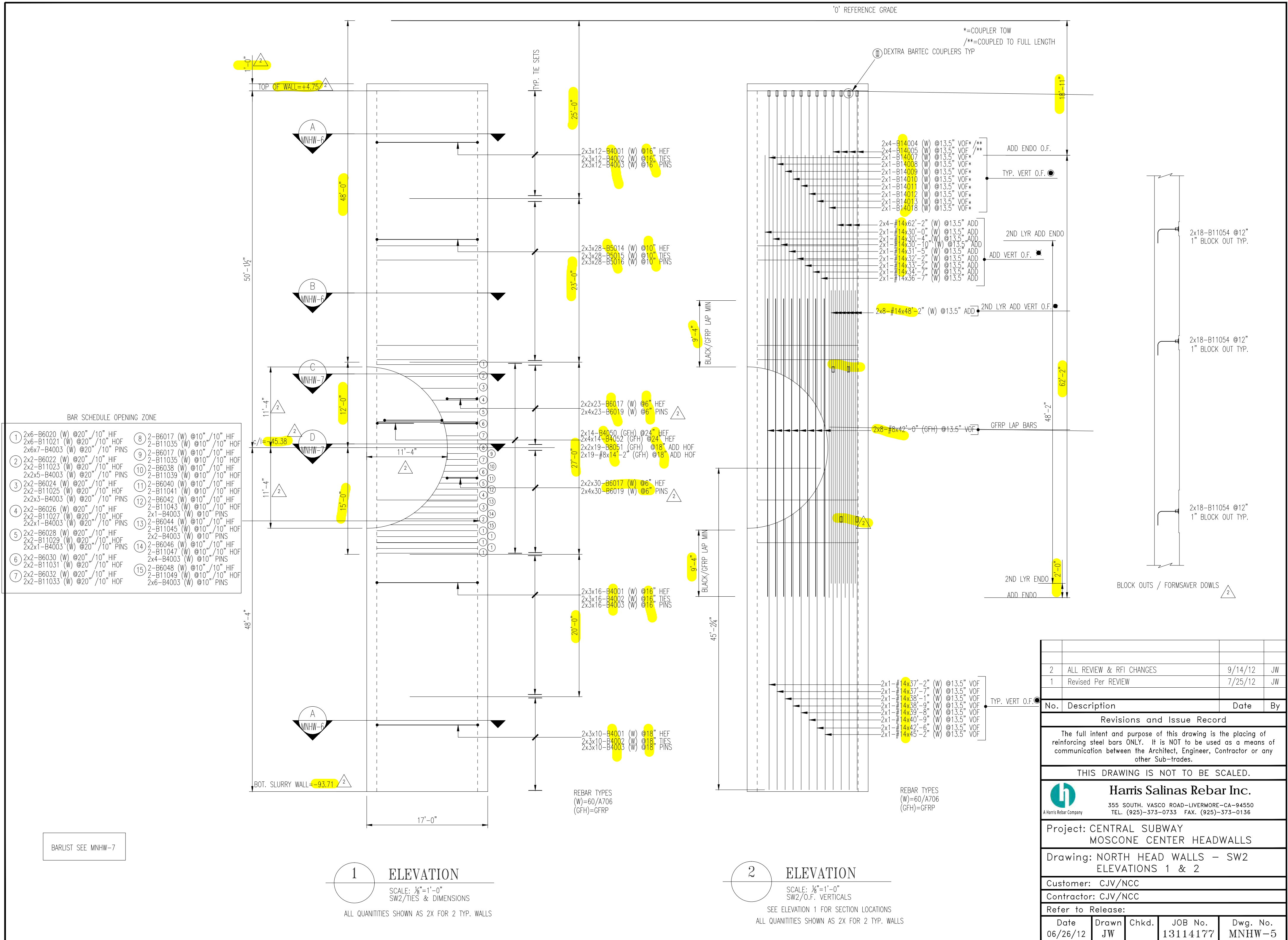
**Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS**

**Drawing: HEAD WALLS SW1  
 SECTION E**

**Customer: CJA/NCC JV**  
**Contractor: CJA/NCC JV**

Refer to Release:			
Date	Drawn	Chkd.	Job No.
06/26/12	JW		13114177
			Dwg. No. MNHW-4





BAR SCHEDULE OPENING ZONE

1	2x6-B6020 (W) @20"/10" HIF	8	2-B6017 (W) @10"/10" HIF
2	2x6-B11021 (W) @20"/10" HOF	9	2-B11035 (W) @10"/10" HOF
3	2x6x7-B4003 (W) @20"/10" PINS	10	2-B6017 (W) @10"/10" HIF
4	2x2-B6022 (W) @20"/10" HIF	11	2-B6038 (W) @10"/10" HIF
5	2x2-B11023 (W) @20"/10" HOF	12	2-B11039 (W) @10"/10" HOF
6	2x2x5-B4003 (W) @20"/10" PINS	13	2-B6040 (W) @10"/10" HIF
7	2x2-B6024 (W) @20"/10" HIF	14	2-B11041 (W) @10"/10" HOF
8	2x2-B11025 (W) @20"/10" HOF	15	2-B6042 (W) @10"/10" HIF
9	2x2x3-B4003 (W) @20"/10" PINS	16	2-B11043 (W) @10"/10" HOF
10	2x2-B6026 (W) @20"/10" HIF	17	2x1-B4003 (W) @10" PINS
11	2x2-B11027 (W) @20"/10" HOF	18	2-B6044 (W) @10"/10" HIF
12	2x2x1-B4003 (W) @20"/10" PINS	19	2-B11045 (W) @10"/10" HOF
13	2x2-B6028 (W) @20"/10" HIF	20	2x2-B4003 (W) @10" PINS
14	2x2-B11029 (W) @20"/10" HOF	21	2-B6046 (W) @10"/10" HIF
15	2x2x1-B4003 (W) @20"/10" PINS	22	2-B11047 (W) @10"/10" HOF
16	2x2-B6030 (W) @20"/10" HIF	23	2x4-B4003 (W) @10" PINS
17	2x2-B11031 (W) @20"/10" HOF	24	2-B6048 (W) @10"/10" HIF
18	2x2-B6032 (W) @20"/10" HIF	25	2-B11049 (W) @10"/10" HOF
19	2x2-B11033 (W) @20"/10" HOF	26	2x6-B4003 (W) @10" PINS

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW

**Revisions and Issue Record**

The full intent and purpose of this drawing is the placing of reinforcing steel bars ONLY. It is NOT to be used as a means of communication between the Architect, Engineer, Contractor or any other Sub-trades.

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**Harris Salinas Rebar Inc.**  
A Harris Rebar Company  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

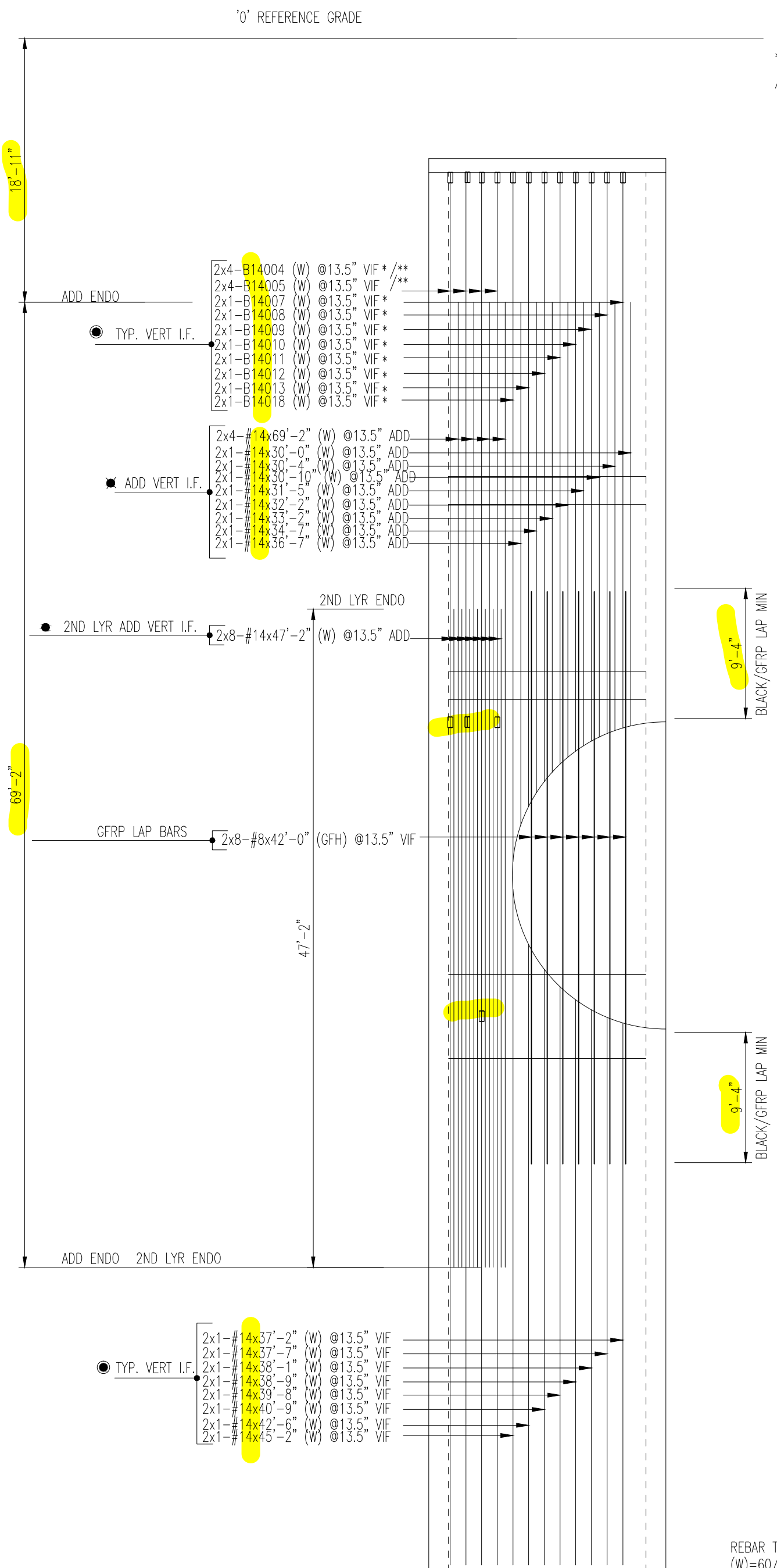
Drawing: NORTH HEAD WALLS - SW2  
 ELEVATIONS 1 & 2

Customer: CJV/NCC  
 Contractor: CJV/NCC

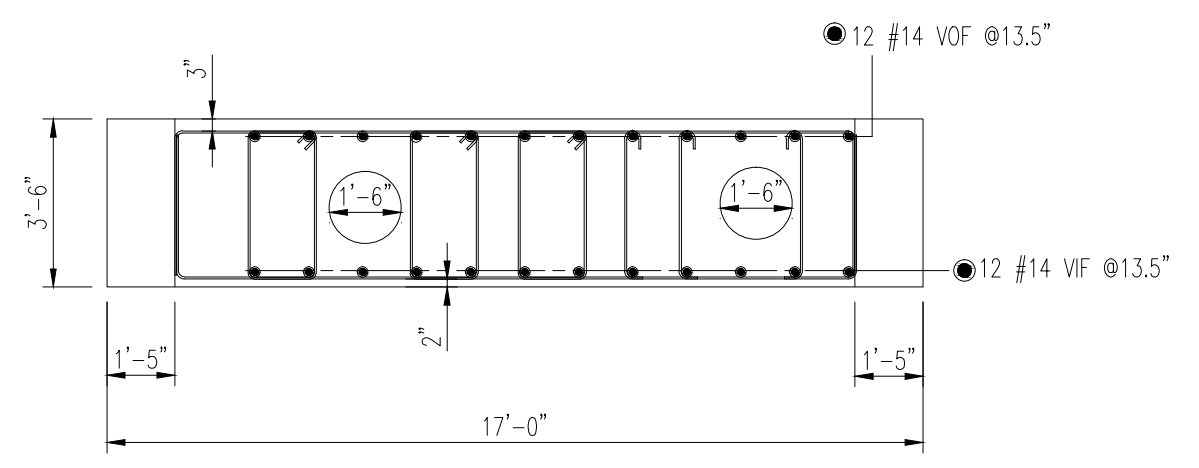
Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/26/12	JW		13114177	MNHW-5

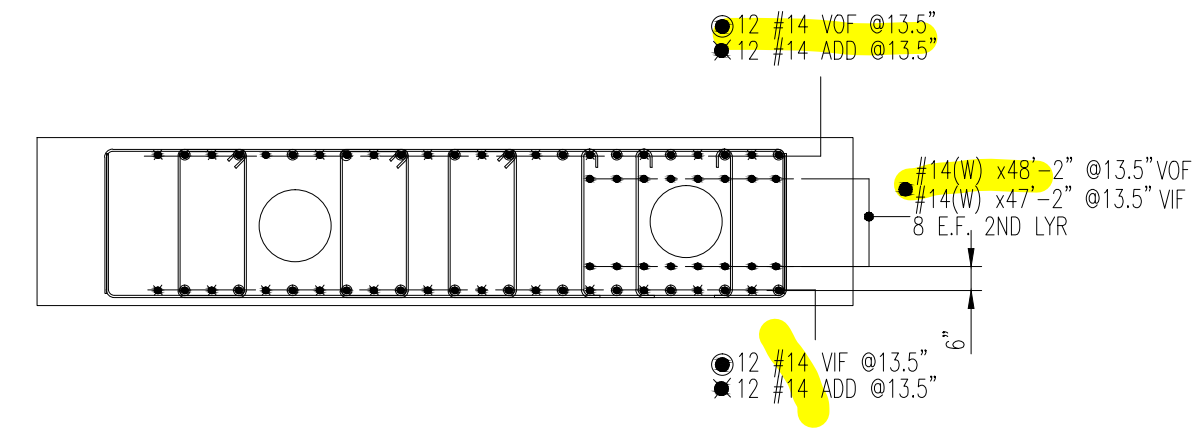
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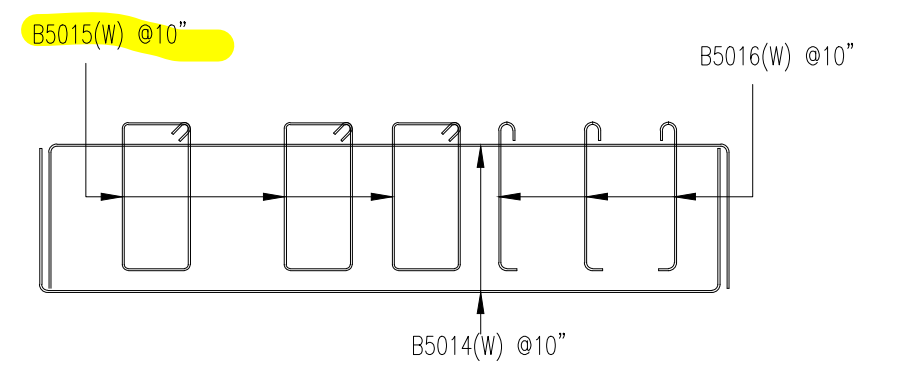
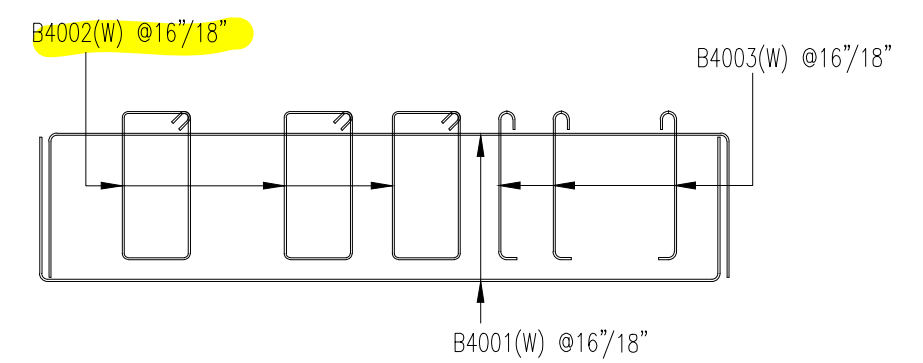
\*=COUPLER TOW  
 /\*\*=COUPLED TO FULL LENGTH



**A SECTION**  
 SCALE: 1/4"=1'-0"



**B SECTION**  
 SCALE: 1/4"=1'-0"



REBAR TYPES  
 (W)=60/A706  
 (GFH)=GFRP

BARLIST SEE MNHW-7

**3 ELEVATION**  
 SCALE: 1/8"=1'-0"  
 SW2/L.F. VERTICALS

SEE ELEVATION 1 FOR SECTION LOCATIONS  
 ALL QUANTITIES SHOWN AS 2X FOR 2 TYP. WALLS

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW

**Revisions and Issue Record**  
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**Harris Salinas Rebar Inc.**  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

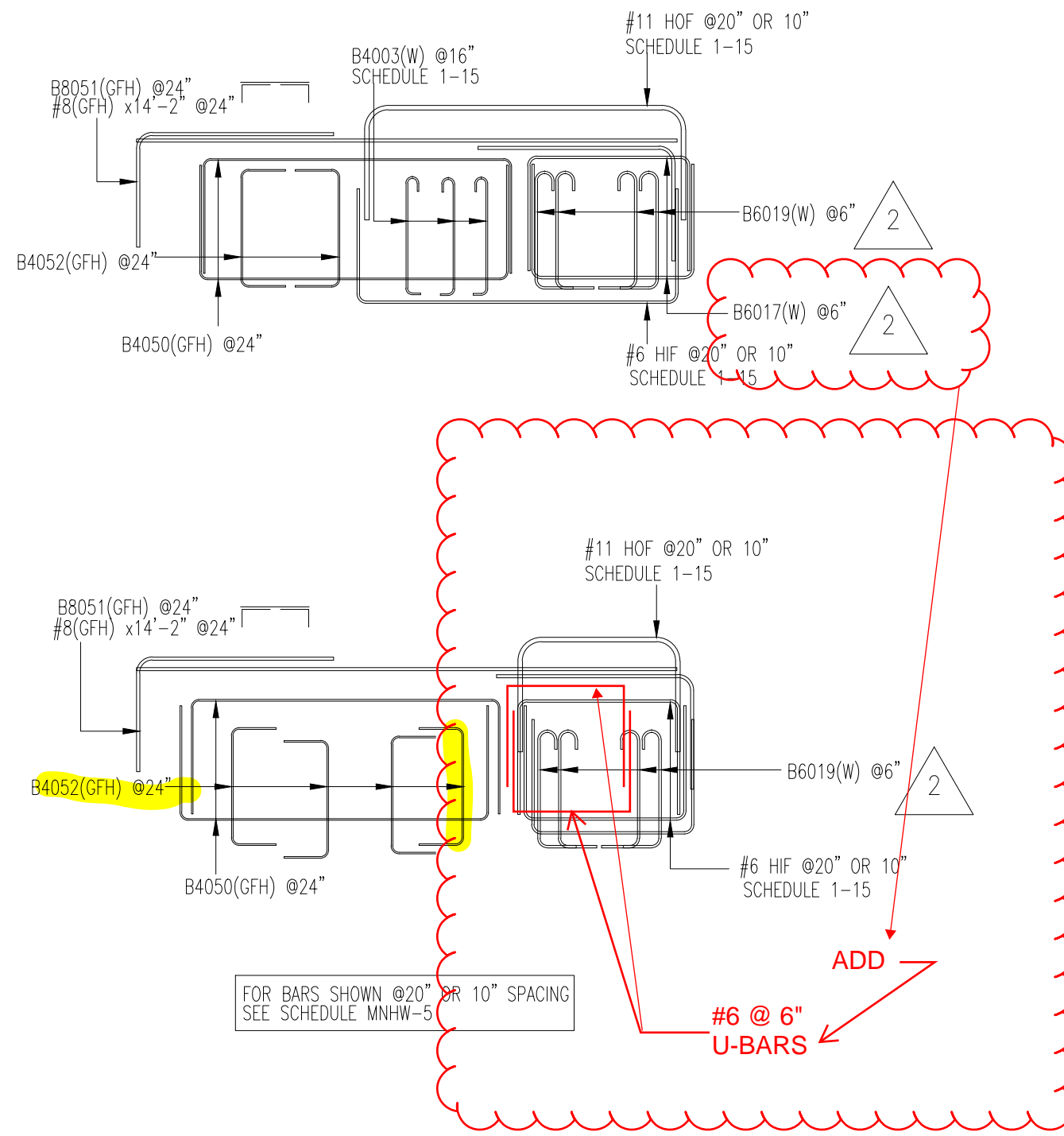
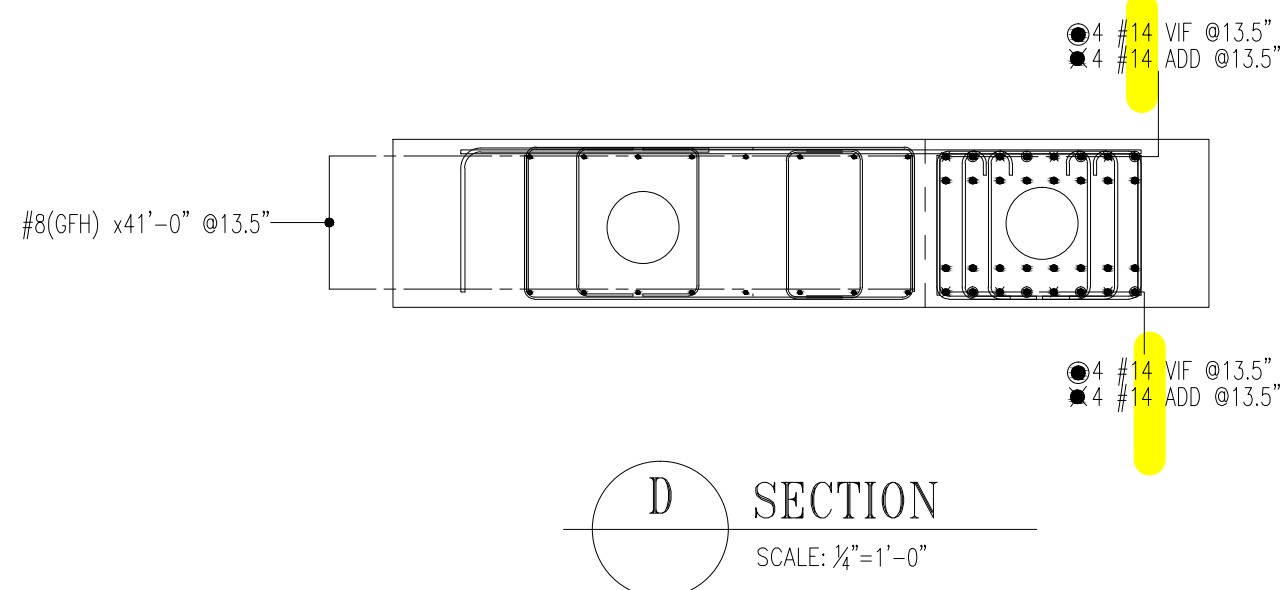
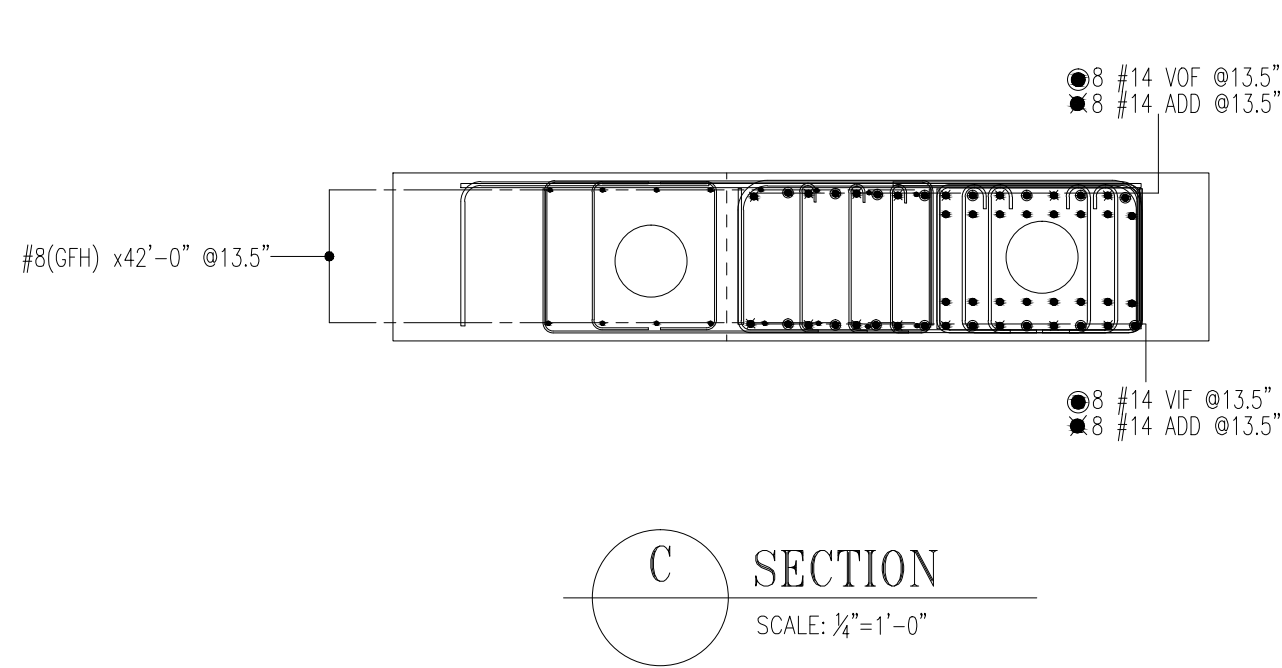
Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

Drawing: NORTH HEAD WALLS - SW2  
 ELEVATION. 3/SECTIONS A & B

Customer: CJV/NCC  
 Contractor: CJV/NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/28/12	JW		13114177	MNHW-6

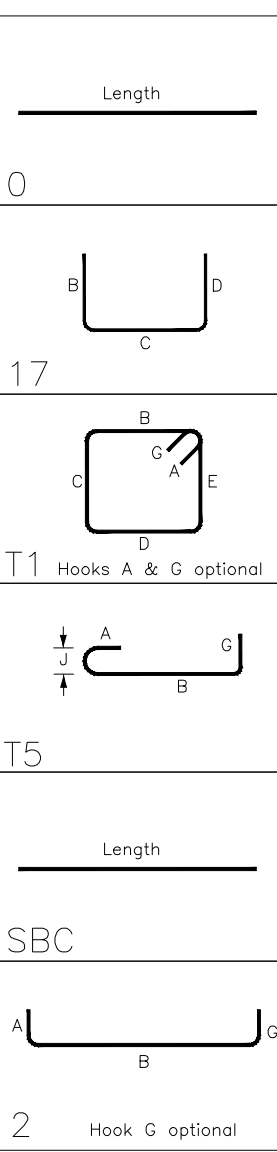


Release#	GNHW-2	Release Description: SW2 REBAR														
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
	8	#14	62'-2"			62'-2"										
	4	#14	30'-0"			30'-0"										
	4	#14	30'-4"			30'-4"										
	4	#14	30'-10"			30'-10"										
	4	#14	31'-5"			31'-5"										
	4	#14	32'-2"			32'-2"										
	4	#14	33'-2"			33'-2"										
	4	#14	34'-7"			34'-7"										
	4	#14	36'-7"			36'-7"										
	16	#14	48'-2"			48'-2"										
	4	#14	37'-2"			37'-2"										
	4	#14	37'-7"			37'-7"										
	4	#14	38'-1"			38'-1"										
	4	#14	38'-9"			38'-9"										
	4	#14	39'-8"			39'-8"										
	4	#14	40'-9"			40'-9"										
	4	#14	42'-6"			42'-6"										
	8	#14	69'-2"			69'-2"										
	16	#14	47'-2"			47'-2"										
	4	#14	45'-2"			45'-2"										
B4001	228	#4	20'-2"	17		3'-0"	14'-2"	3'-0"								
B5014	168	#5	20'-2"	17		3'-0"	14'-2"	3'-0"								
B6017	216	#6	10'-3"	17		3'-0"	4'-3"	3'-0"								
B6020	12	#6	20'-2"	17		3'-0"	14'-2"	3'-0"								
B11021	12	#11	20'-2"	17		3'-0"	14'-2"	3'-0"								
B6022	4	#6	16'-3"	17		3'-0"	10'-3"	3'-0"								
B11023	4	#11	16'-3"	17		3'-0"	10'-3"	3'-0"								
B6024	4	#6	13'-11"	17		3'-0"	7'-11"	3'-0"								
B11025	4	#11	13'-11"	17		3'-0"	7'-11"	3'-0"								
B6026	4	#6	12'-5"	17		3'-0"	6'-5"	3'-0"								
B11027	4	#11	12'-5"	17		3'-0"	6'-5"	3'-0"								
B6028	4	#6	11'-5"	17		3'-0"	5'-5"	3'-0"								
B11029	4	#11	11'-5"	17		3'-0"	5'-5"	3'-0"								
B6030	4	#6	10'-9"	17		3'-0"	4'-9"	3'-0"								
B11031	4	#11	10'-9"	17		3'-0"	4'-9"	3'-0"								

Release#	GNHW-2	Release Description: SW2 REBAR														
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
B6032	4	#6	10'-4 1/2"	17		3'-0"	4'-4 1/2"	3'-0"								
B11033	4	#11	10'-4 1/2"	17		3'-0"	4'-4 1/2"	3'-0"								
B11035	4	#11	10'-3"	17		3'-0"	4'-3"	3'-0"								
B6038	2	#6	10'-6"	17		3'-0"	4'-6"	3'-0"								
B11039	2	#11	10'-6"	17		3'-0"	4'-6"	3'-0"								
B6040	2	#6	11'-0"	17		3'-0"	5'-0"	3'-0"								
B11041	2	#11	11'-0"	17		3'-0"	5'-0"	3'-0"								
B6042	2	#6	11'-10"	17		3'-0"	5'-10"	3'-0"								
B11043	2	#11	11'-10"	17		3'-0"	5'-10"	3'-0"								
B6044	2	#6	13'-1"	17		3'-0"	7'-1"	3'-0"								
B11045	2	#11	13'-1"	17		3'-0"	7'-1"	3'-0"								
B6046	2	#6	14'-11"	17		3'-0"	8'-11"	3'-0"								
B11047	2	#11	14'-11"	17		3'-0"	8'-11"	3'-0"								
B6048	2	#6	18'-3"	17		3'-0"	12'-3"	3'-0"								
B11049	2	#11	18'-3"	17		3'-0"	12'-3"	3'-0"								
B4002	228	#4	9'-9"	T1	4 1/2"	1'-5"	3'-1"	1'-5"	3'-1"		4 1/2"					
B5015	168	#5	9'-11"	T1	5 1/2"	1'-5"	3'-1"	1'-5"	3'-1"		5 1/2"					
B4003	378	#4	3'-11 1/2"	T5	6"	3'-1"					4 1/2"		4"			
B5016	168	#5	4'-2"	T5	7"	3'-1"					6"		5"			
B6019	424	#6	4'-9"	T5	8"	3'-1"					1'-0"		6"			
B14004	16	#14	38'-2"	SBC		38'-2"										
B14005	16	#14	60'-0"	SBC		60'-0"										
B14007	4	#14	39'-2"	SBC		39'-2"										
B14008	4	#14	39'-7"	SBC		39'-7"										
B14009	4	#14	40'-1"	SBC		40'-1"										
B14010	4	#14	40'-10"	SBC		40'-10"										
B14011	4	#14	41'-8"	SBC		41'-8"										
B14012	4	#14	42'-10"	SBC		42'-10"										
B14013	4	#14	44'-6"	SBC		44'-6"										
B14018	4	#14	47'-3"	SBC		47'-3"										
B11054	54	#11	5'-0"	2	2'-0"	3'-0"	1'-2"									

Release#	GNHW-2G	Release Description: SW2 GFRP														
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
B8051	76	#8	8'-2"	17		3'-0"	5'-2"									
B4050	28	#4	14'-1"	17		3'-0"	8'-1"	3'-0"								
B4052	112	#4	5'-5"	17		1'-2"	3'-1"	1'-2"								

Weight by Release	
Release Numbers	Weight(Lbs)
GNHW-2	84052.80
Total Weight	84052.80



No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW

**Revisions and Issue Record**

The full intent and purpose of this drawing is the placing of reinforcing steel bars ONLY. It is NOT to be used as a means of communication between the Architect, Engineer, Contractor or any other Sub-trades.

**THIS DRAWING IS NOT TO BE SCALED.**

**Harris Salinas Rebar Inc.**  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

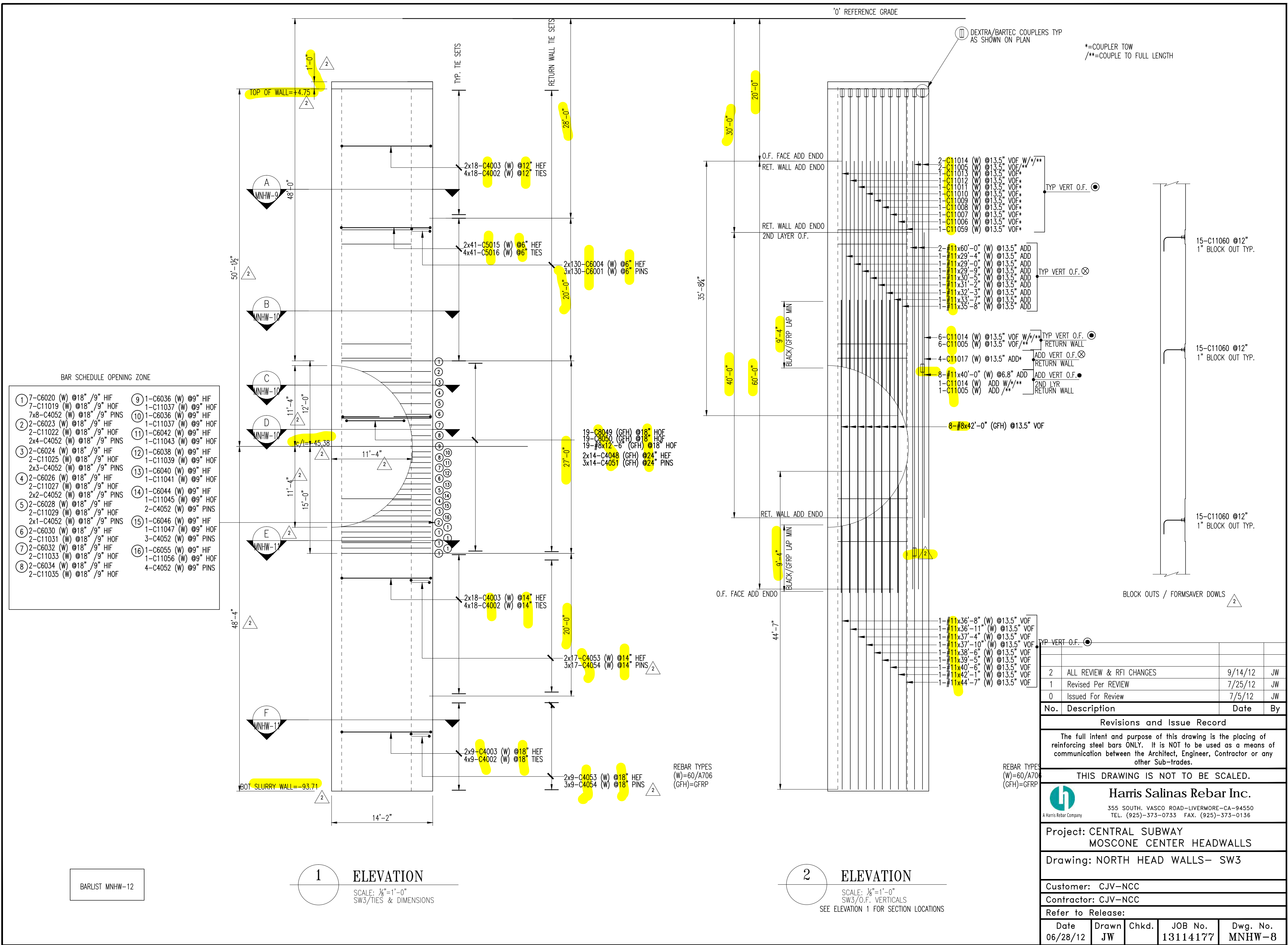
Drawing: NORTH HEAD WALLS - SW2  
 SECTIONS C & D

Customer: CJV/NCC  
 Contractor: CJV/NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/28/12	JW		13114177	MNHW-7

C:\#DRAWINGS\13114177\MOS HEADWALLS SW2.dwg



BAR SCHEDULE OPENING ZONE

① 7-C6020 (W) @18" / 9" HIF	⑨ 1-C6036 (W) @9" HIF
7-8-C4052 (W) @18" / 9" PINS	10 1-C6036 (W) @9" HIF
② 2-C6023 (W) @18" / 9" HIF	11 1-C6042 (W) @9" HIF
2-C11022 (W) @18" / 9" HOF	12 1-C6038 (W) @9" HIF
2x4-C4052 (W) @18" / 9" PINS	13 1-C6040 (W) @9" HIF
③ 2-C6024 (W) @18" / 9" HIF	14 1-C6044 (W) @9" HIF
2-C11025 (W) @18" / 9" HOF	15 1-C6046 (W) @9" HIF
2x3-C4052 (W) @18" / 9" PINS	16 1-C6055 (W) @9" HIF
④ 2-C6026 (W) @18" / 9" HIF	
2-C11027 (W) @18" / 9" HOF	
2x2-C4052 (W) @18" / 9" PINS	
⑤ 2-C6028 (W) @18" / 9" HIF	
2-C11029 (W) @18" / 9" HOF	
2x1-C4052 (W) @18" / 9" PINS	
⑥ 2-C6030 (W) @18" / 9" HIF	
2-C11031 (W) @18" / 9" HOF	
2-C6032 (W) @18" / 9" HIF	
2-C11033 (W) @18" / 9" HOF	
⑦ 2-C6034 (W) @18" / 9" HIF	
2-C11035 (W) @18" / 9" HOF	

**1 ELEVATION**  
SCALE: 1/8"=1'-0"  
SW3/TIES & DIMENSIONS

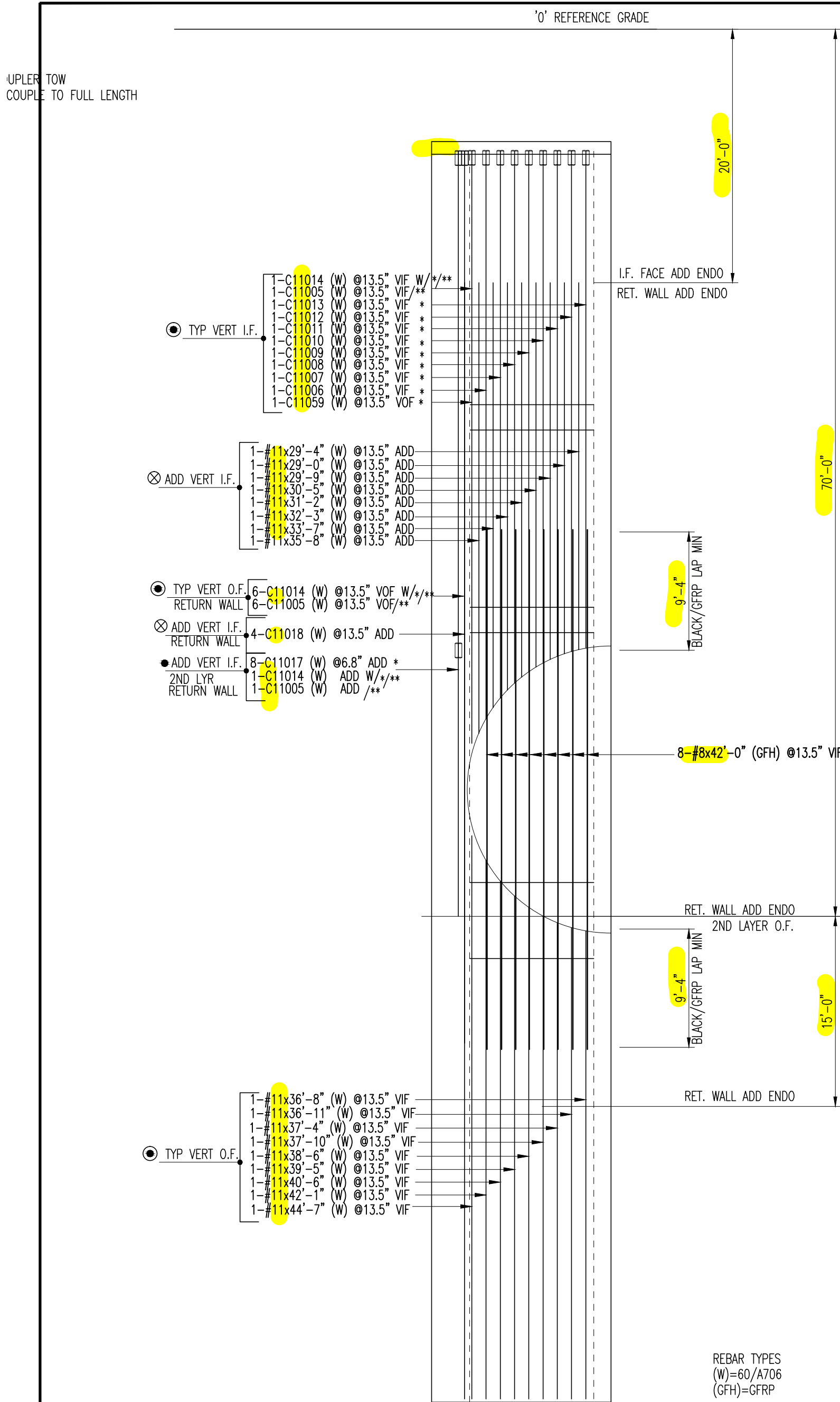
**2 ELEVATION**  
SCALE: 1/8"=1'-0"  
SW3/O.F. VERTICALS  
SEE ELEVATION 1 FOR SECTION LOCATIONS

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

**Revisions and Issue Record**  
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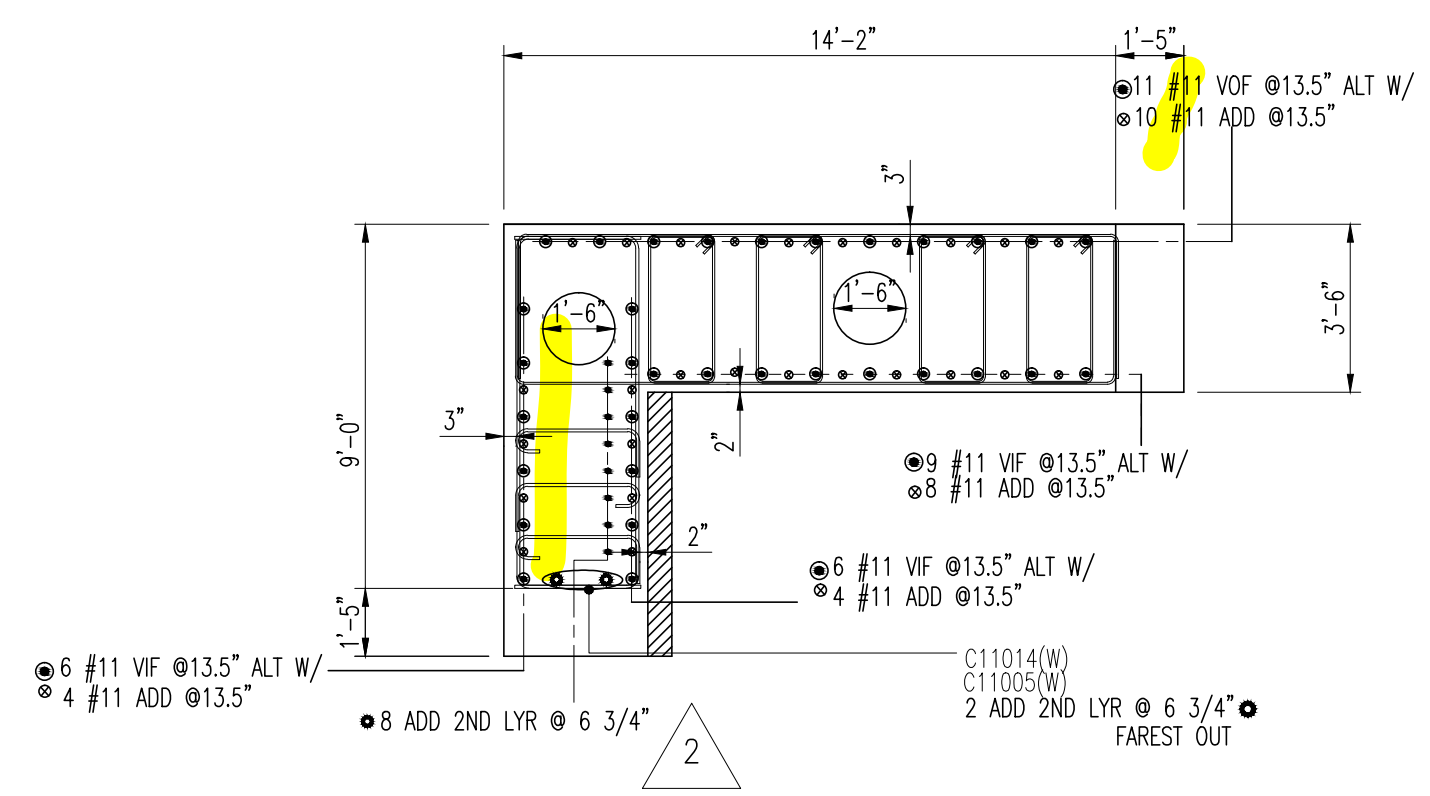
THIS DRAWING IS NOT TO BE SCALED.  
**Harris Salinas Rebar Inc.**  
355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY MOSCONE CENTER HEADWALLS			
Drawing: NORTH HEAD WALLS- SW3			
Customer: CJV-NCC			
Contractor: CJV-NCC			
Refer to Release:			
Date	Drawn	Chkd.	JOB No.
06/28/12	JW		13114177
Dwg. No.			MNHW-8

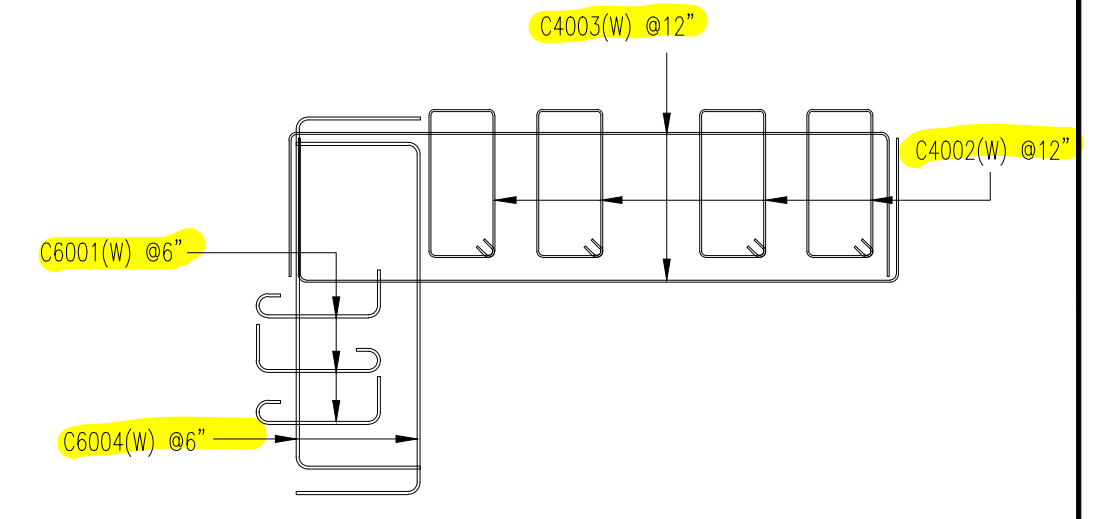


**3 ELEVATION**  
 SCALE: 1/8"=1'-0"  
 SW3/I.F. VERTICALS  
 SEE ELEVATION 1 FOR SECTION LOCATIONS

BARLIST MNHW-12



**A SECTION**  
 SCALE: 1/4"=1'-0"

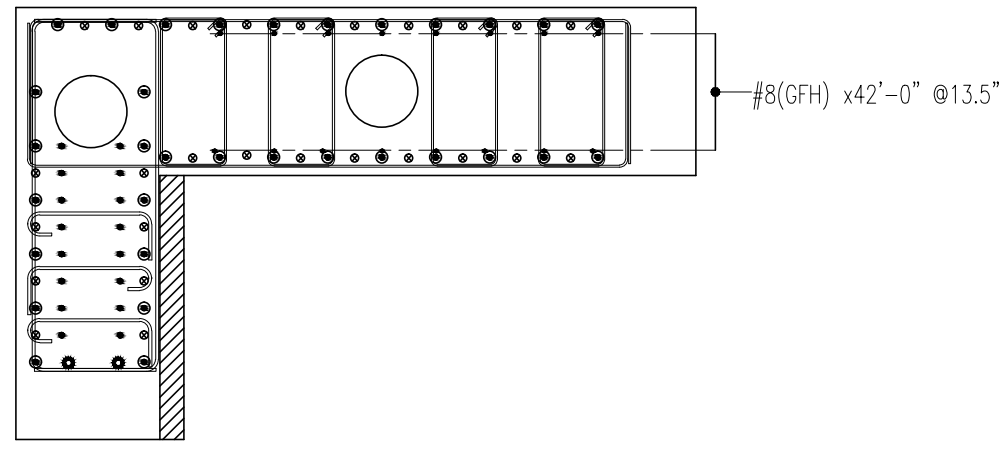


No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

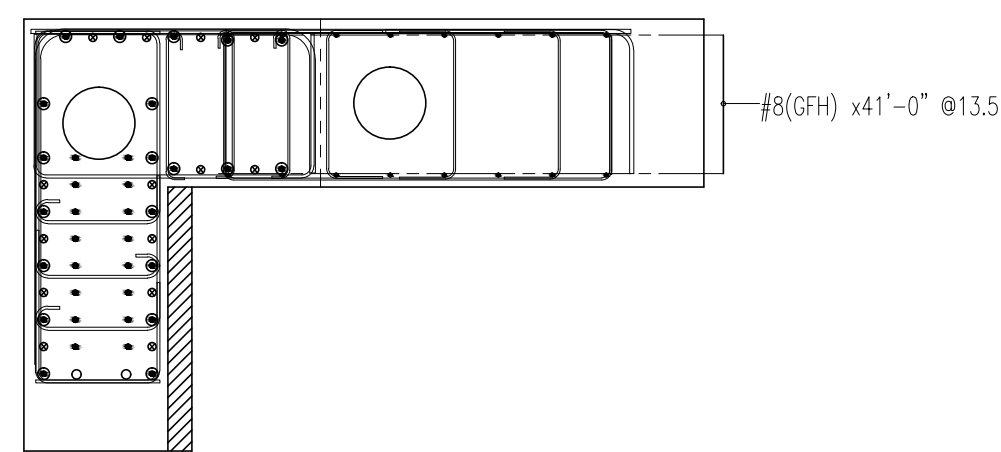
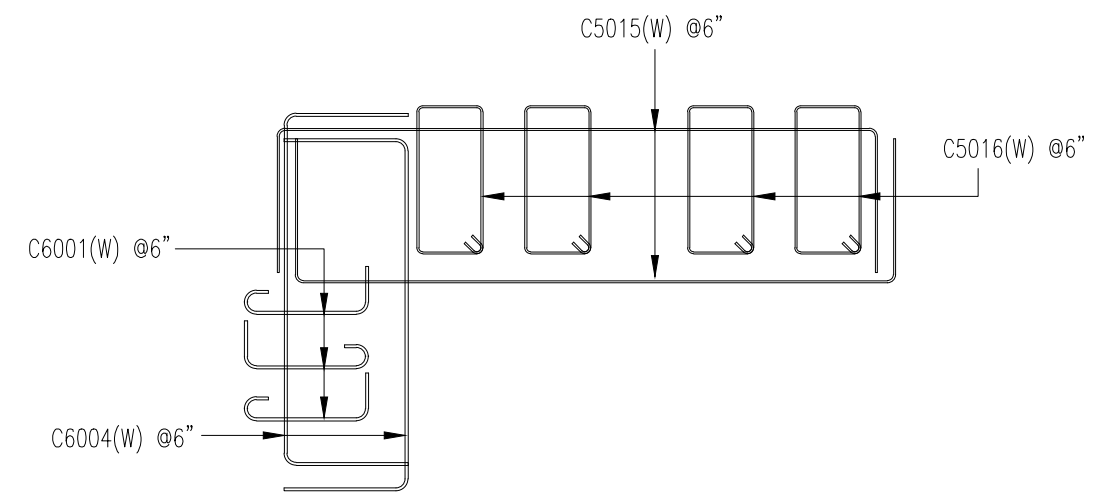
**Revisions and Issue Record**  
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THIS DRAWING IS NOT TO BE SCALED.  
**Harris Salinas Rebar Inc.**  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

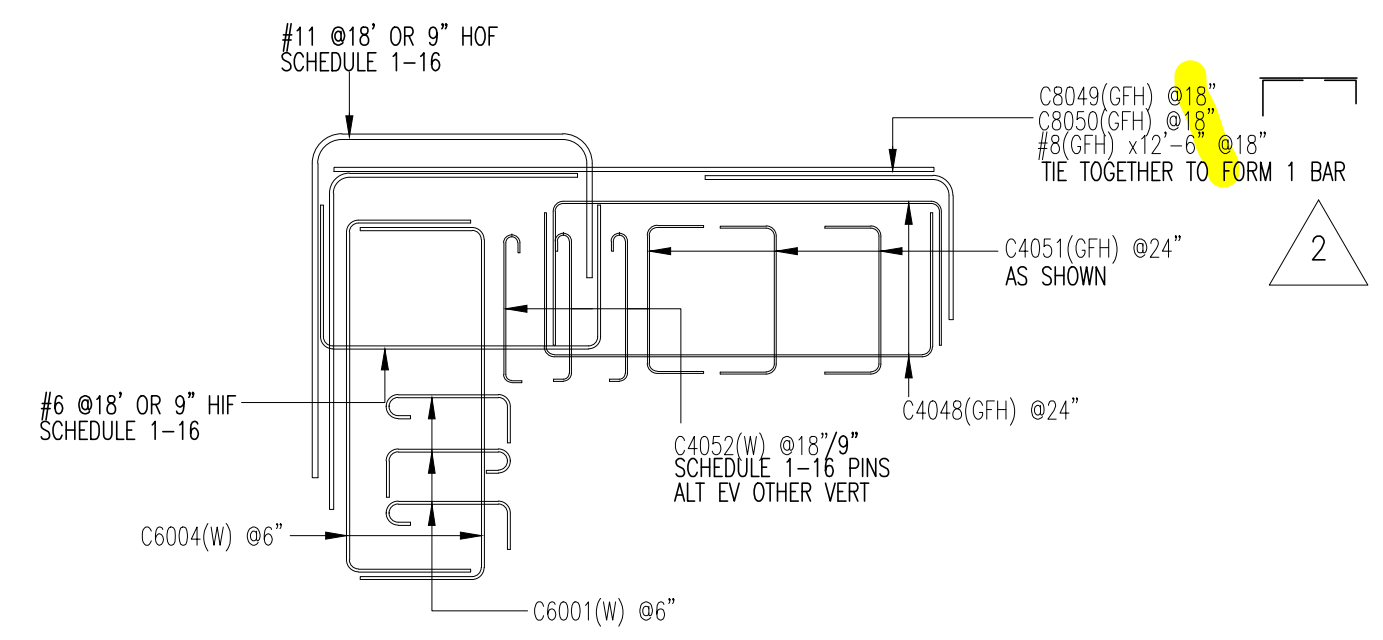
Project: CENTRAL SUBWAY MOSCONE CENTER HEADWALLS			
Drawing: ELEVATION & ELEVATIONS SW3			
Customer: CJV-NCC			
Contractor: CJV-NCC			
Refer to Release:			
Date	Drawn	Chkd.	JOB No.
06/29/12	JW		13114177
			Dwg. No.
			MNHW-9



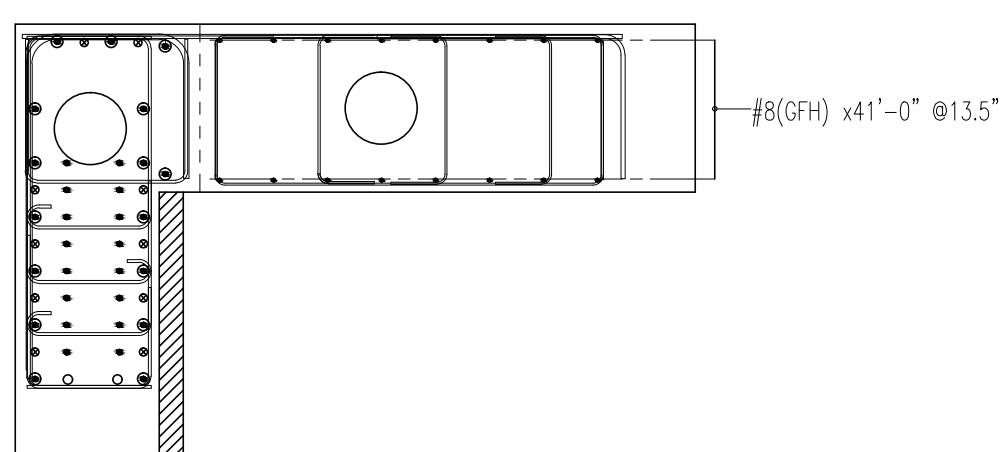
**B SECTION**  
SCALE: 1/4"=1'-0"



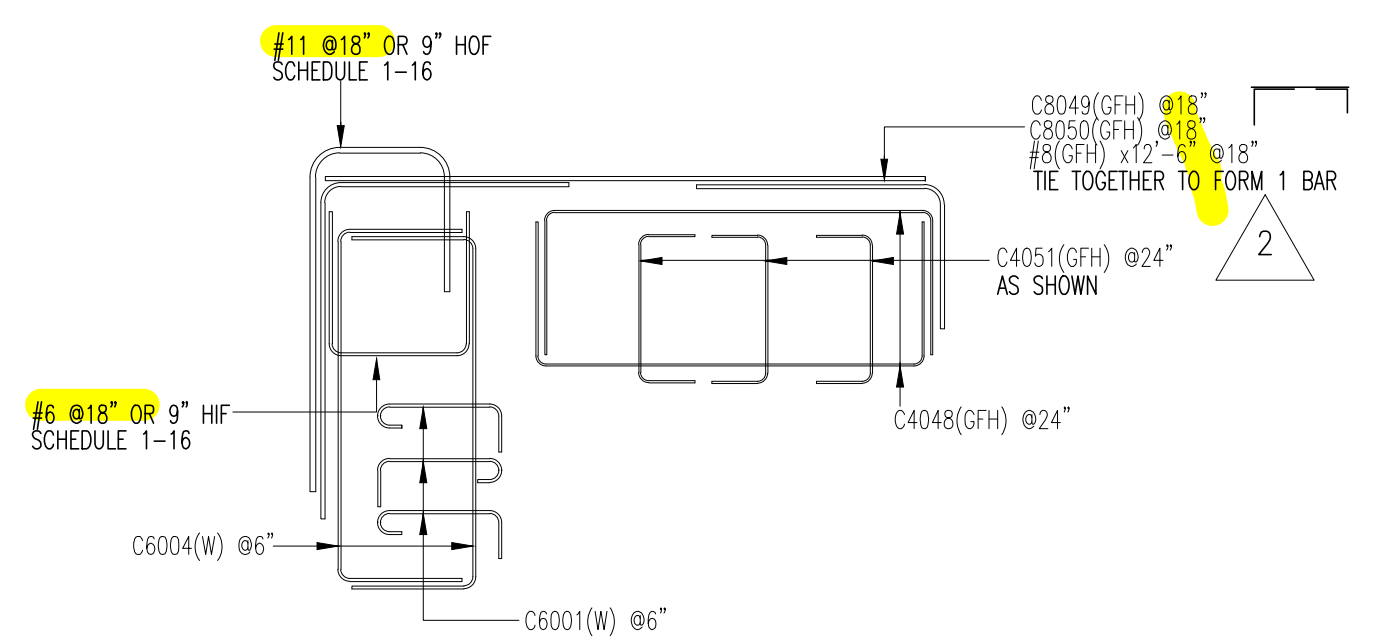
**C SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @18" OR 9" SPACING  
SEE SCHEDULE MNHW-8



**D SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @18" OR 9" SPACING  
SEE SCHEDULE MNHW-8

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

**Revisions and Issue Record**

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**Harris Salinas Rebar Inc.**  
A Harris Rebar Company  
 355 SOUTH VASCO ROAD—LIVERMORE—CA—94550  
 TEL. (925)—373—0733 FAX. (925)—373—0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

Drawing: SECTIONS  
SW3

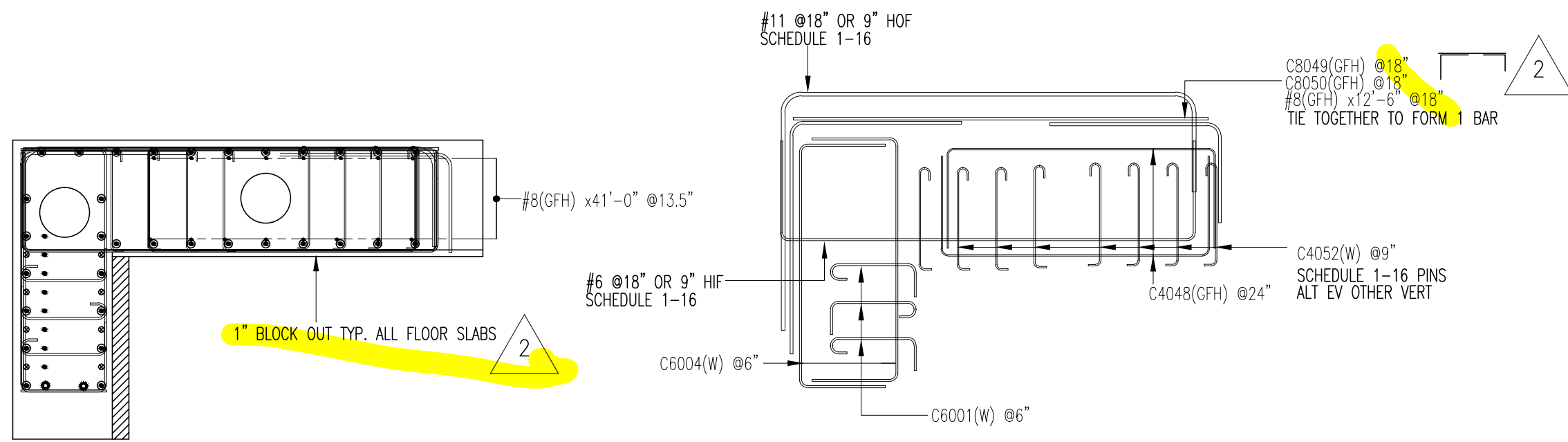
Customer: CJV—NCC

Contractor: CJV—NCC

Refer to Release:

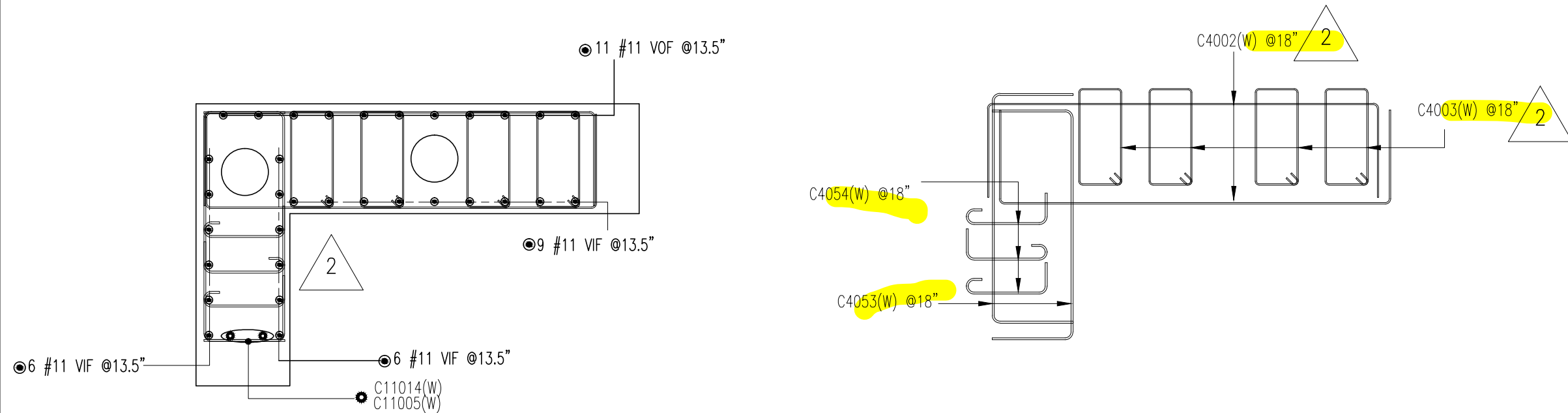
Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/29/12	JW		13114177	MNHW—10

C:\DRAWINGS\13114177\MOS N HW SW3.dwg



**E SECTION**  
SCALE: 1/4"=1'-0"

FOR BARS SHOWN @18" OR 9" SPACING  
SEE SCHEDULE MNHW-8



**F SECTION**  
SCALE: 1/4"=1'-0"

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

Revisions and Issue Record

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**Harris Salinas Rebar Inc.**  
355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

Drawing: SECTIONS  
SW3

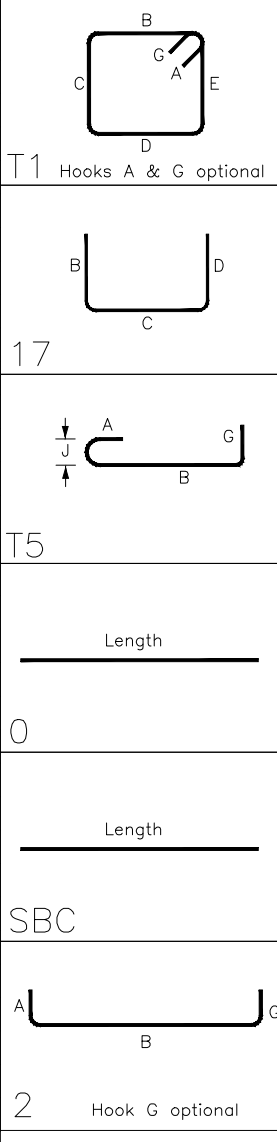
Customer: CJV-NCC

Contractor: CJV-NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/29/12	JW		13114177	MNHW-11

Release# MNHW-3 Release Description: SW3															Release# MNHW-3 Release Description: SW3																		
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'	Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
C4002	180	#4	9'-8"	T1	4 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"		4 1/2"						C11005	17	#11	37'-4"	SBC		37'-4"										
C4003	90	#4	18'-6"	T1		3'-0"	12'-6"	3'-0"			4 1/2"						C11006	2	#11	44'-8"	SBC		44'-8"										
C4052	85	#4	3'-11 1/2"	T5	6"	3'-1"					4 1/2"		4"				C11007	2	#11	43'-0"	SBC		43'-0"										
C4053	52	#4	12'-6"	T1		2'-7"	7'-4"	2'-7"									C11008	2	#11	41'-9"	SBC		41'-9"										
C4054	78	#4	3'-5 1/2"	T5	6"	2'-7"					4 1/2"		4"				C11009	2	#11	40'-11"	SBC		40'-11"										
C6001	390	#6	4'-3"	T5	8"	2'-7"					1'-0"		6"				C11010	2	#11	40'-2"	SBC		40'-2"										
C6004	260	#6	12'-6"	T1		2'-7"	7'-4"	2'-7"									C11011	2	#11	39'-8"	SBC		39'-8"										
C6023	2	#6	15'-8"	T1		3'-0"	9'-8"	3'-0"									C11012	2	#11	39'-3"	SBC		39'-3"										
C6024	2	#6	13'-0"	T1		3'-0"	7'-0"	3'-0"									C11013	2	#11	39'-0"	SBC		39'-0"										
C6026	2	#6	11'-5"	T1		3'-0"	5'-5"	3'-0"									C11014	17	#11	38'-2"	SBC		38'-2"										
C6028	2	#6	10'-4"	T1		3'-0"	4'-4"	3'-0"									C11022	2	#11	19'-10"	T1		7'-2"	9'-8"	3'-0"								
C6030	2	#6	9'-6"	T1		3'-0"	3'-6"	3'-0"									C11025	2	#11	17'-2"	T1		7'-2"	7'-0"	3'-0"								
C6032	2	#6	9'-0"	T1		3'-0"	3'-0"	3'-0"									C11027	2	#11	15'-7"	T1		7'-2"	5'-5"	3'-0"								
C6034	2	#6	8'-8"	T1		3'-0"	2'-8"	3'-0"									C11029	2	#11	14'-6"	T1		7'-2"	4'-4"	3'-0"								
C6036	2	#6	8'-7"	T1		3'-0"	2'-7"	3'-0"									C11031	2	#11	13'-8"	T1		7'-2"	3'-6"	3'-0"								
C6038	1	#6	9'-2 1/2"	T1		3'-0"	3'-2 1/2"	3'-0"									C11033	2	#11	13'-2"	T1		7'-2"	3'-0"	3'-0"								
C6040	1	#6	9'-10 1/2"	T1		3'-0"	3'-10 1/2"	3'-0"									C11035	2	#11	12'-10"	T1		7'-2"	2'-8"	3'-0"								
C6042	1	#6	8'-10"	T1		3'-0"	2'-10"	3'-0"									C11037	2	#11	12'-9"	T1		7'-2"	2'-7"	3'-0"								
C6044	1	#6	10'-10"	T1		3'-0"	4'-10"	3'-0"									C11039	1	#11	13'-4 1/2"	T1		7'-2"	3'-2 1/2"	3'-0"								
C6046	1	#6	12'-2"	T1		3'-0"	6'-2"	3'-0"									C11041	1	#11	14'-8"	T1		7'-2"	3'-10 1/2"	3'-0"								
	2	#11	31'-2"			31'-2"											C11043	1	#11	13'-0"	T1		7'-2"	2'-10"	3'-0"								
	2	#11	30'-5"			30'-5"											C11045	1	#11	15'-0"	T1		7'-2"	4'-10"	3'-0"								
	2	#11	29'-9"			29'-9"											C11047	1	#11	16'-4"	T1		7'-2"	6'-2"	3'-0"								
	2	#11	29'-0"			29'-0"											C5015	82	#5	18'-6"	T1		3'-0"	12'-6"	3'-0"								
	2	#11	29'-4"			29'-4"											C5016	164	#5	9'-10"	T1	5 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"						5 1/2"	
	2	#11	33'-7"			33'-7"										C6020	7	#6	18'-6"	T1		3'-0"	12'-6"	3'-0"									
	2	#11	35'-8"			35'-8"												8	#11	40'-0"			40'-0"										
	2	#11	32'-3"			32'-3"													12	#11	60'-4"	SBC		60'-4"									
	2	#11	36'-8"			36'-8"													4	#11	75'-5"	SBC		75'-5"									
	2	#11	36'-11"			36'-11"														7	#11	22'-8"	T1	7'-2"	12'-6"	3'-0"							
	1	#11	37'-4"			37'-4"														1	#6	14'-1"	T1	3'-0"	8'-1"	3'-0"							
	2	#11	37'-10"			37'-10"														2	#11	44'-7"		44'-7"									
	2	#11	38'-6"			38'-6"															1	#11	18'-3"	T1	7'-2"	8'-1"	3'-0"						
	2	#11	39'-5"			39'-5"																	47'-7"	SBC									
	2	#11	40'-6"			40'-6"																	47'-7"	SBC									
	2	#11	42'-1"			42'-1"																	5'-0"	T1	2'-0"	3'-0"							



Release# MNHW-3G Release Description: SW3 GFRP																
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
C8049	19	#8	8'-2"	T1		3'-0"	5'-2"									
C8050	19	#8	12'-2"	T1		7'-0"	5'-2"									
	19	#8	12'-6"	T1			12'-6"									
	16	#8	42'-0"	T1			42'-0"									
C4048	28	#4	14'-1"	T1		3'-0"	8'-1"	3'-0"								
C4051	36	#4	5'-5"	T1		1'-2"	3'-1"	1'-2"								

Weight by Release	
Release Numbers	Weight(Lbs)
MNHW-3	45164.08
<b>Total Weight</b>	<b>45164.08</b>

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

**Revisions and Issue Record**

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**Harris Salinas Rebar Inc.**  
355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

**Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS**

**Drawing: NORTH HEADWALLS - SW3  
 BARLIST**

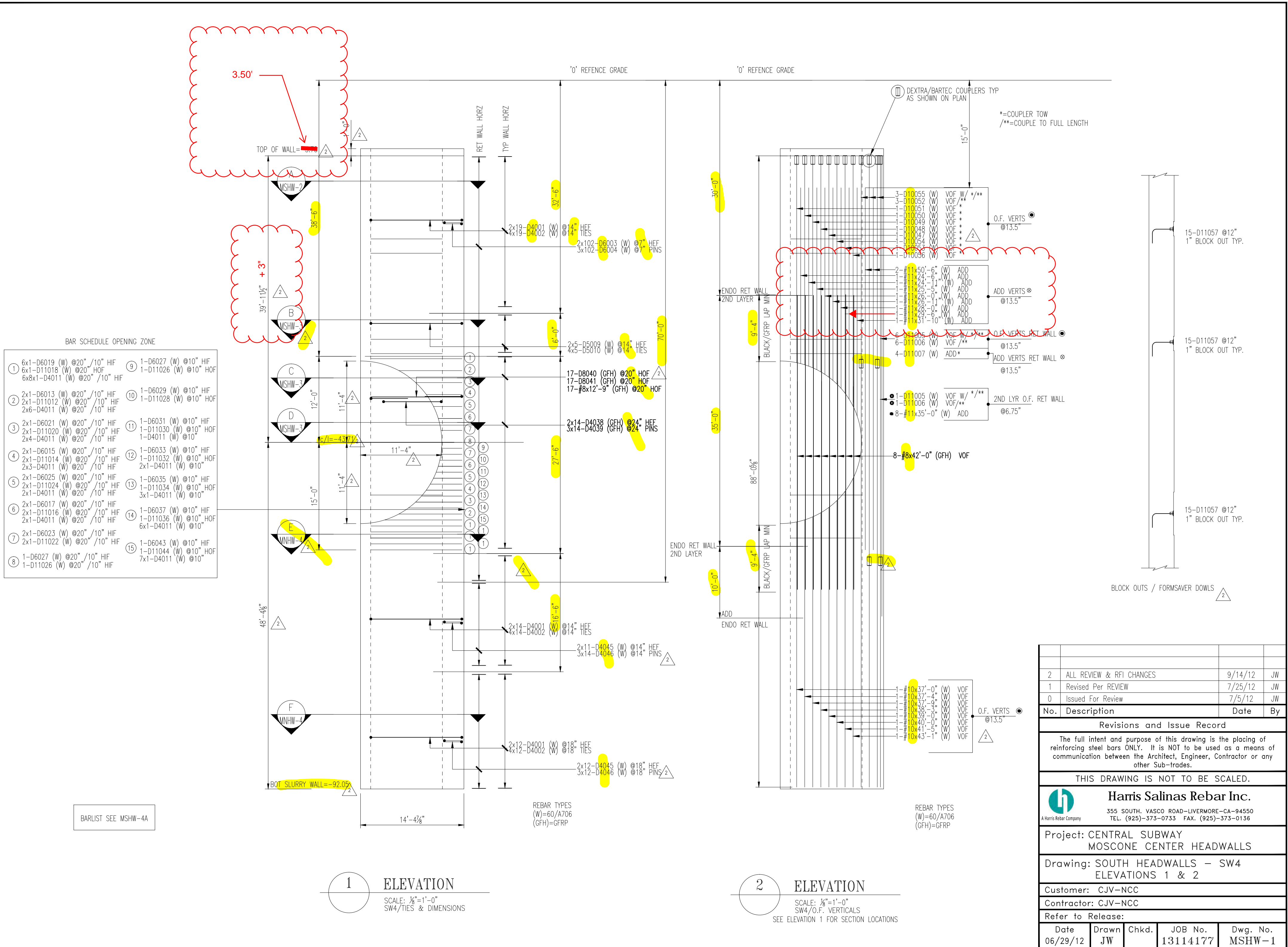
**Customer: CJV-NCC**

**Contractor: CJV-NCC**

**Refer to Release:**

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/05/12	JW		13114177	MNHW-12





BAR SCHEDULE OPENING ZONE

① 6x1-D6019 (W) @20" /10" HIF	⑨ 1-D6027 (W) @10" HIF
② 2x1-D6013 (W) @20" /10" HIF	⑩ 1-D11026 (W) @10" HOF
③ 2x1-D11012 (W) @20" /10" HIF	⑪ 1-D6029 (W) @10" HIF
④ 2x1-D6021 (W) @20" /10" HIF	⑫ 1-D11028 (W) @10" HOF
⑤ 2x1-D11020 (W) @20" /10" HIF	⑬ 1-D6031 (W) @10" HIF
⑥ 2x4-D4011 (W) @20" /10" HIF	⑭ 1-D11030 (W) @10" HOF
⑦ 2x1-D6015 (W) @20" /10" HIF	⑮ 1-D6033 (W) @10" HIF
⑧ 2x1-D11014 (W) @20" /10" HIF	⑯ 1-D11032 (W) @10" HOF
⑨ 2x1-D6025 (W) @20" /10" HIF	⑰ 2x1-D4011 (W) @10"
⑩ 2x1-D11024 (W) @20" /10" HIF	⑱ 1-D6035 (W) @10" HIF
⑪ 2x1-D4011 (W) @20" /10" HIF	⑲ 1-D11034 (W) @10" HOF
⑫ 2x1-D6017 (W) @20" /10" HIF	⑳ 1-D6037 (W) @10" HIF
⑬ 2x1-D11016 (W) @20" /10" HIF	㉑ 1-D11036 (W) @10" HOF
⑭ 2x1-D4011 (W) @20" /10" HIF	㉒ 6x1-D4011 (W) @10"
⑮ 2x1-D6023 (W) @20" /10" HIF	㉓ 1-D6043 (W) @10" HIF
⑯ 1-D6027 (W) @20" /10" HIF	㉔ 1-D11044 (W) @10" HOF
⑰ 1-D11026 (W) @20" /10" HIF	㉕ 7x1-D4011 (W) @10"

BARLIST SEE MSHW-4A

**1** ELEVATION  
SCALE: 1/8"=1'-0"  
SW4/TIES & DIMENSIONS

**2** ELEVATION  
SCALE: 1/8"=1'-0"  
SW4/O.F. VERTICALS  
SEE ELEVATION 1 FOR SECTION LOCATIONS

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

Revisions and Issue Record

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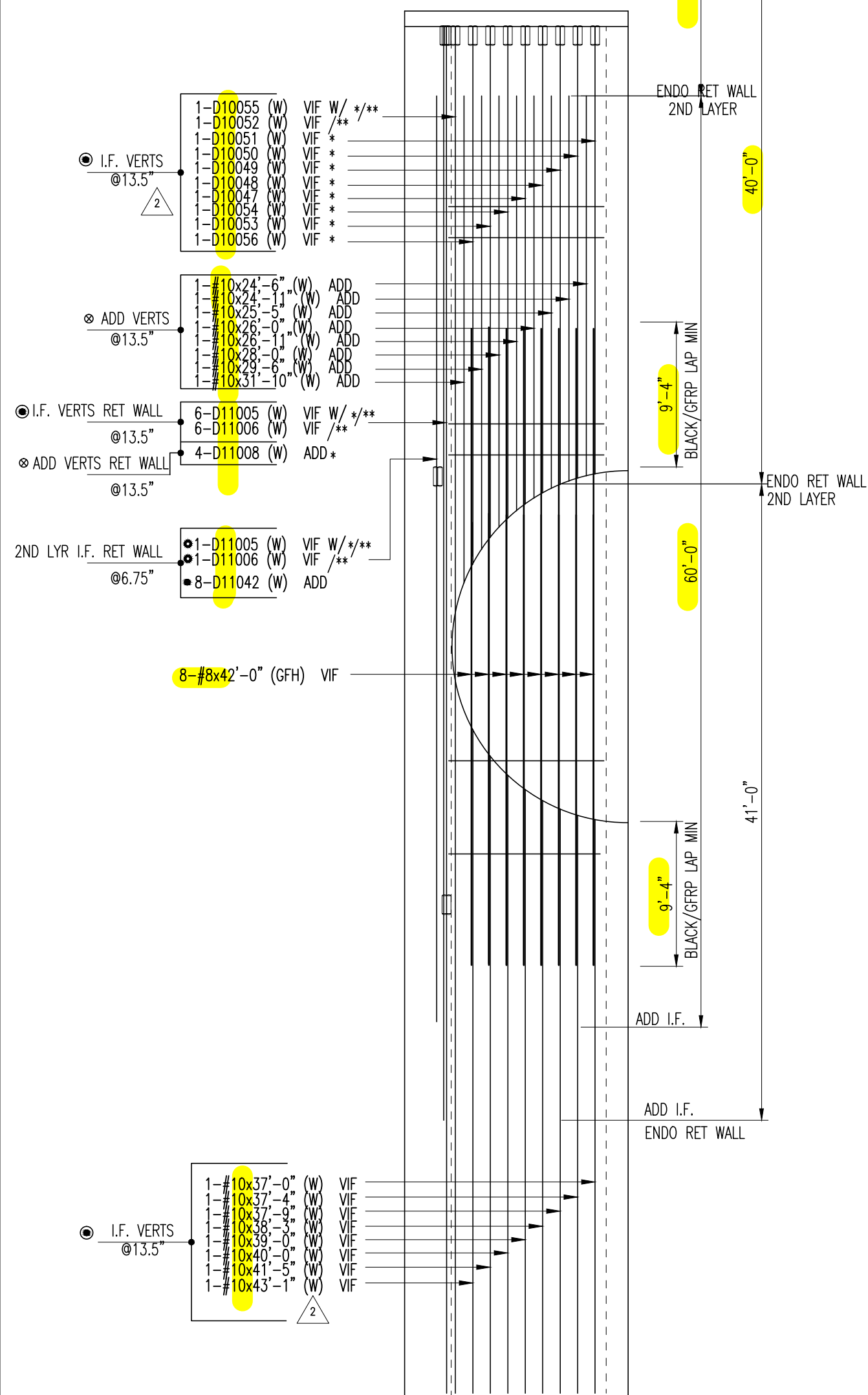
**Harris Salinas Rebar Inc.**  
355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY MOSCONE CENTER HEADWALLS			
Drawing: SOUTH HEADWALLS - SW4 ELEVATIONS 1 & 2			
Customer: CJV-NCC			
Contractor: CJV-NCC			
Refer to Release:			
Date	Drawn	Chkd.	JOB No.
06/29/12	JW		13114177
			Dwg. No.
			MSHW-1

C:\#DRAWINGS\13114177\MOS S HW SW4.dwg

0' REFERENCE GRADE

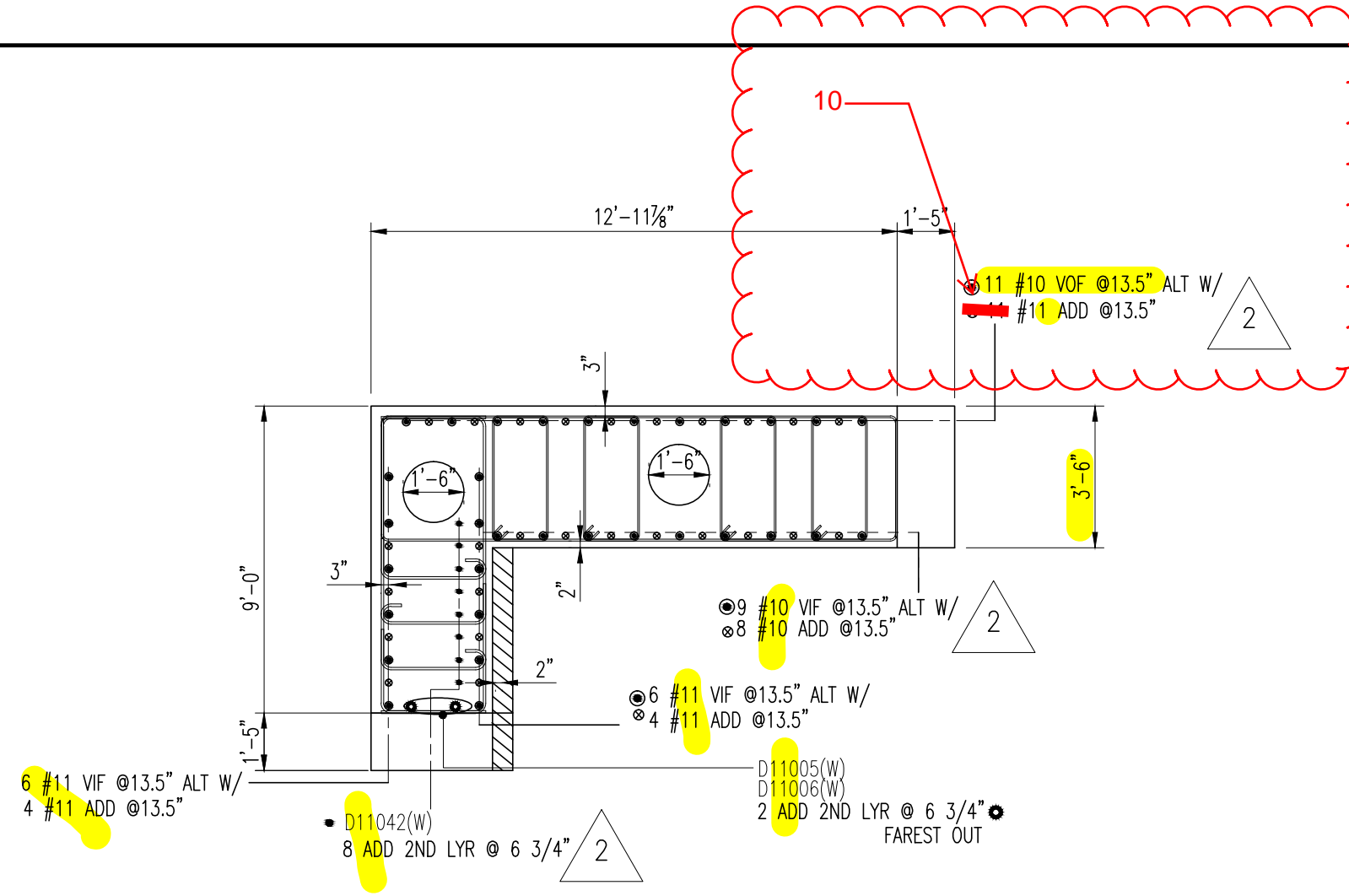
\*=COUPLER TOW  
/\*\*=COUPLE TO FULL LENGTH



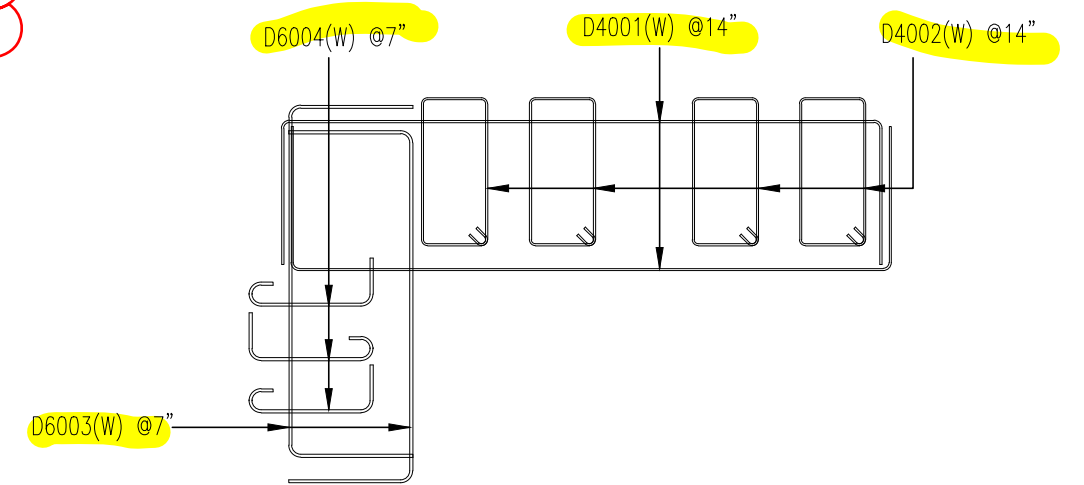
BARLIST SEE MSHW-4A

REBAR TYPES  
(W)=60/A706  
(GFH)=GFRP

**3 ELEVATION**  
SCALE: 1/8"=1'-0"  
SW4/I.F. VERTICALS  
SEE ELEVATION 1 FOR SECTION LOCATIONS



**A SECTION**  
SCALE: 1/4"=1'-0"



No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

Drawing: SOUTH HEADWALLS - SW4  
ELEVATION 3 & SECTION A

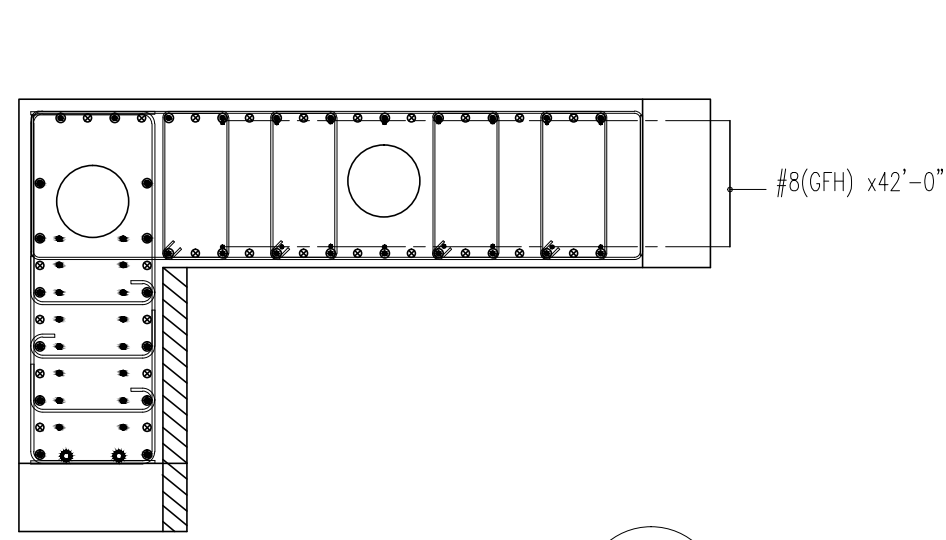
Customer: CJV-NCC

Contractor: CJV-NCC

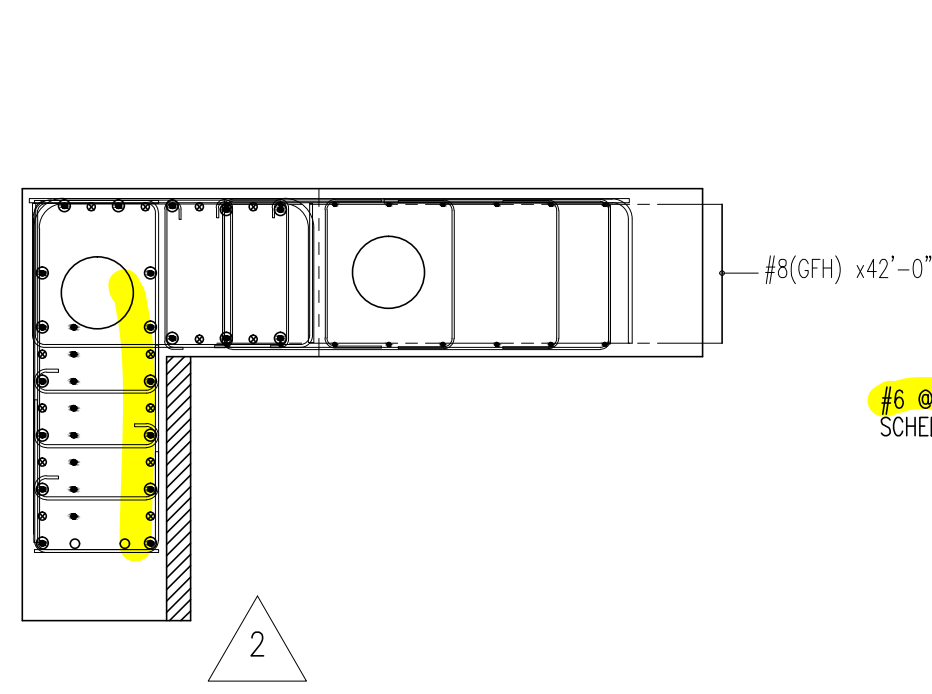
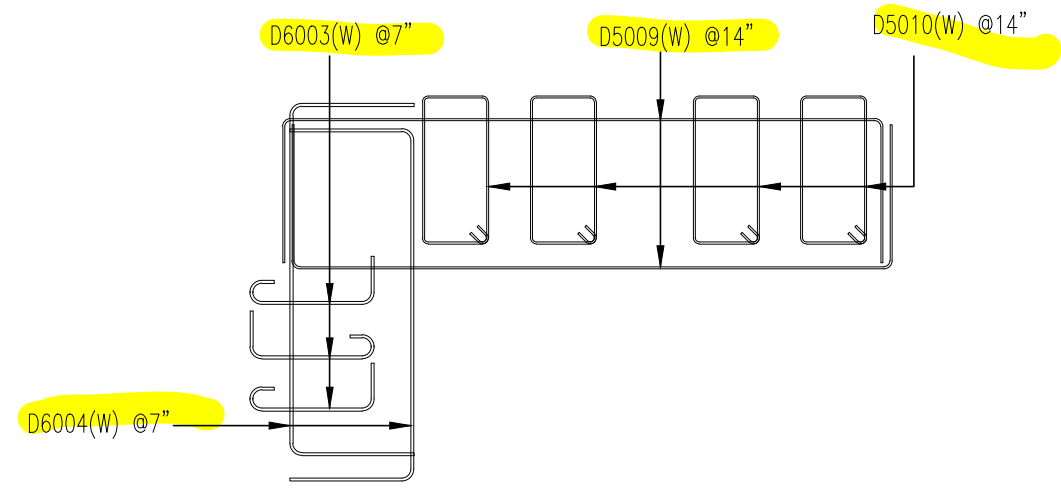
Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/03/12	JW		13114177	MSHW-2

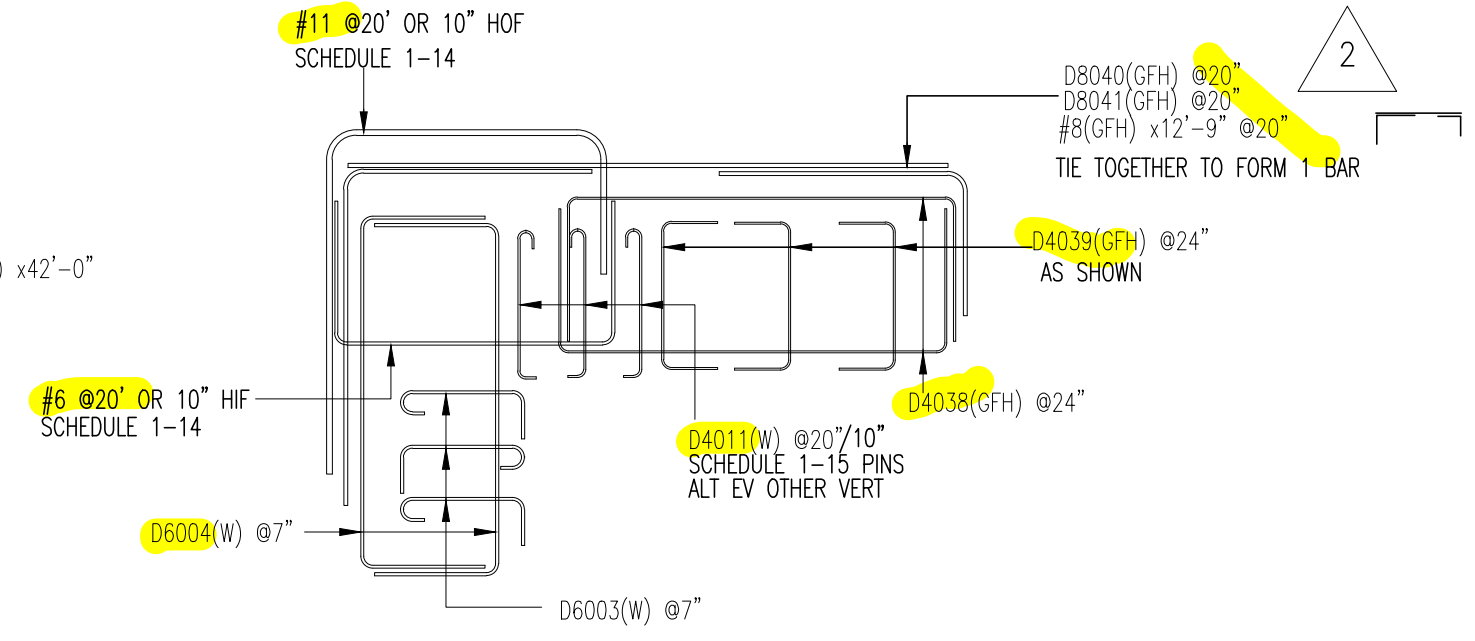
C:\DRAWINGS\13114177\MOS S HW SW4.dwg



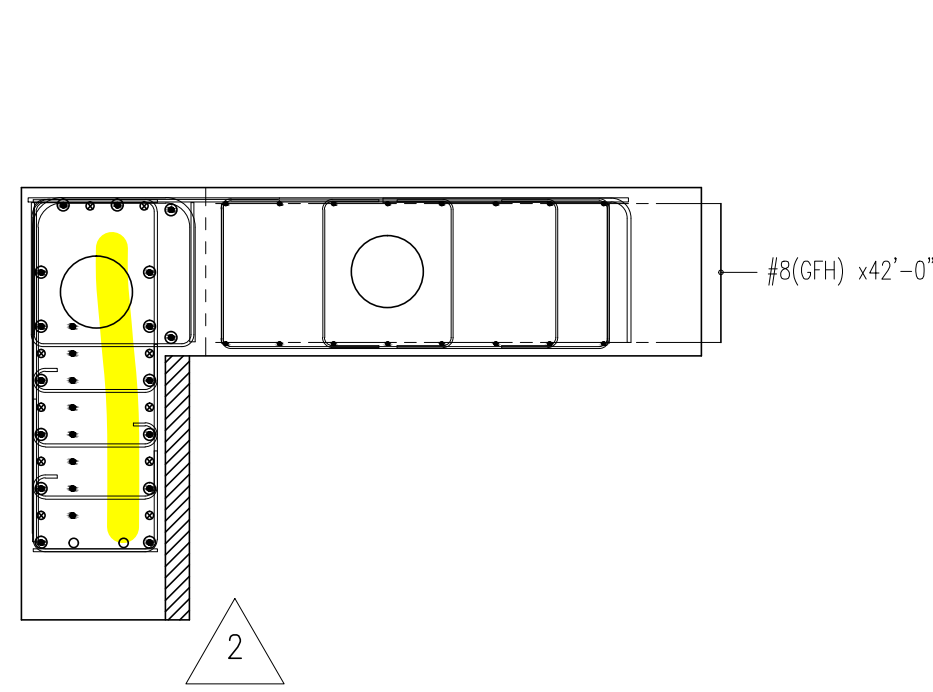
**B SECTION**  
SCALE: 1/4"=1'-0"



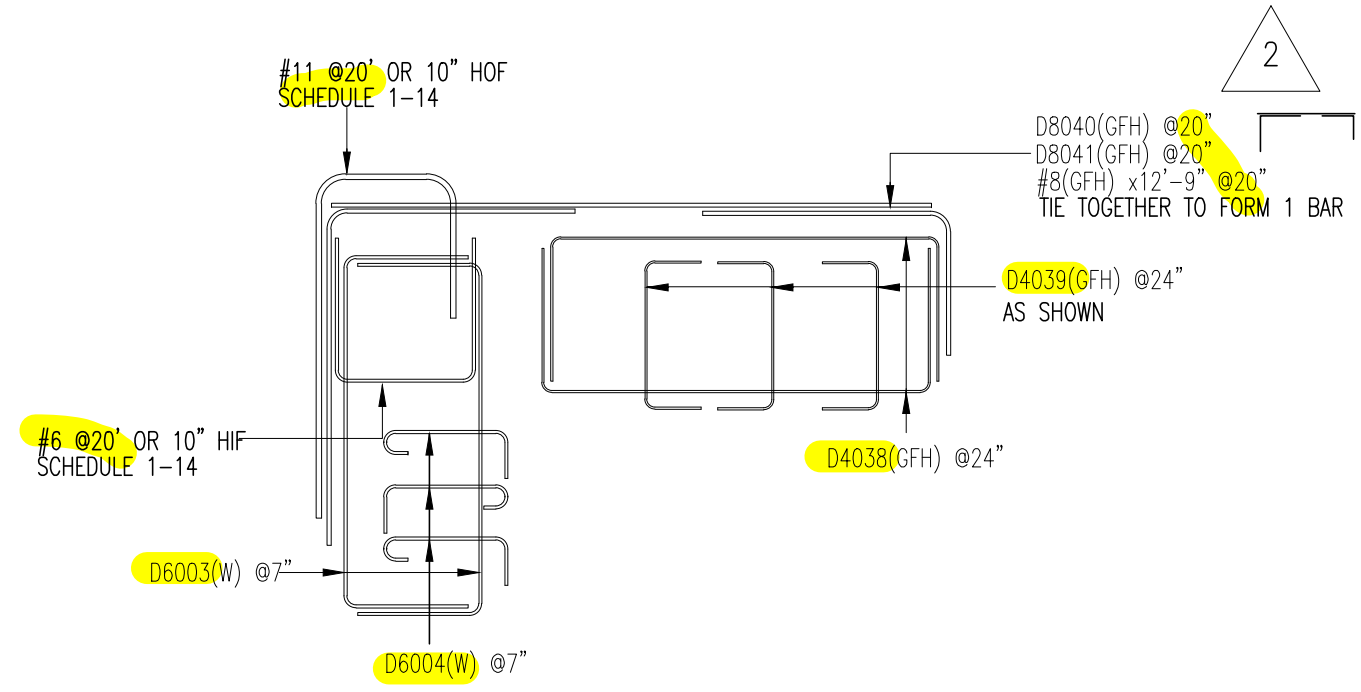
**C SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @20" OR 10" SPACING  
SEE SCHEDULE MSHW-1



**D SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @20" OR 10" SPACING  
SEE SCHEDULE MSHW-1

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

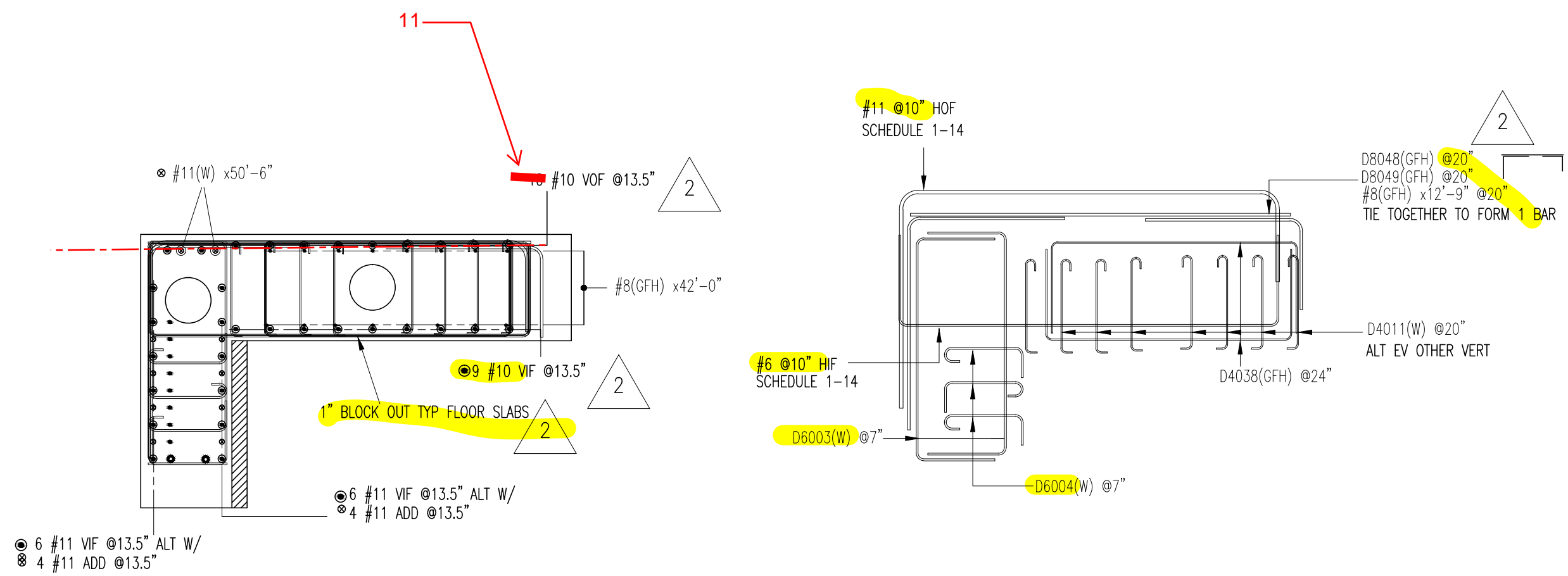
Drawing: SOUTH HEADWALLS - SW4  
SECTIONS B C & D

Customer: CJV-NCC

Contractor: CJV-NCC

Refer to Release:

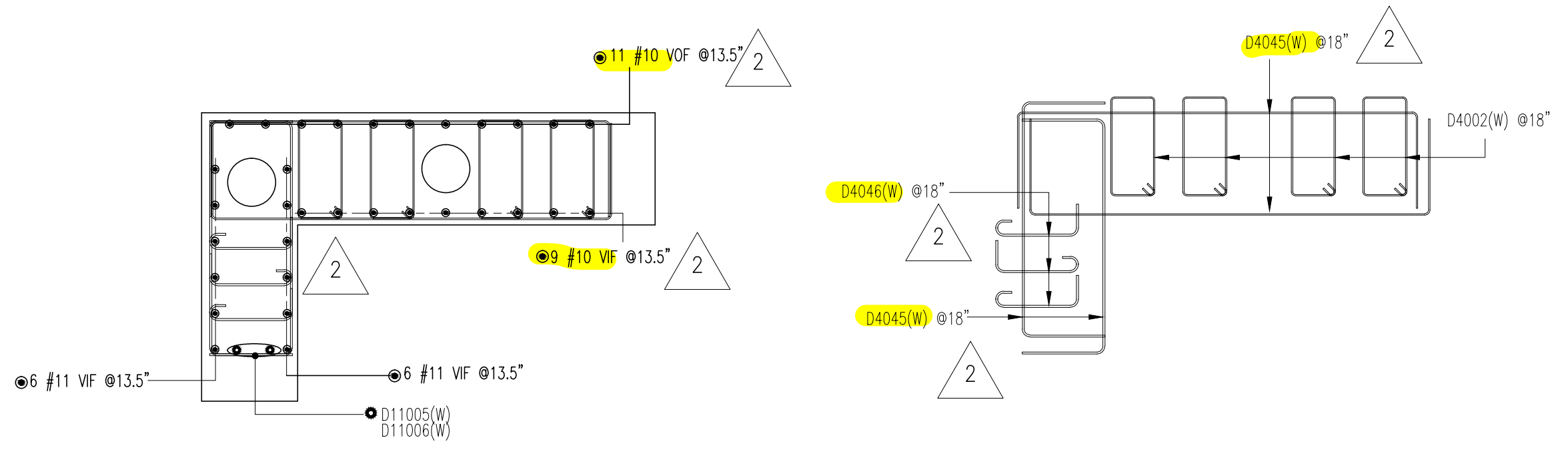
Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/03/12	JW		13114177	MSHW-3



**E SECTION**  
SCALE: 1/4"=1'-0"

6 #11 VIF @13.5" ALT W/  
4 #11 ADD @13.5"

6 #11 VIF @13.5" ALT W/  
4 #11 ADD @13.5"



**F SECTION**  
SCALE: 1/4"=1'-0"

6 #11 VIF @13.5"

D11005(W)  
D11006(W)

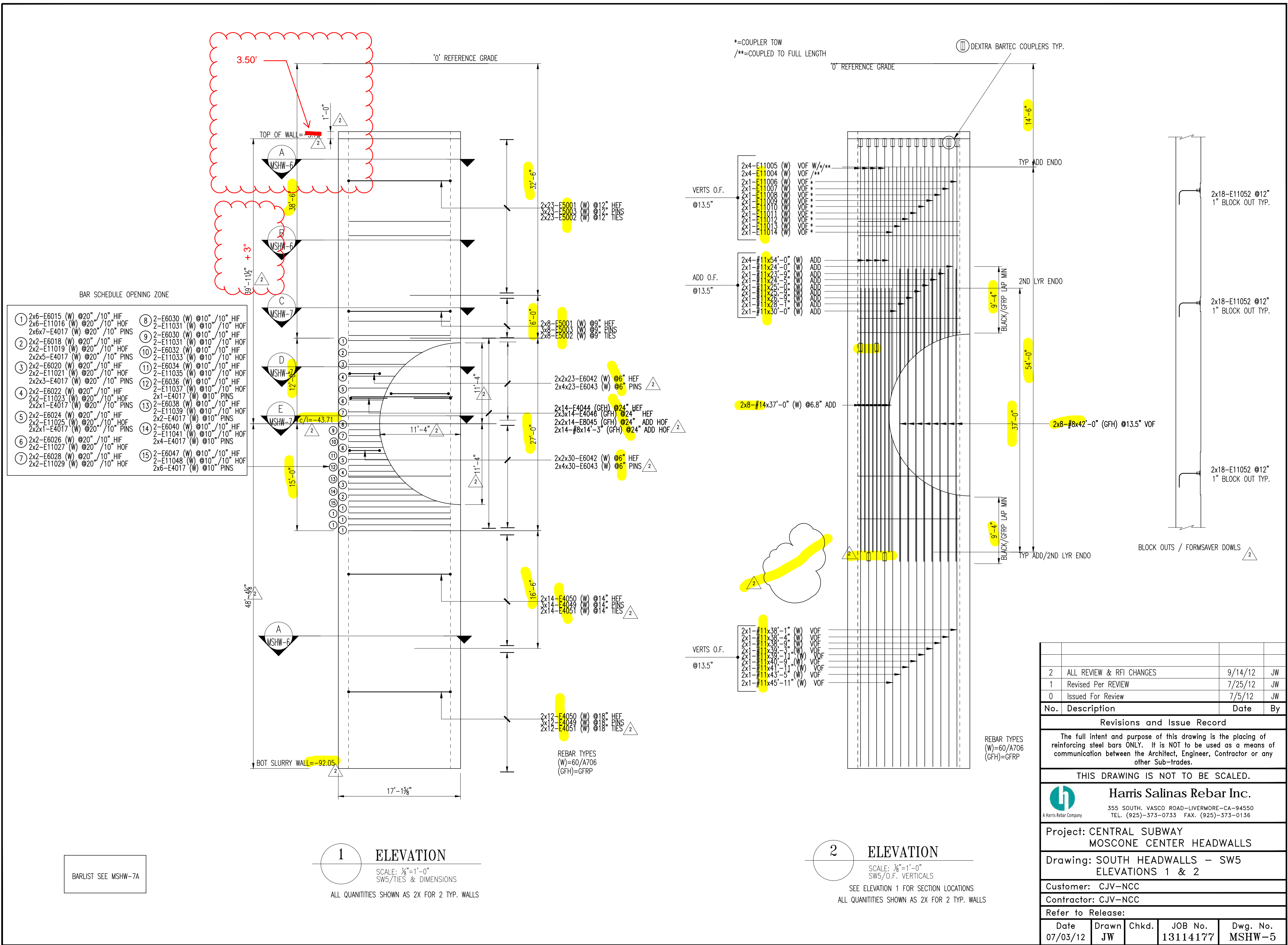
No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS  
Drawing: SOUTH HEADWALLS - SW4  
SECTIONS E & F  
Customer: CJV-NCC  
Contractor: CJV-NCC  
Refer to Release:  
Date 07/03/12 Drawn JW Chkd. JOB No. 13114177 Dwg. No. MSHW-4





BAR SCHEDULE OPENING ZONE

① 2x6-E6015 (W) @20"/10" HIF 2x6-E11016 (W) @20"/10" HOF 2x6x7-E4017 (W) @20"/10" PINS	⑧ 2-E6030 (W) @10"/10" HIF 2-E11031 (W) @10"/10" HOF
② 2x2-E6018 (W) @20"/10" HIF 2x2-E11019 (W) @20"/10" HOF 2x2x5-E4017 (W) @20"/10" PINS	⑨ 2-E6030 (W) @10"/10" HIF 2-E11031 (W) @10"/10" HOF
③ 2x2-E6020 (W) @20"/10" HIF 2x2-E11021 (W) @20"/10" HOF 2x2x3-E4017 (W) @20"/10" PINS	⑩ 2-E6032 (W) @10"/10" HIF 2-E11033 (W) @10"/10" HOF
④ 2x2-E6022 (W) @20"/10" HIF 2x2-E11023 (W) @20"/10" HOF 2x2x1-E4017 (W) @20"/10" PINS	⑪ 2-E6034 (W) @10"/10" HIF 2-E11035 (W) @10"/10" HOF
⑤ 2x2-E6024 (W) @20"/10" HIF 2x2-E11025 (W) @20"/10" HOF 2x2x1-E4017 (W) @20"/10" PINS	⑫ 2-E6036 (W) @10"/10" HIF 2-E11037 (W) @10"/10" HOF
⑥ 2x2-E6026 (W) @20"/10" HIF 2x2-E11027 (W) @20"/10" HOF	⑬ 2-E6038 (W) @10"/10" HIF 2-E11039 (W) @10"/10" HOF
⑦ 2x2-E6028 (W) @20"/10" HIF 2x2-E11029 (W) @20"/10" HOF	⑭ 2-E6040 (W) @10"/10" HIF 2-E11041 (W) @10"/10" HOF
	⑮ 2-E6047 (W) @10"/10" HIF 2-E11048 (W) @10"/10" HOF 2x6-E4017 (W) @10" PINS

**1 ELEVATION**  
SCALE: 1/8"=1'-0"  
SW5/TIES & DIMENSIONS  
ALL QUANTITIES SHOWN AS 2X FOR 2 TYP. WALLS

**2 ELEVATION**  
SCALE: 1/8"=1'-0"  
SW5/O.F. VERTICALS  
SEE ELEVATION 1 FOR SECTION LOCATIONS  
ALL QUANTITIES SHOWN AS 2X FOR 2 TYP. WALLS

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

Revisions and Issue Record

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355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

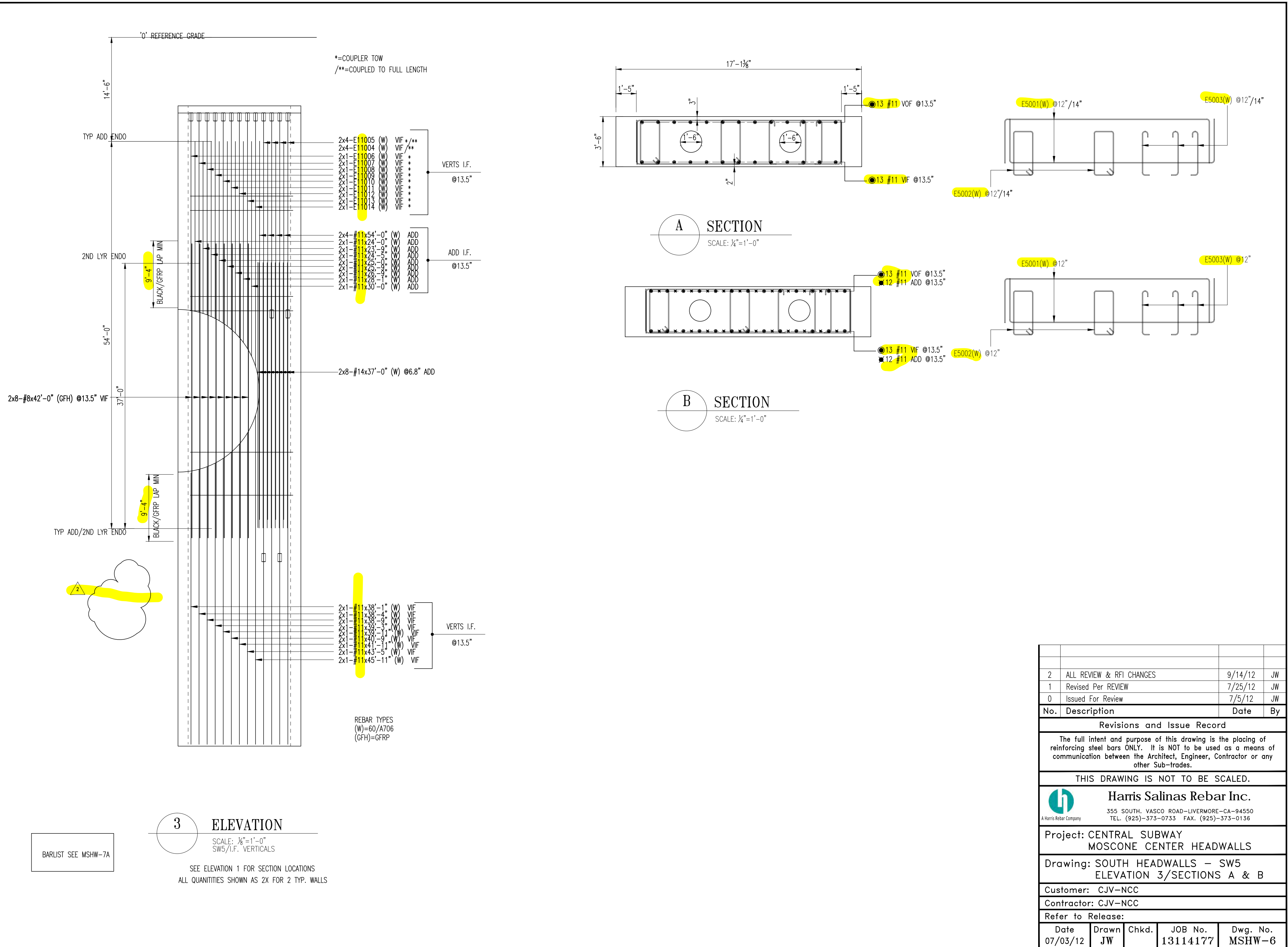
Drawing: SOUTH HEADWALLS - SW5  
ELEVATIONS 1 & 2

Customer: CJV-NCC  
Contractor: CJV-NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/03/12	JW		13114177	MSHW-5

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\*=COUPLER TOW  
 /\*\*=COUPLED TO FULL LENGTH

**A SECTION**  
 SCALE: 1/4"=1'-0"

**B SECTION**  
 SCALE: 1/4"=1'-0"

**3 ELEVATION**  
 SCALE: 1/8"=1'-0"  
 SW5/I.F. VERTICALS

SEE ELEVATION 1 FOR SECTION LOCATIONS  
 ALL QUANTITIES SHOWN AS 2X FOR 2 TYP. WALLS

BARLIST SEE MSHW-7A

REBAR TYPES  
 (W)=60/A706  
 (GFH)=GFRP

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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 TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

Drawing: SOUTH HEADWALLS - SW5  
 ELEVATION 3/SECTIONS A & B

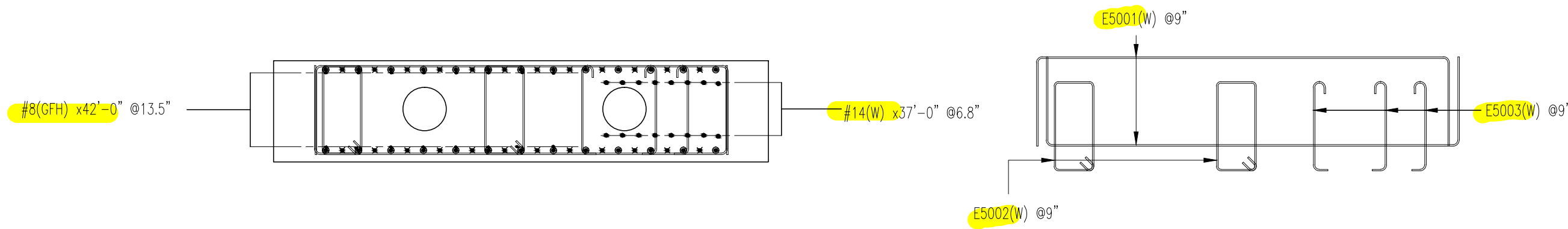
Customer: CJV-NCC

Contractor: CJV-NCC

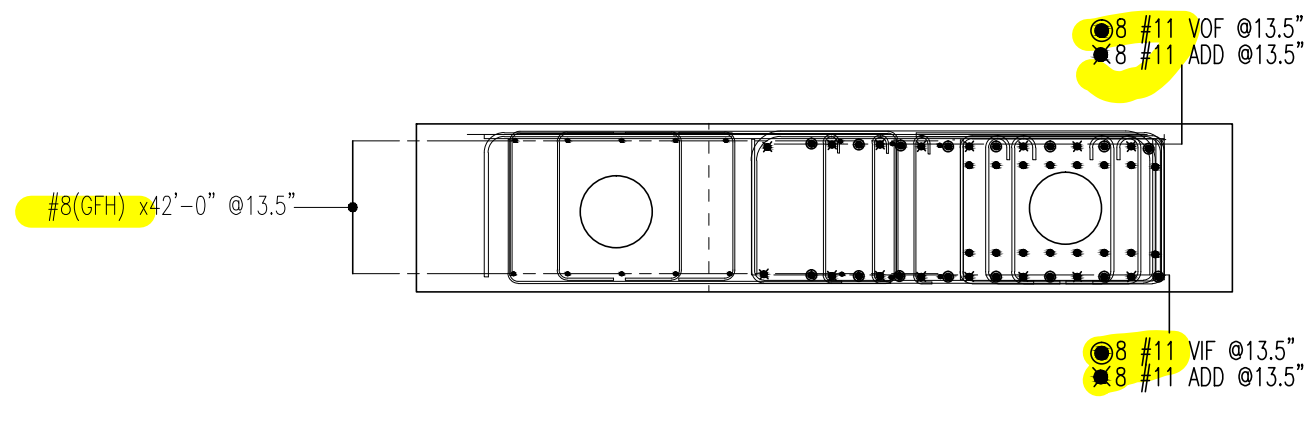
Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/03/12	JW		13114177	MSHW-6

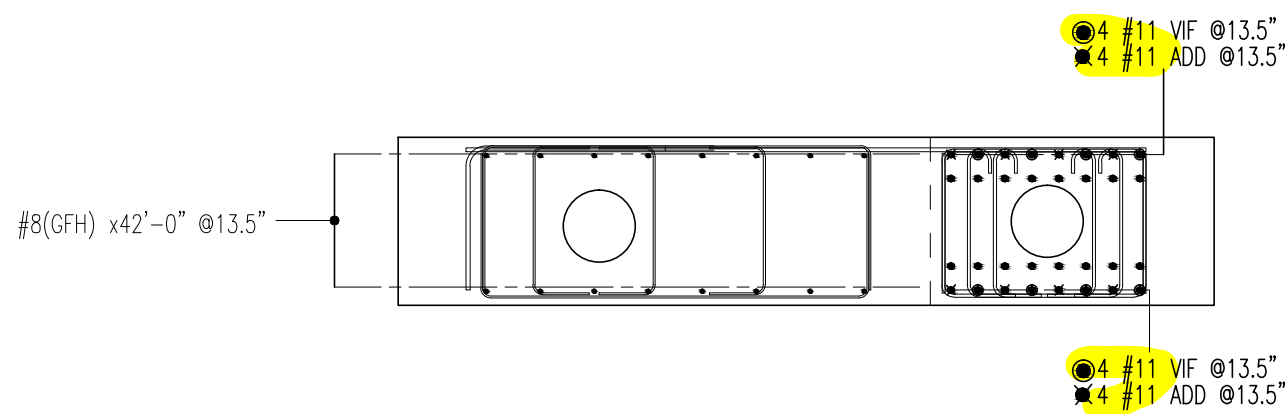
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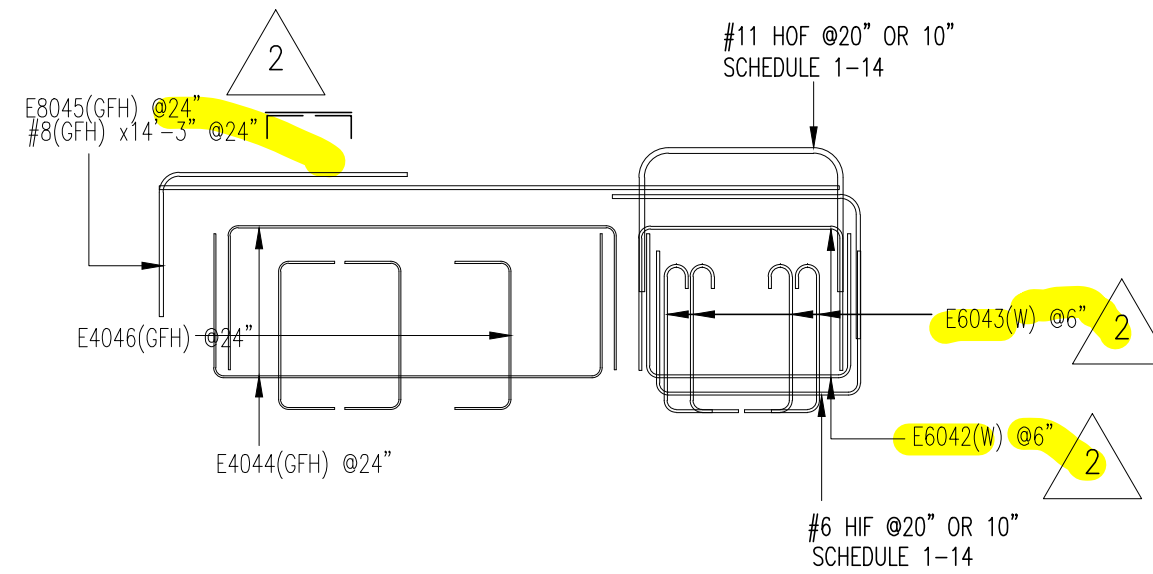
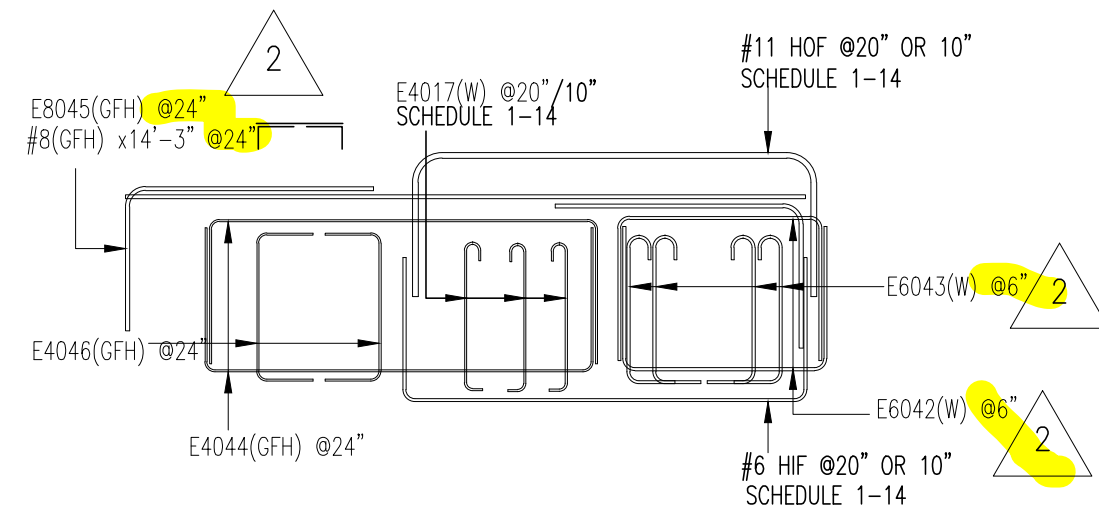
**C SECTION**  
SCALE: 1/4"=1'-0"



**D SECTION**  
SCALE: 1/4"=1'-0"



**E SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @20" OR 10" SPACING  
SEE SCHEDULE MSHW-5

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

**Revisions and Issue Record**

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TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

Drawing: SOUTH HEADWALLS - SW5  
SECTIONS C D & E

Customer: CJV-NCC

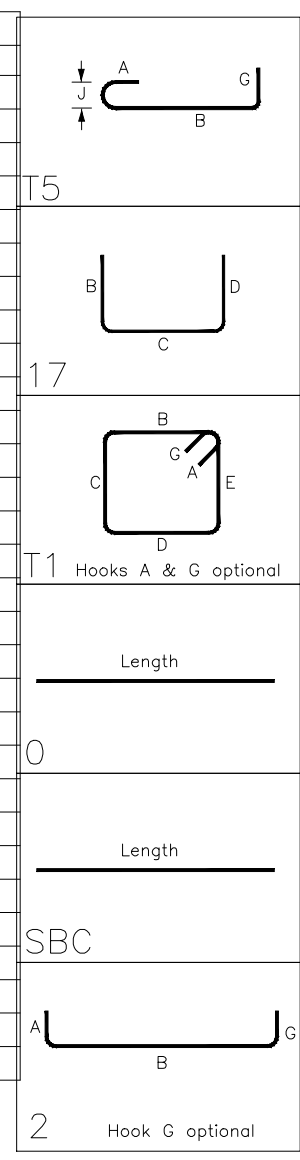
Contractor: CJV-NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/03/12	JW		13114177	MSHW-7



Release# MSHW-5 Release Description: SW5														Release# MSHW-5 Release Description: SW5																			
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'	Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
E4049	78	#4	3'-11 1/2"	T5	6"	3'-1"					4 1/2"		4"				E11006	4	#11	27'-7"	SBC		27'-7"										
E4050	52	#4	20'-5 1/2"	T1		3'-1"	14'-3 1/2"	3'-1"									E11007	4	#11	27'-10"	SBC		27'-10"										
E4051	52	#4	9'-8"	T1	4 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"		4 1/2"						E11008	4	#11	28'-2"	SBC		28'-2"										
E5001	62	#5	20'-5 1/2"	T1		3'-1"	14'-3 1/2"	3'-1"									E11009	4	#11	28'-8"	SBC		28'-8"										
E5002	62	#5	9'-10"	T1	5 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"		5 1/2"						E11010	4	#11	29'-4"	SBC		29'-4"										
E5003	93	#5	4'-2"	T5	7"	3'-1"					6"		5"	3'-1"			E11011	4	#11	30'-3"	SBC		30'-3"										
E6018	4	#6	16'-4 1/2"	T1		3'-0"	10'-4 1/2"	3'-0"									E11012	4	#11	31'-4"	SBC		31'-4"										
E6020	4	#6	14'-0"	T1		3'-0"	8'-0"	3'-0"									E11013	4	#11	32'-10"	SBC		32'-10"										
E6022	4	#6	12'-7"	T1		3'-0"	6'-7"	3'-0"									E11014	4	#11	35'-4"	SBC		35'-4"										
E6024	4	#6	11'-6 1/2"	T1		3'-0"	5'-6 1/2"	3'-0"									E11019	4	#11	16'-4 1/2"	T1	3'-0"	10'-4 1/2"	3'-0"									
E6026	4	#6	10'-10 1/2"	T1		3'-0"	4'-10 1/2"	3'-0"									E11021	4	#11	14'-0"	T1	3'-0"	8'-0"	3'-0"									
E6028	4	#6	10'-6"	T1		3'-0"	4'-6"	3'-0"									E11023	4	#11	12'-7"	T1	3'-0"	6'-7"	3'-0"									
E6030	4	#6	10'-4 1/2"	T1		3'-0"	4'-4 1/2"	3'-0"									E11025	4	#11	11'-6 1/2"	T1	3'-0"	5'-6 1/2"	3'-0"									
E6032	2	#6	10'-8"	T1		3'-0"	4'-8"	3'-0"									E11027	4	#11	10'-10 1/2"	T1	3'-0"	4'-10 1/2"	3'-0"									
E6034	2	#6	11'-2"	T1		3'-0"	5'-2"	3'-0"									E11029	4	#11	10'-6"	T1	3'-0"	4'-6"	3'-0"									
E6036	2	#6	12'-0"	T1		3'-0"	6'-0"	3'-0"									E11031	4	#11	10'-4 1/2"	T1	3'-0"	4'-4 1/2"	3'-0"									
E6038	2	#6	13'-3 1/2"	T1		3'-0"	7'-3 1/2"	3'-0"									E11033	2	#11	10'-8"	T1	3'-0"	4'-8"	3'-0"									
E6040	2	#6	15'-4 1/2"	T1		3'-0"	9'-4 1/2"	3'-0"									E11035	2	#11	11'-2"	T1	3'-0"	5'-2"	3'-0"									
E6042	212	#6	10'-3"	T1		3'-0"	4'-3"	3'-0"									E11037	2	#11	12'-0"	T1	3'-0"	6'-0"	3'-0"									
E6043	424	#6	4'-9"	T5	8"	3'-1"					1'-0"		6"				E11039	2	#11	13'-3 1/2"	T1	3'-0"	7'-3 1/2"	3'-0"									
																	E11041	2	#11	15'-4 1/2"	T1	3'-0"	9'-4 1/2"	3'-0"									
																	E4017	150	#4	3'-11 1/2"	T5	6"	3'-1"			4 1/2"		4"					
																	E6015	12	#6	20'-3 1/2"	T1	3'-0"	14'-3 1/2"	3'-0"									
																	E11004	16	#11	60'-0"	SBC		60'-0"										
																	E11016	12	#11	20'-3 1/2"	T1	3'-0"	14'-3 1/2"	3'-0"									
																	E6047	2	#6	18'-5 1/2"	T1	3'-0"	12'-5 1/2"	3'-0"									
																	E11048	2	#11	18'-5 1/2"	T1	3'-0"	12'-5 1/2"	3'-0"									
																	E11052	108	#11	5'-0"	T2	2'-0"	3'-0"										



Release# MSHW-5C Release Description: SW5 CFRP																
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
E8045	56	#8	8'-2"	T1		3'-0"	5'-2"									
E4044	28	#4	14'-1"	T1		14'-3"										
E4046	84	#4	5'-5"	T1		1'-2"	3'-1"	1'-2"								

Weight by Release	
Release Numbers	Weight(Lbs)
MSHW-5	57375.27
Total Weight	57375.27

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

**Revisions and Issue Record**

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**Harris Salinas Rebar Inc.**  
A Harris Rebar Company  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

**Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS**

**Drawing: SOUTH HEADWALLS - SW5  
BARLIST**

**Customer: CJV-NCC**

**Contractor: CJV-NCC**

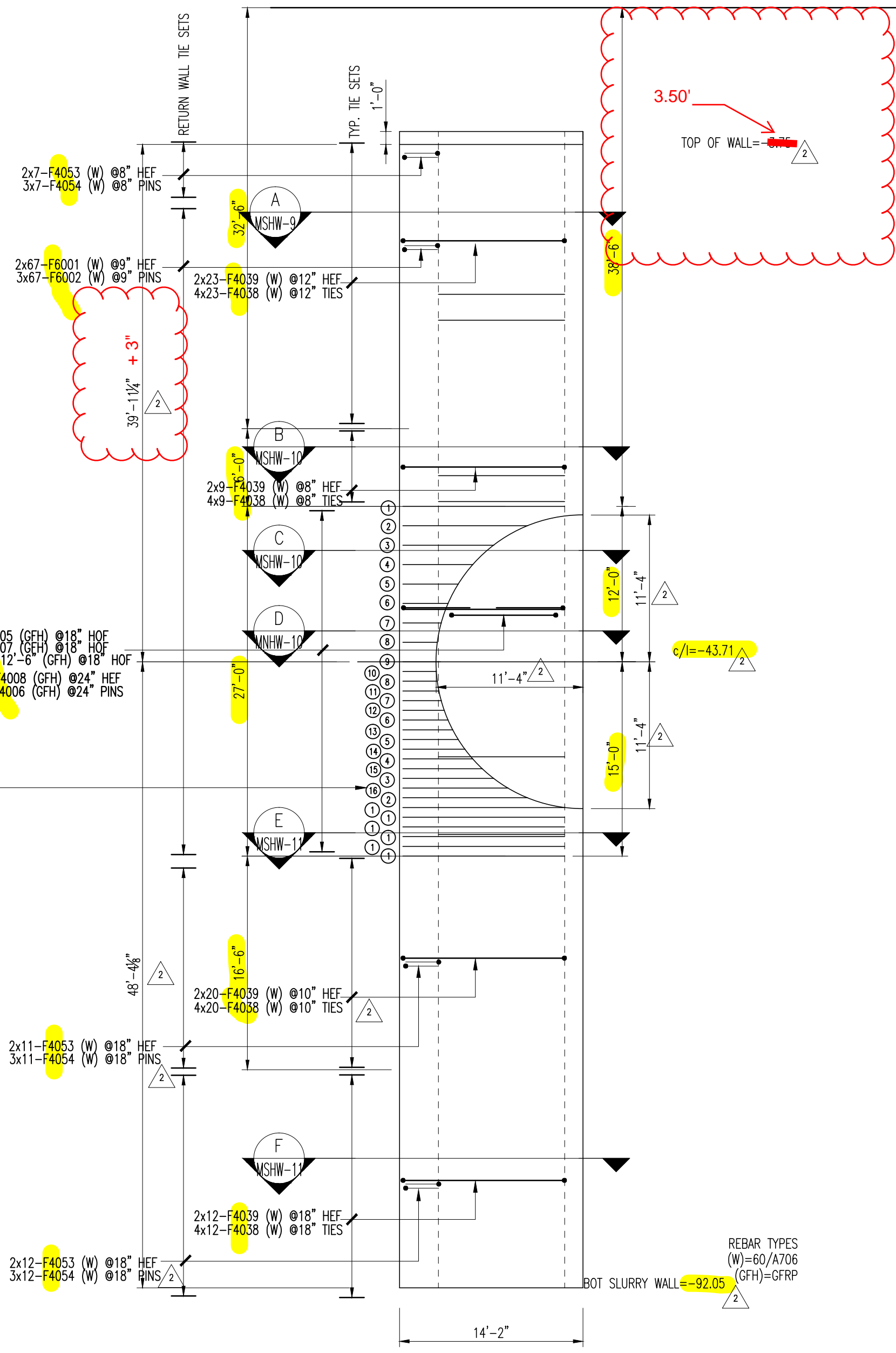
**Refer to Release:**

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/05/12	JW		13114177	MSHW-7A

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\*=COUPLER TOW  
 /\*\*=COUPLE TO FULL LENGTH

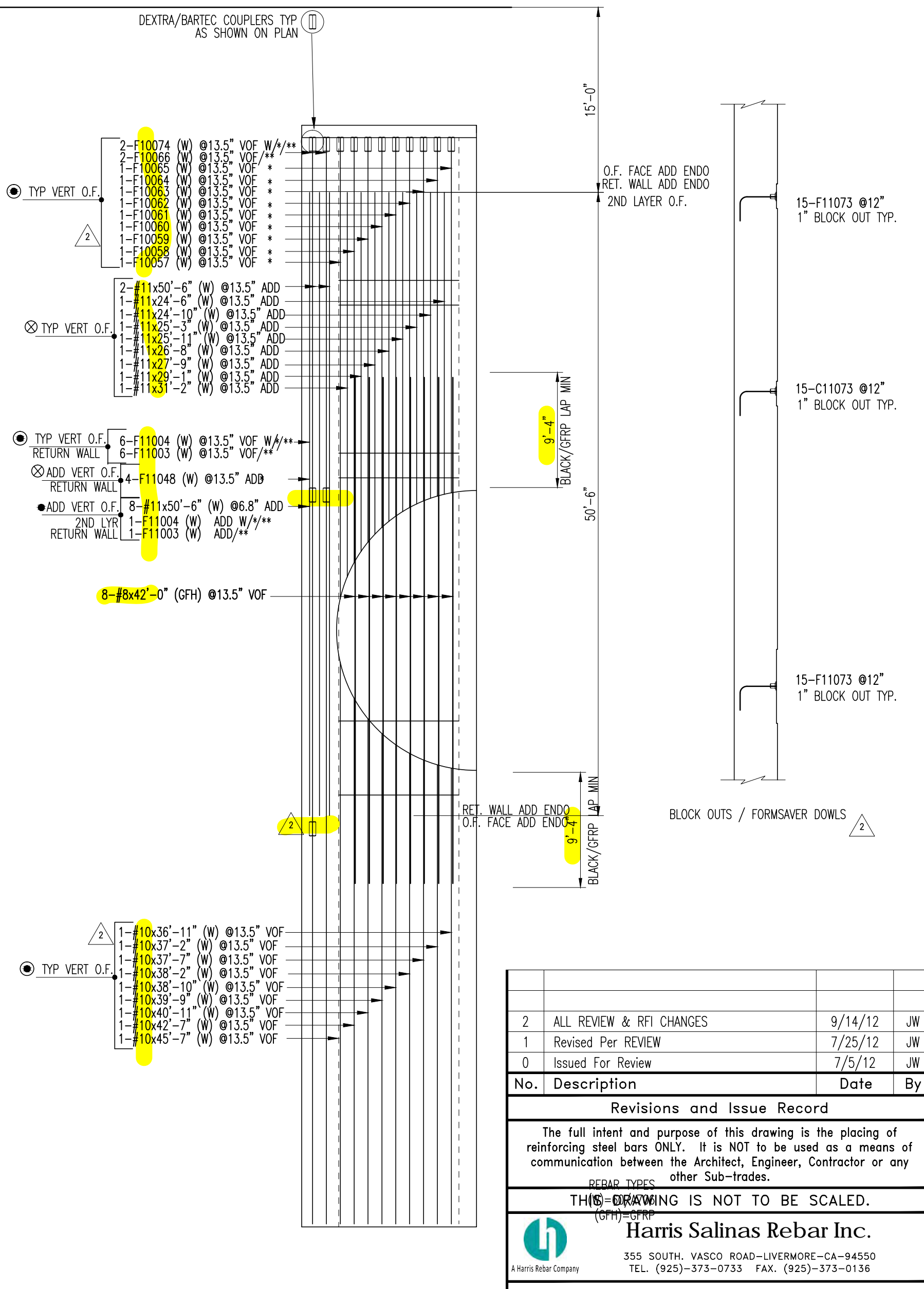
'0' REFERENCE GRADE



BAR SCHEDULE OPENING ZONE

- |  |   |
|--|---|
| ① 7-F6036 (W) @18" /9" HIF<br>7-F11037 (W) @18" /9" HOF<br>7x8-F4011 (W) @18" /9" PINS | ⑨ 1-F6020 (W) @9" HIF<br>1-F11021 (W) @9" HOF                         |
| ② 2-F6034 (W) @18" /9" HIF<br>2-F11035 (W) @18" /9" HOF<br>2x4-F4011 (W) @18" /9" PINS | ⑩ 1-F6020 (W) @9" HIF<br>1-F11021 (W) @9" HOF                         |
| ③ 2-F6032 (W) @18" /9" HIF<br>2-F11033 (W) @18" /9" HOF<br>2x3-F4011 (W) @18" /9" PINS | ⑪ 1-F6018 (W) @9" HIF<br>1-F11019 (W) @9" HOF                         |
| ④ 2-F6030 (W) @18" /9" HIF<br>2-F11031 (W) @18" /9" HOF<br>2x2-F4011 (W) @18" /9" PINS | ⑫ 1-F6016 (W) @9" HIF<br>1-F11017 (W) @9" HOF                         |
| ⑤ 2-F6028 (W) @18" /9" HIF<br>2-F11029 (W) @18" /9" HOF<br>2x1-F4011 (W) @18" /9" PINS | ⑬ 1-F6014 (W) @9" HIF<br>1-F11015 (W) @9" HOF                         |
| ⑥ 2-F6026 (W) @18" /9" HIF<br>2-F11027 (W) @18" /9" HOF                                | ⑭ 1-F6012 (W) @9" HIF<br>1-F11013 (W) @9" HOF                         |
| ⑦ 2-F6024 (W) @18" /9" HIF<br>2-F11025 (W) @18" /9" HOF                                | ⑮ 1-F6009 (W) @9" HIF<br>1-F11010 (W) @9" HOF                         |
| ⑧ 2-F6022 (W) @18" /9" HIF<br>2-F11023 (W) @18" /9" HOF                                | ⑯ 1-F6049 (W) @9" HIF<br>1-F11050 (W) @9" HOF<br>6-F4011 (W) @9" PINS |

- 19-F8005 (GFH) @18" HOF
- 19-F8007 (GFH) @18" HOF
- 19-F8x12'-6" (GFH) @18" HOF
- 2x14-F4008 (GFH) @24" HEF
- 3x12-F4006 (GFH) @24" PINS



BARLIST SEE MSHW-12

**1 ELEVATION**  
 SCALE: 1/8"=1'-0"  
 SW6/TIES & DIMENSIONS

**2 ELEVATION**  
 SCALE: 1/8"=1'-0"  
 SW6/O.F. VERTICALS  
 SEE ELEVATION 1 FOR SECTION LOCATIONS

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

Revisions and Issue Record

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**Harris Salinas Rebar Inc.**  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

Drawing: SOUTH HEAD WALLS- SW6

Customer: CJV-NCC

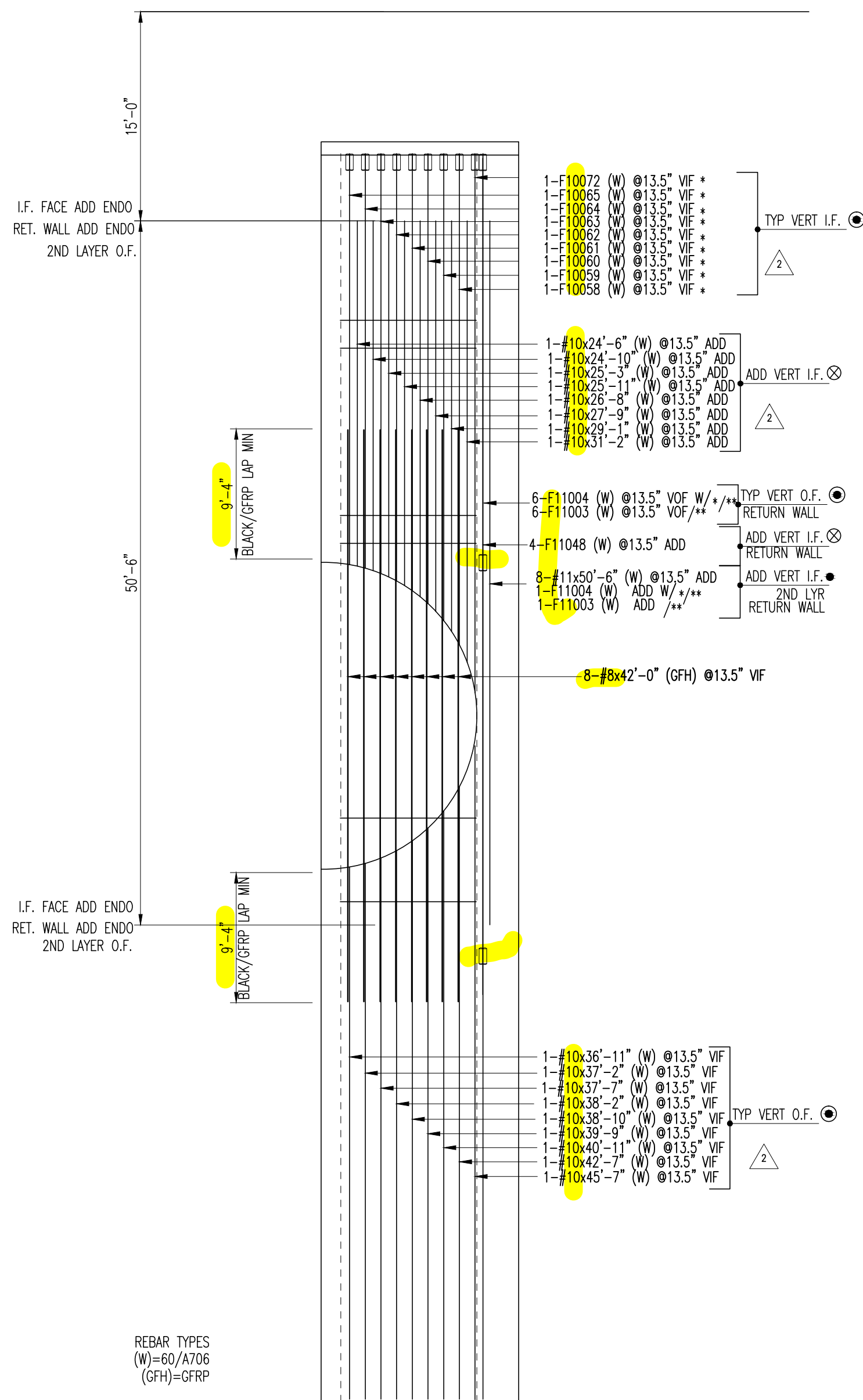
Contractor: CJV-NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/28/12	JW		13114177	MSHW-8

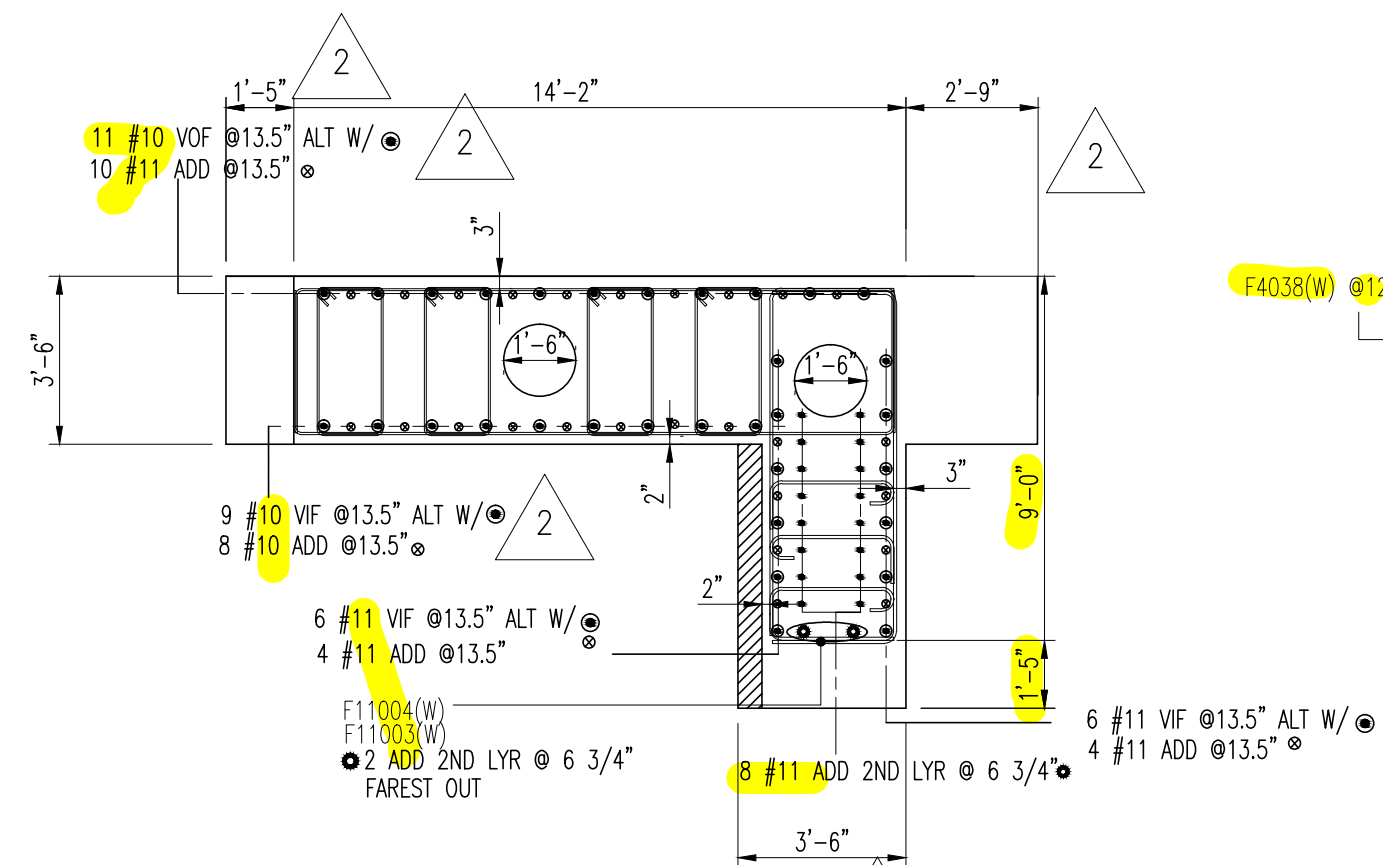
\*=COUPLER TOW  
/\*\*=COUPLE TO FULL LENGTH

'0' REFERENCE GRADE

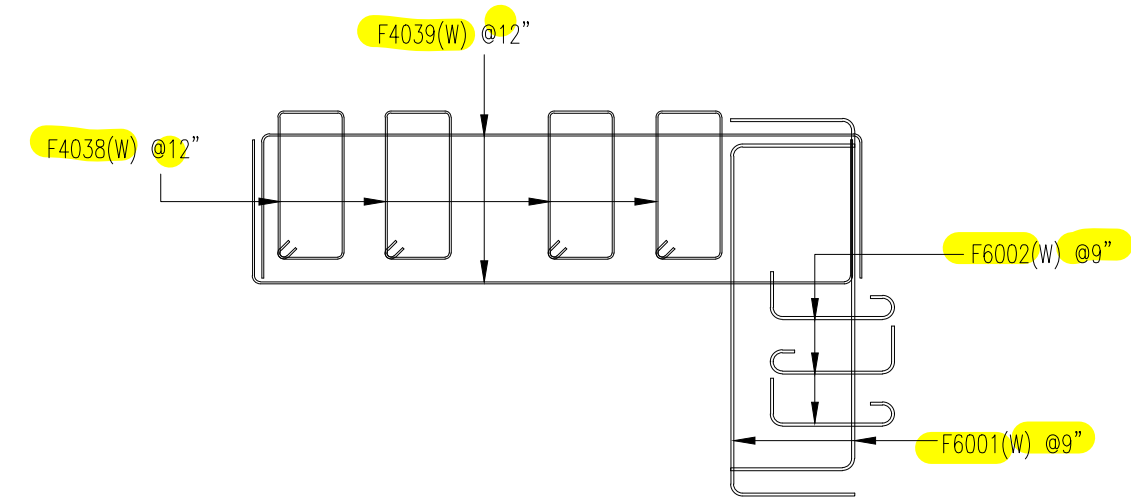


**3 ELEVATION**  
SCALE: 3/8"=1'-0"  
SW6/I.F. VERTICALS  
SEE ELEVATION 1 FOR SECTION LOCATIONS

BARLIST SEE MSHW-12



**A SECTION**  
SCALE: 1/4"=1'-0"



No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

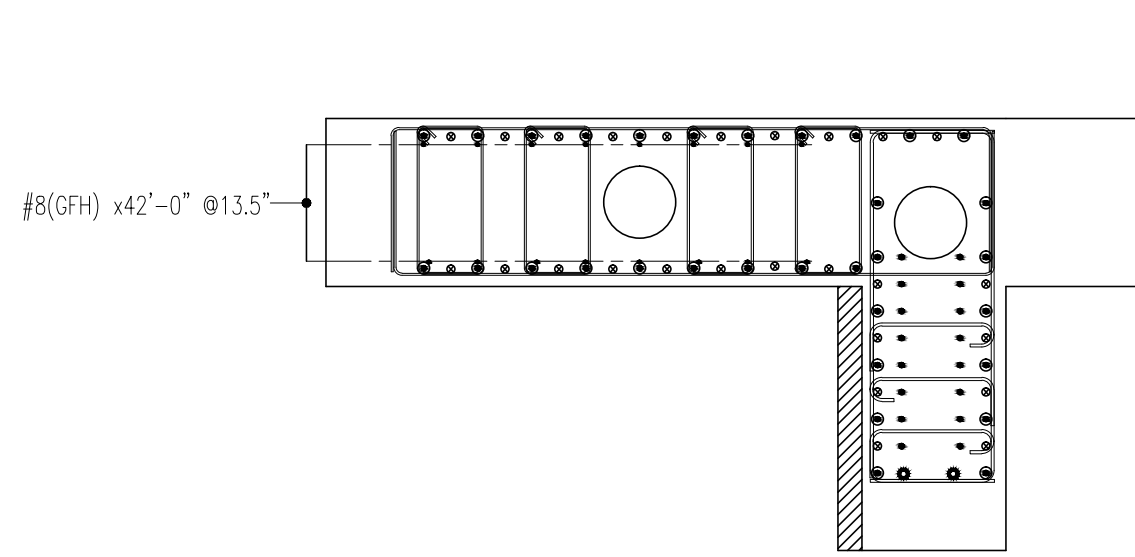
Drawing: SOUTH HEADWALLS - SW6

Customer: CJV-NCC  
Contractor: CJV-NCC

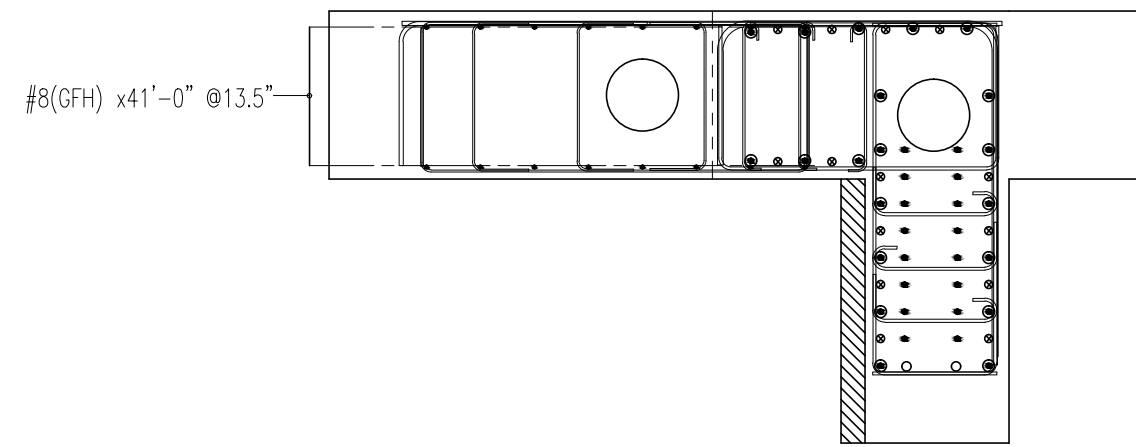
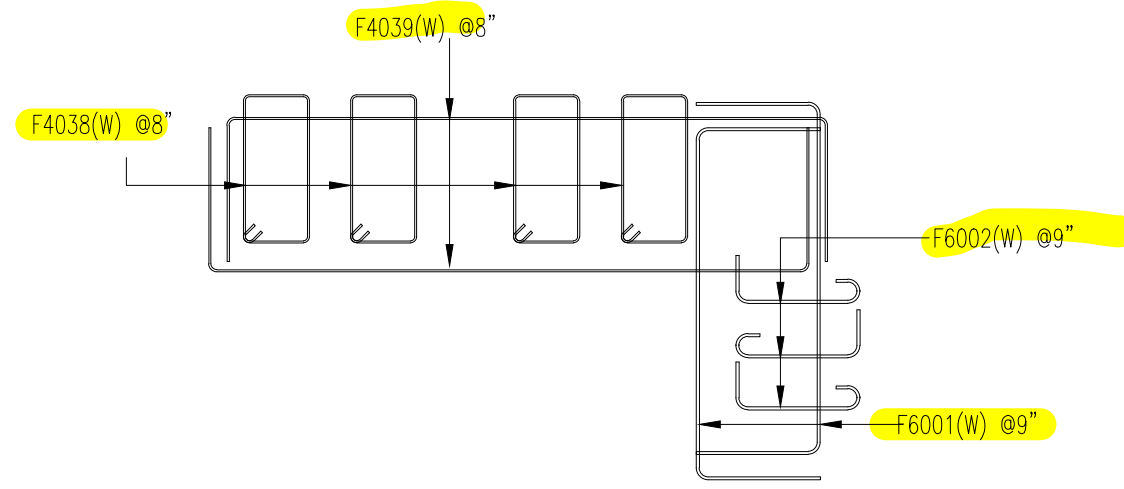
Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/29/12	JW		13114177	MSHW-9

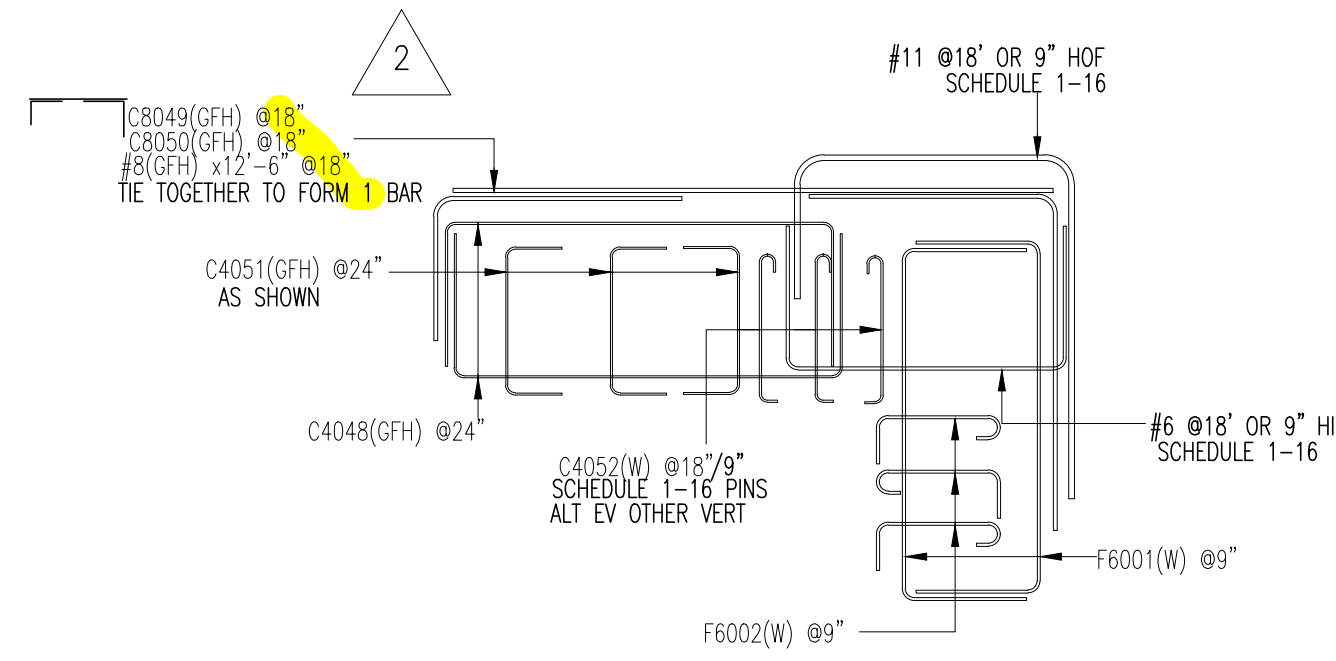
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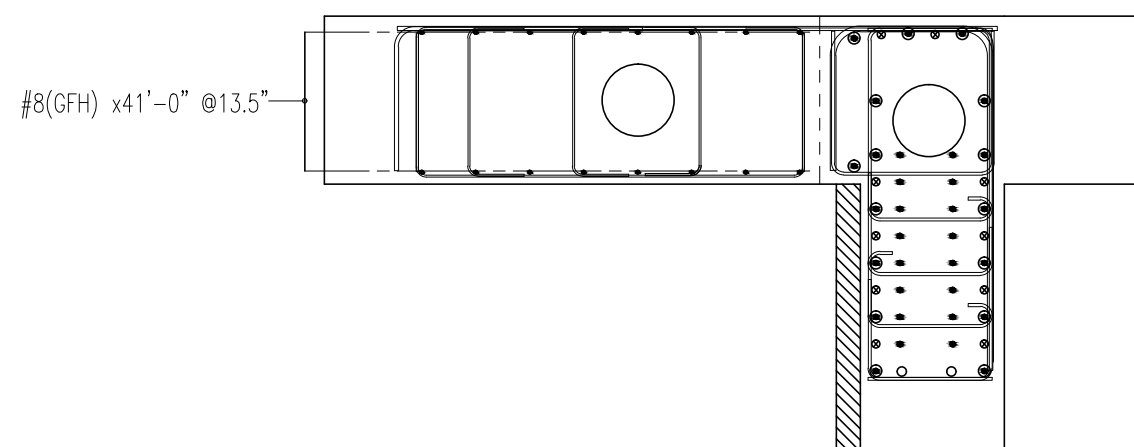
**B SECTION**  
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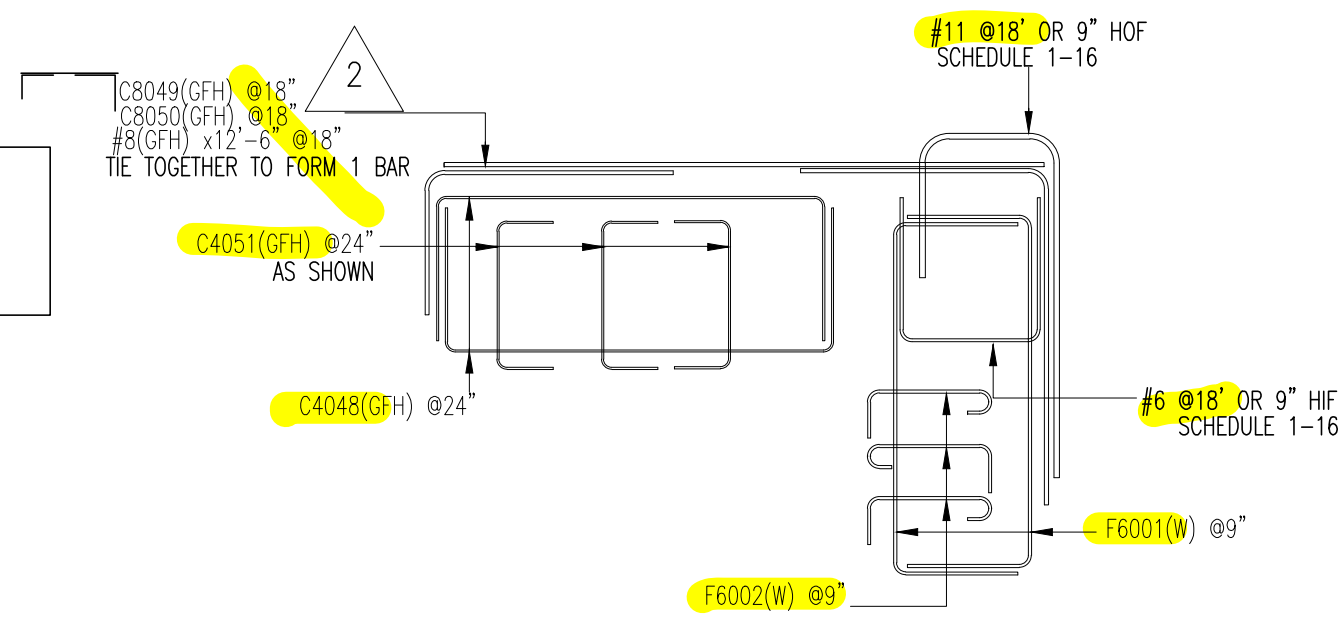
**C SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @18" OR 9" SPACING  
SEE SCHEDULE MSHW-8



**D SECTION**  
SCALE: 1/4"=1'-0"



FOR BARS SHOWN @18" OR 9" SPACING  
SEE SCHEDULE MSHW-8

No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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Project: CENTRAL SUBWAY  
MOSCONE CENTER HEADWALLS

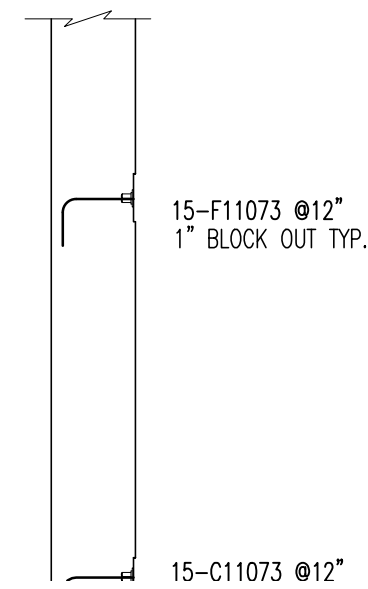
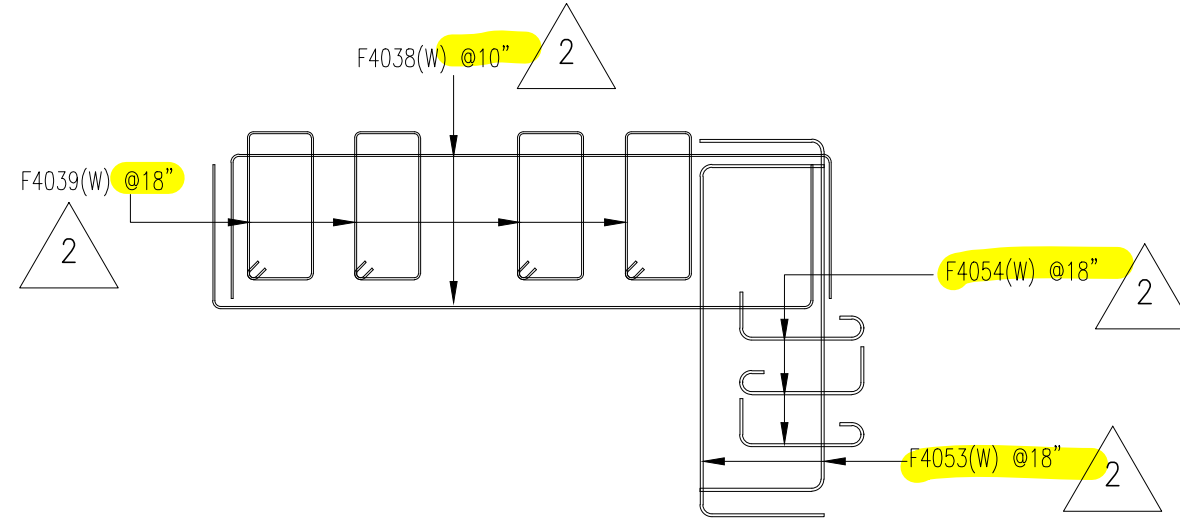
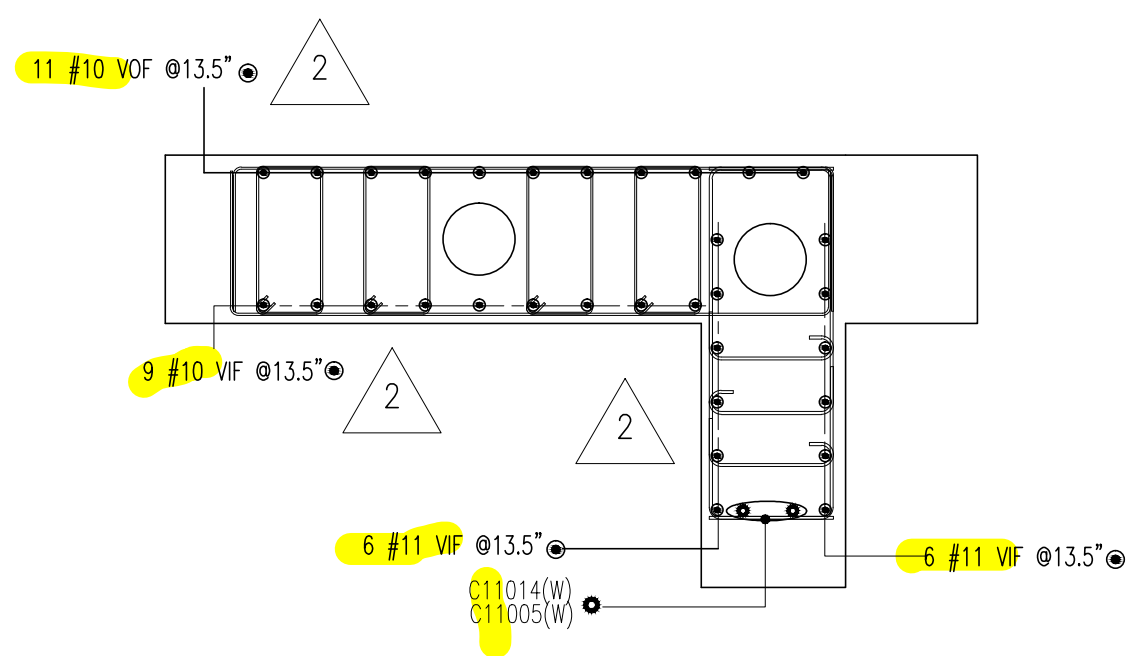
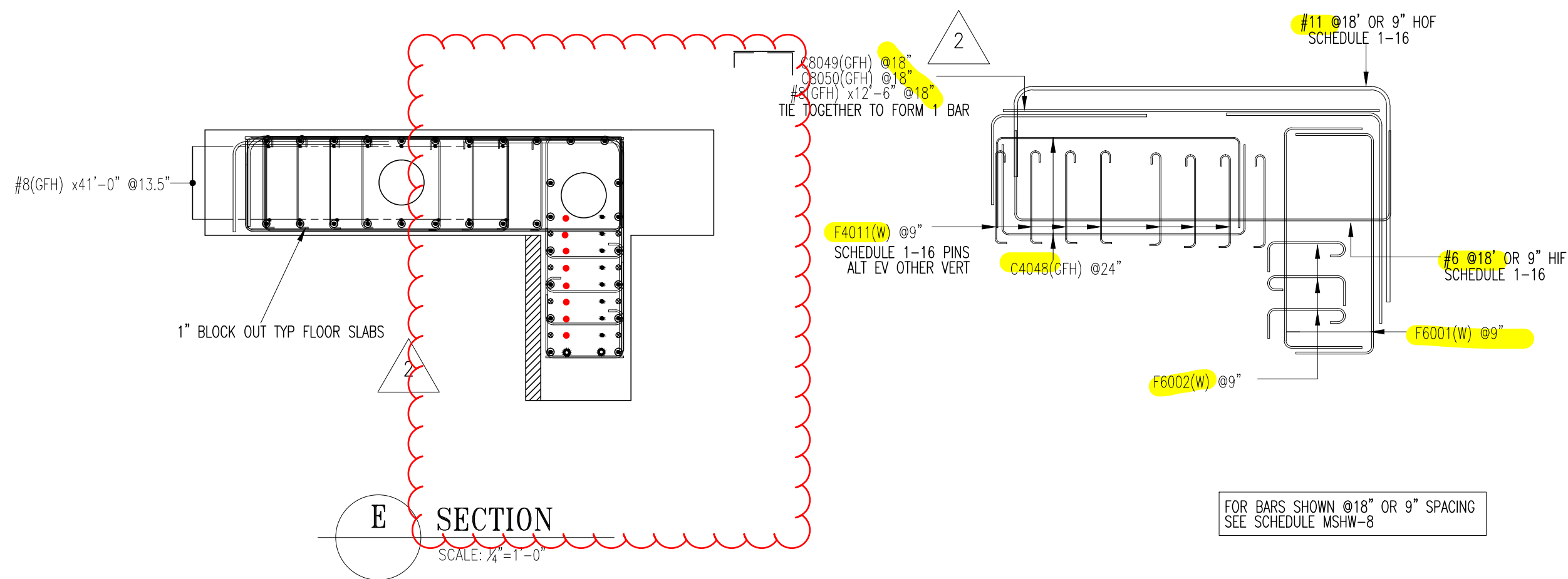
Drawing: SOUTH HEADWALLS - SW6  
SECTIONS B C & D

Customer: CJV-NCC

Contractor: CJV-NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/29/12	JW		13114177	MSHW-10



No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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**Harris Salinas Rebar Inc.**  
A Harris Rebar Company  
 355 SOUTH VASCO ROAD—LIVERMORE—CA—94550  
 TEL. (925)—373—0733 FAX. (925)—373—0136

Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

Drawing: SOUTH HEADWALLS — SW6  
 SECTIONS E & F

Customer: CJV—NCC  
 Contractor: CJV—NCC

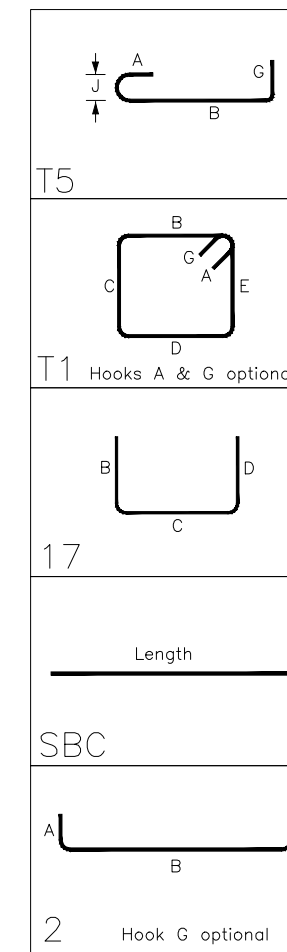
Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
06/29/12	JW		13114177	MSHW—11

Release# MNHW-6 Release Description: SW6														Release# MNHW-6 Release Description: SW6																			
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'	Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
F4011	87	#4	3'-11 1/2"	T5	6"	3'-1"					4 1/2"			4"			F10072	1	#10	38'-1"	SBC		38'-1"										
F4038	256	#4	9'-8"	T1	4 1/2"	1'-4 1/2"	3'-1"	1'-4 1/2"	3'-1"		4 1/2"						F10074	2	#10	28'-0"	SBC		28'-0"										
F4039	128	#4	18'-6"	T1		3'-0"	12'-6"	3'-0"									F11004	14	#11	28'-0"	SBC		28'-0"										
F4053	60	#4	12'-6"	T1		2'-7"	7'-4"	2'-7"									F11010	1	#11	16'-4"	T1		7'-2"	6'-2"	3'-0"								
F4054	90	#4	3'-5 1/2"	T5	6"	2'-7"					4 1/2"			4"			F11013	1	#11	15'-0"	T1		7'-2"	4'-10"	3'-0"								
F6001	134	#6	12'-6"	T1		2'-7"	7'-4"	2'-7"									F11015	1	#11	14'-0"	T1		7'-2"	3'-10"	3'-0"								
F6002	201	#6	4'-3"	T5	8"	2'-7"					1'-0"			6"			F11017	1	#11	13'-5"	T1		7'-2"	3'-3"	3'-0"								
F6009	1	#6	12'-2"	T1		3'-0"	6'-2"	3'-0"									F11019	1	#11	13'-0"	T1		7'-2"	2'-10"	3'-0"								
F6012	1	#6	10'-10"	T1		3'-0"	4'-10"	3'-0"									F11021	2	#11	12'-9"	T1		7'-2"	2'-7"	3'-0"								
F6014	1	#6	9'-10"	T1		3'-0"	3'-10"	3'-0"									F11023	2	#11	12'-10"	T1		7'-2"	2'-8"	3'-0"								
F6016	1	#6	9'-3"	T1		3'-0"	3'-3"	3'-0"									F11025	2	#11	13'-2"	T1		7'-2"	3'-0"	3'-0"								
F6018	1	#6	8'-10"	T1		3'-0"	2'-10"	3'-0"									F11027	2	#11	13'-8"	T1		7'-2"	3'-6"	3'-0"								
F6020	2	#6	8'-7"	T1		3'-0"	2'-7"	3'-0"									F11029	2	#11	14'-6"	T1		7'-2"	4'-4"	3'-0"								
F6022	2	#6	8'-8"	T1		3'-0"	2'-8"	3'-0"									F11031	2	#11	15'-7"	T1		7'-2"	5'-5"	3'-0"								
F6024	2	#6	9'-0"	T1		3'-0"	3'-0"	3'-0"									F11033	2	#11	17'-2"	T1		7'-2"	7'-0"	3'-0"								
F6026	2	#6	9'-6"	T1		3'-0"	3'-6"	3'-0"									F11035	2	#11	19'-10"	T1		7'-2"	9'-8"	3'-0"								
F6028	2	#6	10'-4"	T1		3'-0"	4'-4"	3'-0"									F11037	7	#11	22'-8"	T1		7'-2"	12'-6"	3'-0"								
F6030	2	#6	11'-5"	T1		3'-0"	5'-5"	3'-0"									F11003	14	#11	60'-0"	SBC			60'-0"									
F6032	2	#6	13'-0"	T1		3'-0"	7'-0"	3'-0"									F11048	8	#11	55'-4"	SBC			55'-4"									
F6034	2	#6	15'-8"	T1		3'-0"	9'-8"	3'-0"									F6049	1	#6	14'-2"	T1		3'-0"	8'-2"	3'-0"								
F6036	7	#6	18'-6"	T1		3'-0"	12'-6"	3'-0"									F10057	1	#10	37'-5"	SBC			37'-5"									
F10058	2	#10	34'-5"	SBC		34'-5"											F11050	1	#11	18'-4"	T1		7'-2"	8'-2"	3'-0"								
F10059	2	#10	32'-9"	SBC		32'-9"											C11073	15	#11	5'-0"	2	2'-0"	3'-0"										
F10060	2	#10	31'-7"	SBC		31'-7"											F11073	30	#11	5'-0"	2	2'-0"	3'-0"										
F10061	2	#10	30'-8"	SBC		30'-8"																											
F10062	2	#10	30'-0"	SBC		30'-0"																											
F10063	2	#10	29'-5"	SBC		29'-5"																											
F10064	2	#10	29'-1"	SBC		29'-1"																											
F10065	2	#10	28'-10"	SBC		28'-10"																											
F10066	2	#10	60'-0"	SBC		60'-0"																											

Release# MNHW-6G Release Description: SW3 GFRP																
Bar Mark	Qty	Size	Total Length	Type	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'J'	'K'	'O'	'R'
F8005	19	#8	8'-2"	T1		3'-0"	5'-2"									
F8007	19	#8	12'-2"	T1		7'-0"	5'-2"									
	16	#8	42'-0"	T1			42'-0"									
	19	#8	12'-6"	T1			12'-6"									
F4006	36	#4	5'-5"	T1		1'-2"	3'-1"	1'-2"								
F4008	28	#4	14'-1"	T1		3'-0"	8'-1"	3'-0"								

Weight by Release	
Release Numbers	Weight(Lbs)
MNHW-6	34389.19
<b>Total Weight</b>	<b>34389.19</b>



No.	Description	Date	By
2	ALL REVIEW & RFI CHANGES	9/14/12	JW
1	Revised Per REVIEW	7/25/12	JW
0	Issued For Review	7/5/12	JW

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A Harris Rebar Company  
 355 SOUTH VASCO ROAD-LIVERMORE-CA-94550  
 TEL. (925)-373-0733 FAX. (925)-373-0136

Project: CENTRAL SUBWAY  
 MOSCONE CENTER HEADWALLS

Drawing: SOUTH HEADWALLS - SW6  
 BARLIST

Customer: CJV-NCC

Contractor: CJV-NCC

Refer to Release:

Date	Drawn	Chkd.	JOB No.	Dwg. No.
07/05/12	JW		13114177	MSHW-12

Monday, November 11, 2013

Letter # \_\_\_\_\_

**Tutor Perini Corp**  
530 Bush Street, Suite 302  
San Francisco, California 94108  
Attn: Patrick Jennings, Project Manager

Subject: **Authorization to Proceed with SP-22 Job-Readiness Programs Pedestrian Monitors (CTS-1254R)**  
SFMTA Central Subway Stations, Surface, Track and Systems – Contract C 1300

Gentlemen;

In accordance with Special Provision 22 (SP-22), the Contractor shall support job-readiness programs by community based organizations familiar with the impacted areas to prepare applicants for placement via the City Build/First Source Referral Program. Allowance Item 12 – Socially/Economically Disadvantaged Employment Opportunities Allowance will be utilized to compensate the Contractor for these hires. These Pedestrian Monitors shall meet the requirements of Specification Section 01 55 26.54 Traffic Regulations (CTS) 3.20 Pedestrian Monitors, and shall be conversationally fluent in Cantonese.

SFMTA is authorizing Tutor Perini to proceed with hiring two (2) Pedestrian Monitors/Flaggers which shall be utilized for eight hours each per day at the following locations; one to be located on the Southeast corner of Washington/Powell intersection and the second to be located at East Corner of Washington/Stone intersection. These workers are long term, and Tutor Perini should plan on them being there for the duration of the Washington Street closure.

Please follow the measurement and payment section in the contract for any payment requested under Allowance Item 12 – Socially/Economically Disadvantaged Employment Opportunities Allowance.

Please contact me if you have any further questions.

Yours truly,

Richard Redmond P.E.  
Program Manager – Project Construction  
SFMTA Central Subway Project

- D. All work and expenses for maintenance of existing traffic signal and streetlights in operation shall be done as Incidental Work to this Contract.
- E. Many traffic signals are interconnected via 12-conductor cable, twisted wire pairs, or fiber optic cable to provide signal coordination. Coordination of the traffic signals shall be maintained every day between the hours of 7 to 9 a.m. and 3 to 7 p.m. During all other times, make every effort to maintain the existing coordination. Failure to ensure traffic signal interconnect is operational between the peak periods of 7 to 9 a.m. or 3 to 7 p.m. will result in liquidated damages being assessed in the amount of \$500 per intersection per peak period.

### **3.18 TRAFFIC SIGNAL LOOPS INSTALLATION (NOT USED)**

### **3.19 RED LIGHT CAMERA LOOPS INSTALLATION (NOT USED)**

### **3.20 PEDESTRIAN MONITORS**

- A. Furnish pedestrian monitors to assist pedestrians to use the crosswalks and to provide directions in the Construction Area as required by the Engineer. The pedestrian monitors shall wear an orange vest with white reflective stripes, with the words "PEDESTRIAN MONITOR" printed thereon, and possess good communication and universally accepted traffic signaling skills. The pedestrian monitors shall have passed a Flagger Training Course offered by the American Traffic Safety Services Association, National Safety Council Western Regional Office, or other reputable institution acceptable by MTA. The pedestrian monitors shall be positioned as necessary along the construction zone to ensure the safe passage of pedestrians.
- B. The pedestrian monitors shall be bi-lingual Chinese (Cantonese and Mandarin). Bi-lingual speakers are required in Chinatown due to the significant population in the Chinatown area who do not speak and read English. Bi-lingual pedestrian monitors shall wear an orange vest with the words "PEDESTRIAN MONITOR" in both English and Chinese printed thereon. ADD. NO. 7

### **3.21 SITE SPECIFIC EMERGENCY ACCESS RESPONSE PLAN** ADD. NO. 8

- A. The Contractor shall notify the Fire Department in advance whenever traffic lane closures take place, and shall facilitate the movement of emergency vehicles through the Work area. The Contractor shall note on each traffic control plan submitted that emergency vehicles shall be given priority over all other vehicles at all times.



## **Section 2: WORKING ON STREETS WITH SPECIAL RESTRICTIONS**

Depending on the work site, there are certain restrictions that will apply. This section identifies streets where work is limited by time of day or day of the week. In some instances contractors may be restricted to working during evenings and weekends.

### **2.1 Streets of Major Traffic Importance (Appendix C, Table 1 and Appendix D, Map 1)**

Table 1 in Appendix C lists the City streets on which traffic lanes must be kept clear during certain times of the day, and the restricted hours for each block. No work is allowed during the hours specified in this table.

### **2.2 Restrictions in Certain Areas**

Streets with heavy traffic in the downtown area, streets with transit lines, streets that lead to Candlestick or AT&T Parks, and streets containing bicycle routes all have special restrictions. Contractor is responsible for complying with these restrictions.

#### **2.2.1 Area of Important Streets – Downtown (Appendix D, Map 1A)**

No construction activity is allowed within the bounded area from 7 a.m. to 9 a.m., and 3 p.m. to 7 p.m., Monday to Friday. This does not include alleys, where work is allowed.

#### **2.2.2 Restrictions for Moscone Convention Center Events (Appendix D, Map 2)**

The streets around Moscone Convention Center are subject to restricted construction hours during major events at the Center. No construction activity is allowed one hour before to one hour after these events.

#### **2.2.3 Ball Park Restrictions (Appendix D, Maps 3 and 4)**

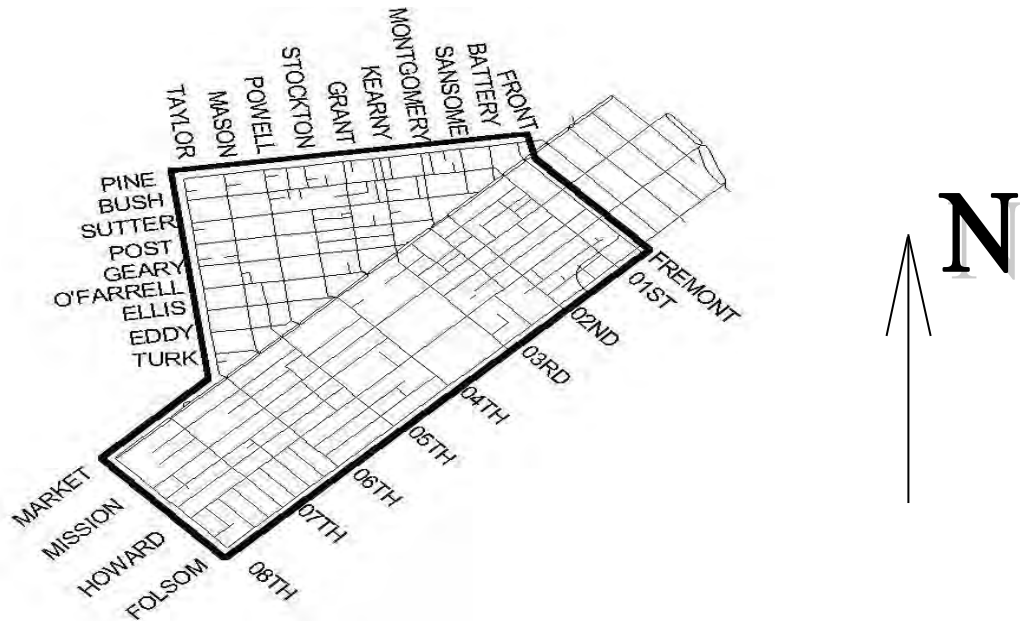
The streets around Candlestick and AT&T Park are subject to restricted construction hours during major events at the ball parks. No construction activity is allowed from two (2) hours before to two (2) hours after these events.

## 2.2.4 Holiday Moratorium

No construction work is allowed in the public right of way from the day after Thanksgiving to January 1, inclusive, during the hours of 7 a.m. to 10 p.m. on the following streets:

During the specified period, in the areas described in the sections below, all openings in the street and in the sidewalk must be closed by backfilling and paving or by plating over, providing safe and adequate passage for bicycles, vehicles and pedestrians. Work may be allowed between the hours of 10 p.m. and 7 a.m. as long as the proper night noise permit is obtained.

- **Any Block Within the Area Shown Below:** This area is bounded by Pine Street, Taylor Street, Market Street, 8<sup>th</sup> Street, Folsom Street, Fremont Street, and Front Street, inclusive.



**Figure 1: Streets where special construction hours are applied**

- **Any Business Block in the City:** A business block is any City block where at least 50 percent of the frontage is devoted to business. Establishments in this category are retail stores, bars, restaurants, banks, service type businesses, non-residence type hotels, wholesale businesses or others as determined by the SFMTA.

The SFMTA will determine if a block is under moratorium on a case by case basis using data provided by the Contractor (or applicant). Data may be submitted to the SFMTA by completing the form "Holiday Moratorium – Business Block Map" found on Page 94, Appendix H. Please note that this form must be filled out completely, and include both sides of any block for

which a determination is being requested. The SFMTA will make a determination and return a completed copy of the form to the contractor. If the block is found not to be under moratorium, the contractor shall keep a copy of the form on site to show city staff (inspectors, engineers or enforcement personnel) that the SFMTA has determined that the block is not under moratorium. Please note that these forms are only valid for the year in which they were submitted.

To evaluate if an intersection is under moratorium (for work confined to the limits of an intersection), the Contractor will be required to fill out the form for each block adjoining the intersection.

- **Granting Waivers to the Moratorium:** Applicants who request a waiver must be prepared to detail the hours of operation of businesses and obtain written approval from property and business owners as deemed necessary by the SFMTA. Please speak to the SFMTA prior to contacting the public about a moratorium waiver.

## **2.2.5 Major Muni Routes (Unclog the Streets)**

In order to facilitate traffic flow for Muni vehicles and for the general public, all construction activities affecting moving lanes (including tow-away zones) on any Major Muni Route (see table below) shall stop from 4 p.m. to 7 p.m., Monday through Friday.

Furthermore, all construction activities along any Major Muni Route that is on a business block (see Section 2.2.4.A) or along any Major Muni Route that is in the Area of Important Streets (see Appendix D, Map 1A), shall stop from 7 a.m. to 9 a.m. and 3 p.m. to 7 p.m., Monday through Friday. This does not include alleys, where work is allowed.

The Contractor must become familiar with the routes of the coach lines operating within the work area. For further information on Muni routes or schedules, visit the [SFMTA's website at www.sfmta.com](http://www.sfmta.com) or call SFMTA at 311.

**Table 3: Major Muni Routes**

<b>Muni Line</b>	<b>Name</b>
1	California
2	Clement
5	Fulton
8X	Bayshore Express
9	San Bruno
10	Townsend
12	Folsom/Pacific
14	Mission
19	Polk
21	Hayes
22	Fillmore
24	Divisadero
28	19 <sup>th</sup> Avenue
29	Sunset
30	Stockton
31	Balboa
38	Geary
41	Union
43	Masonic
44	O'Shaughnessy
45	Union-Stockton
47	Van Ness
48	Quintara
49	Van Ness-Mission
C	California Cable Car
PH	Powell-Hyde Cable Car
PM	Powell-Mason Cable Car
71	Haight-Noriega
F	Market
J	Church
K	Ingleside
L	Taraval
M	Ocean View
N	Judah
T	Third

6. Contractor shall be responsible for maintaining the existing traffic signal at the intersection of 4<sup>th</sup> and Folsom Streets. Pedestrian and vehicular traffic signals shall be visible at all times during construction. Contractor shall modify and provide temporary pedestrian and vehicular traffic signals in different phases of work. Refer to plans TR-021 and TR-022, Existing and Temporary Traffic Signal Plans. The Contractor shall submit any temporary traffic signal plans for approval.
7. The Contractor shall submit a detail plan that provides a full access of pedestrians to individual establishments on west side of 4<sup>th</sup> Street at all times. Contractor shall notify and coordinate the schedule of the actual work on west side 4<sup>th</sup> Street with the existing tenants, property owners and business establishments.
8. The Contractor shall coordinate with the Moscone Center regarding the detail schedule of their work on this block. No work requiring additional lane closures (beyond that shown on plans TR-001 through TR-012) will be allowed during the scheduled major events at Moscone Center.
9. Delivery access to and from Moscone Center shall be maintained at all times and/or properly coordinated with Moscone Center management.
10. The Contractor shall NOT schedule any work requiring additional lane closures (beyond that shown on Plans TR-001 through TR-006 or Plans TR-007 through TR-012) on these blocks of 4<sup>th</sup> and Folsom Streets during the Holiday Moratorium, SF Giants home games, Pistahan Parade, and other major events at Moscone Center. . Refer to Article 3.03M herein for Holiday Moratorium.
11. The minimum number of phases of work for surface work on 4<sup>TH</sup> Street between Howard Street and Folsom Street shall be three (3). Refer to Plans TR-001 thru TR-012.
12. The Contractor shall submit, as part of the traffic control plan, a work plan and schedule in implementing various phases of the work, including the temporary traffic signal plans. Refer to Plans TR-021 “Existing Traffic Signal Plan” and TR-022, “Temporary Traffic Signal Plan”.
13. The Contractor shall schedule a meeting with City staff, two weeks in advance (14 days), to present the work plan and schedule of the implementation of each phase of work.

### 3.03 GENERAL INSTRUCTIONS

- A. Do not commence Site Work prior to receiving the Engineer's approval of the construction schedule. No work shall commence prior to approval of applicable traffic control plan(s), storage and parking plan(s), and flagger

Engineer, immediately after the street restoration and DPW Engineer has accepted the paving, so that the Painting Division may restore the permanent pavement markings.

- L. Be responsible for taking inventory of Muni markings in the Work area prior to starting the Work. These markings include yellow “Coach Stop” bars and yellow circular markings. Contractor shall notify Candace Wilcher of Muni Service Planning, at (415) 269-6458, 2 weeks prior to paving on each block so that Muni can restore the markings immediately after paving.
- M. Except in previously established work areas (the unfinished track way area within the block) as shown on Plans TR-005 through TR-006, no work is allowed on streets and sidewalks during the Holiday Moratorium (day after Thanksgiving to January 1, inclusive, 7 a.m. to 10 p.m., 7 days per week); SF Giants home games, and special events. All plates shall be removed at least 1 day before these specified events. Refer to Blue Book Section 2.2.4. No plates are allowed during the specified periods above. All openings in the street and sidewalk shall be closed by backfilling and paving, providing safe and adequate passage for vehicles and pedestrians.
- N. Failure of Contractor to provide the required traffic lanes and cause traffic congestion that requires immediate action by the City to provide Parking Control Officers and San Francisco Uniformed Police Officers to control the traffic manually shall be at no additional costs to the City. The Officers shall be paid at overtime rate for a minimum of 2 hours. The Officers shall be paid an additional 1 hour of travel time.
- O. Coordination with Other Contractors: There may be other contractors working in the area. Coordinate the Work with other contractors working in the area. The required number of lanes shall still be provided as specified in the Table of Article 3.01 herein.

### 3.04 TREE TRIMMING

- A. Contact Bureau of Urban Forestry of the Department of Public Works at (415) 641-2627, 4 weeks prior to start of Work in any particular block, to trim trees that will be in conflict with the construction, construction equipment or with the traveling public during construction. Do not detour any traffic into the parking lane until all the tree branches are properly trimmed or the Contractor has made sure that these branches will not interfere with the traveling public.
- B. The Contractor will not be allowed to trim trees without the written approval and supervision from Urban Forestry of the DPW. All necessary tree trimming as directed, shall be at no additional cost to the City.
- C. If the trees are maintained by property owners, send notices to the property owners to trim the trees at least 30 Days in advance. If the trees are not trimmed by the property owners, trim the trees at no additional cost to the City. If the trees are maintained by the City, trim the trees at no additional cost to the City in accordance with the direction of the Urban Forestry of DPW.

9. Temporary striping and reflective markers, overlay markers, for both construction and interim re-alignments of traffic lanes, crosswalks prior to final striping.
  10. Excavation plating/bridging, including temporary plating/bridging required by the Contractor's operations.
  11. Temporary pavement.
  12. Providing flag persons.
  13. Responding to requests and complaints from local merchants and residents regarding traffic related issues.
  14. Providing local merchants and business signs on barricades.
  15. Changeable Message Signs (CMS).
- F. The Contractor shall provide traffic lanes and routing of vehicular and pedestrian traffic, as specified herein, in a manner that will be safe and will minimize traffic congestion and delays during construction.

## **1.02 APPLICABLE STANDARDS**

- A. In addition to compliance with this Specification, the Contractor shall comply with all applicable requirements of the latest editions of the following:
1. California Vehicle Code.
  2. San Francisco Transportation Code.
  3. Standard Specifications and Plans, Department of Public Works, City and County of San Francisco.
  4. Caltrans Standard Specifications and Plans, Department of Transportation, State of California, except as modified herein
  5. California Manual of Uniform Traffic Control Devices (MUTCD), 2006 Edition.
  6. Regulations for Working in San Francisco Streets ("Blue Book"), SFMTA Division of Sustainable Streets (formerly DPT), City and County of San Francisco.
  7. Regulations for Excavating and Restoring Streets in San Francisco, Department of Public Works, City and County of San Francisco.
- B. Work Area Traffic Control Handbook, BNI Books.
- C. All other applicable Codes.

## **1.03 SUBMITTALS**

- A. Prepare and submit the following to the Traffic Engineer through the Engineer for review and approval before commencing any Work that may impact a public right of way:
1. Traffic Control Plans

ITEM #	DISCUSSION	ACTION BY DUE DATE
	hydrant at this intersection at times. The propose change in work would delete the temporary 12" AWSS diagonal pipe crossing 4 <sup>th</sup> and Bryant Streets and hydrant lateral to be installed near I-80 off ramp and relocating the installation of new AWSS line on west side of 4 <sup>th</sup> Street (see attached). This change would eliminate work in the 1300 Contract with a potential credit to the Program. The <b>CMB agreed</b> with generating a PCC to request a cost proposal for the relocation and deletion of work.	
4-	1300 – R. Redmond and T. DePooter presented the Record of Negotiation (RON) for CMod #3 to perform demolition work around the existing power pole and guy wire system on Washington Street. A lump sum price of \$24,720 was agreed on (see attached).	
5-	<p>1252 – R. Redmond provided an update and recommendation of the <b>next step forward for COR's 5, 23 &amp; 85 after following the Issues Resolution Ladder (IRL) process without resolution:</b></p> <ul style="list-style-type: none"> <li>• COR 005 - CDF Encasement on 42" RCP – SFMTA position; no merit. The Contractor contends additional excavation effort was required due to encountering significantly higher compressive strength than was originally anticipated on the encased sewer main on 4<sup>th</sup> Street near the launch box.</li> <li>• COR 023 - MOS - Brick Wall #2 discovered at N. headwall – SFMTA position; no merit. The Contractor states buried brick wall, beneath the west curb at the location of the north headwall for Moscone Station was not shown in the contract documents.</li> <li>• COR 085 - SFWD Impacts at MOS North – SFMTA position; no merit. The Contractor is requesting 9 days in equipment standby cost due to SFWD not completing the waterline reroutes in a specified duration.</li> </ul> <p>The CMB is in agreement with the recommendation to <b>notify the Contractor in writing of SFMTA's position, and SFMTA's notice to the Contractor that if they wish to pursue the issues,</b> they should submit a claim or rescind the CORs if they agree with SFMTA position.</p>	RR 10/30/13
6-	The Program Trend/Change Control Log dated 10/16 was reviewed. There are no changes from last week. The log is attached for distribution with these meeting minutes.	

**ACTION ITEMS**

ITEM #	MTG DATE	MTG ACTION DATE	DESCRIPTION	BIC	DUE DATE	STATUS
8	04/03/13	04/03/13	1252 – DP1 – Design Services hours and cost during construction – DP1 Review	MB	10/23/13	Open
8	07/24/13	07/24/13	1252 – Breakdown of Bid Item GE-3	MB	10/23/13	Open
2	08/14/13	08/14/13	1252 – CMod #8 –Statement of occurrence – post meeting record of approval	SW	10/23/13	Open
1	08/28/13	08/28/13	1252 – Outstanding COR's – status update	SW/MB	10/23/13	Open
2 & 3	08/28/13	08/28/13	1252 – COR 97 & 98 – gravel encountered action plan from Engineering of Record (DP1)	SW/MB	10/30/13	Open
5	08/28/13	08/28/13	1252 – Action plan of execution for the Slip Lining Work (Stockton/Columbus)	SW	10/30/13	Open
4	09/25/13	10/02/13	1252 – Offset Cost for DP2 Budget Increase (Task 16)	SW	10/30/13	Open
2	10/02/13	10/02/13	1252 – Acceleration work at Soundwalls on FA	SW	10/16/13	<b>CLOSED</b>



**CS CN 1252 Letter No. 123**

April 03, 2013

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

**Attn:** Ben Campbell

**Reference:** Contract 1252 Central Subway  
Tunnels

**Subject:** Change Order Request No. 005: Launch Box – CDF Encasement on Existing  
42”/48” RCP

Dear Mr. Campbell:

SFMTA has determined Change Order Request No. 005 - Launch Box – **CDF Encasement on Existing 42”/48” RCP does not represent a change to the contract Work.** BIH has not demonstrated that the presence of the CDF encasement constitutes a differing site condition.

Contract Specification 01 42 00 1.09 A.1 (References) section lists the Contract 1250 Drawings and Specifications as a Reference Document. The attached 1250 Drawings SW 501 Rev.0 & 502 Rev.0 shows “Optional: Construct 42” and 48” RCP.” The 1252 Utility Composite Drawings UT 502 Rev.0, UT 503 Rev.0 and UT 504 Rev.0 all show that the 42” and 48” RCP pipe was installed. The attached 1250 price and payment procedures for the optional 42” & 48” RCP state that it is “with controlled density fill”.

Per General Provisions Article 3.04 C.1 Differing Conditions shall not include: “All that is indicated in or may reasonably interpret from the Contract Documents or Reference Documents.”

Sincerely,



Sarah Wilson  
CN 1252 Resident Engineer  
SFMTA Central Subway Project

Cc: Alessandro Tricamo, BIHJV  
John Funghi, SFMTA  
Arthur Wong, SFMTA  
Joon Park, SFMTA

Shahnam Farhangi, SFMTA  
Mark Benson, SFMTA  
Richard Redmond, SFMTA

M544.1.3.1252.0030

## Ward, Beverly

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**From:** Redmond, Richard  
**Sent:** Friday, November 01, 2013 12:00 PM  
**To:** Ward, Beverly  
**Subject:** FW: Record of Negotiation : COR 023  
**Attachments:** C1252 Article 3.04 Differing.pdf; CN1252 ES-411.pdf; CN1252 ES-402 ES403.pdf; photo and sketch - brick wall.pdf

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**From:** Redmond, Richard  
**Sent:** Thursday, October 17, 2013 2:13 PM  
**To:** Dan Schall; [jack.sucilsky@barnard-inc.com](mailto:jack.sucilsky@barnard-inc.com)  
**Cc:** Kelleher, Brian; Wilson, Sarah H (SFMTA); Benson, Mark; Hembd, Matthew; Stassevitch, Eric  
**Subject:** Record of Negotiation : COR 023

Dan;

Regarding our recent meeting with you , and Brian, and Keith, SFMTA has reviewed your request to pay as a DSC the extra brick wall and issue a Credit Change order for the portion not encountered across 4<sup>th</sup> St

SFMTA determination is that Synergy is not entitled to compensation for the additional brick wall encountered;

- Per Differing Site clause, it's not a DSC if a building component is in proximity to where indicated
- Synergy did " not encounter " the brick wall indicated as part of their bid , crossing 4th st per section B & C on drawing ES402 - SFMTA paid for in the bid an amount that Synergy did not encounter, this piece of wall is in proximity of where indicated on the drawings

Dan – please insert this information and .pdf's as our part of the Record of Negotiation

Richard Redmond P.E.  
Program Manager – Project Construction

SFMTA Central Subway Project  
821 Howard Street, 2nd Floor  
San Francisco, CA 94103  
Office (415) 701-4288  
Cell (917) 284 – 1565  
Email [richard.redmond@sfmta.com](mailto:richard.redmond@sfmta.com)

## Ward, Beverly

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**From:** Redmond, Richard  
**Sent:** Friday, November 01, 2013 12:00 PM  
**To:** Ward, Beverly  
**Subject:** FW: Record of Negotiation COR # 085: SFWD Impacts at MOS North

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**From:** Redmond, Richard  
**Sent:** Thursday, October 17, 2013 2:24 PM  
**To:** Dan Schall; [jack.sucilsky@barnard-inc.com](mailto:jack.sucilsky@barnard-inc.com)  
**Cc:** Kelleher, Brian; Wilson, Sarah H (SFMTA); Benson, Mark; Hembd, Matthew; Stassevitch, Eric  
**Subject:** Record of Negotiation COR # 085: SFWD Impacts at MOS North

Dan;

Regarding our recent meeting with you , and Brian, and Keith, SFMTA has reviewed your request to pay for standby time , due to your assertion that SFWD work forced did not arrive in a timely manner for AWSS work at MOS Headwall

SFMTA determination is that Condon Johnson / BIH is not entitled to compensation for this issue;

- SFMAT , SFWD nor our specifications “ guarantee ” that the work forces will be available at your request
- Specifications guarantee the tie in will be done in 5 days and the chlorination in 5 days
- There is not 3<sup>rd</sup> party guarantee beyond this

Dan – please insert this information and .pdf’s as our part of the Record of Negotiation

Richard Redmond P.E.  
Program Manager – Project Construction

SFMTA Central Subway Project  
821 Howard Street, 2nd Floor  
San Francisco, CA 94103  
Office (415) 701-4288  
Cell (917) 284 – 1565  
Email [richard.redmond@sfmta.com](mailto:richard.redmond@sfmta.com)

ITEM #	DISCUSSION	ACTION BY DUE DATE
3-	1252 - Claim 1 - Permanent End Stops at Moscone Headwall - The Program Director reported on his meeting with the Contractor's Senior Management. Discussion took place regarding the settlement of the claim. In which the Contractor states they are prepared to accept nothing less than \$150K to settle the claim. If an agreement cannot be reached at the Senior management level the Contractor's is requesting the matter be taken before the Dispute Review Board (DRB). The CMB suggested that the Program should offer the Contractor of \$150K to settle the clam.	
4-	1252 – COR 05 - CDF Encasement on 42" RCP - The Program Director reported on his meeting with the Contractor's Senior Management. The Contractor's proposes the cost of the DSC to be \$100K on the basis the CDF should not have gotten compressive strength readings of 2000 psi requiring them to use a hydraulic chisels. The Board suggested a engineers estimate should be generated and recommended that a another meeting be held with R. Redmond and the Contractor presenting a video of the excavation work to demonstrate the Program's position that the work did not require an significant amount of effort.	RR 11/13/13
5-	1300 – T. DePooter presented <b>PCC CTS – 0004 - Install P-Traps and Air Vents</b> documentation for review. This change would install P-trap and air vents on four active sewer laterals that do not have air vents on Stockton between Sacramento and Clay Streets. The CMB agreed with generating a PCC to <b>request a Contractor cost proposal for this work.</b>	
6	The Program Trend/Change Control Log dated 10/30 was reviewed. One new item was added this week to the 1252 Contract trend log, Trend #127 - Remove and replace material at Retrieval Shaft CSM wall. The Construction Manager reported the amount may be higher do to work being done during Friday and Saturday. This work will proceed on Force account to not exceed \$22,300.	

**ACTION ITEMS**

ITEM #	MTG DATE	MTG ACTION DATE	DESCRIPTION	BIC	DUE DATE	STATUS
8	04/03/13	04/03/13	1252 – DP1 – Design Services hours and cost during construction – DP1 Review	MB	11/06/13	Open
8	07/24/13	07/24/13	1252 – Breakdown of Bid Item GE-3	MB	11/06/13	Open
2	08/14/13	08/14/13	1252 – CMod #8 –Statement of occurrence – post meeting record of approval	SW	11/06/13	Open
1	08/28/13	08/28/13	1252 – Outstanding COR's – status update	SW/MB	11/06/13	Open
2 & 3	08/28/13	08/28/13	1252 – COR 97 & 98 – gravel encountered action plan from Engineering of Record (DP1)	SW/MB	11/06/13	Open
5	08/28/13	08/28/13	1252 – Action plan of execution for the Slip Lining Work (Stockton/Columbus)	SW	11/06/13	Open
4	09/25/13	10/02/13	1252 – Offset Cost for DP2 Budget Increase Task 16	SW	11/06/13	Open
4	09/25/13	10/02/13	1252 – COR #104 - Additional Sewer Slip Lining – SFPUC Response	SW	11/06/13	Open
5	09/25/13	10/02/13	1300 – PCC CTS 0001 - Contractor Cost Proposal	TDP	11/06/13	Open
2	10/09/13	10/09/13	1252 – Design Clause - confirmation of existing contract language in CN 1252 and CN 1300 regarding existing conditions related to utilities	JW/AH	11/06/13	Open
1	10/16/13	10/16/13	1252 – COR 102 Graphic showing the location of the headwalls control line	SW	11/06/13	Open

**PROPOSED CONTRACT CHANGE**

**FINDING OF FACTS**

Contract No. 1300 Stations, Surface, Track and Systems Date 10-23-2013  
 PCC No. 0004 CTS  
 PCC Title Install P-Traps and Air Vents  
 PCC Initiator Ted DePooter Dept. CM

<b>Description of PCC:</b> Cured-in-place sewer lining is to be installed on Stockton between Sacramento and Clay Streets. Four active sewer laterals have been identified that do not have air vents, and by contract need to be excavated to prevent sewer backups during this lining activity. Before backfilling these excavations, a p-trap will be installed and an air vent installed in the restored sidewalk concrete.
<b>Reason/Need for PCC:</b> SFDPW standards require a p-trap and an air vent in the sidewalk on sewer laterals. We need to access these sewer laterals as part of the cure-in-place lining that is installed under contract. The excavation and restoration for laterals that do not have air vents is covered by the specifications, but the installation of the normal p-trap and air vent is not addressed. This change will allow our work to conform to DPW standards.
<b>Location/Station:</b> Four locations are identified on the drawing Cured in place sewer liner.pdf showing the area on Stockton between Clay St. and Sacramento St. where cleanouts cannot be located in the field.
<b>Configuration Control Analysis:</b> This is a benefit which will make the laterals easier to identify in the future.
<b>Recommended Action:</b> Recommend that the four laterals which are missing the air vents have a p-trap and air vent installed as part of the work.
<b>Estimate:</b> Estimate is being prepared by SFMTA staff, sub-contractor estimates the work to be \$2,478.15
<b>Spec. Ref.:</b> 33 00 30.72 CURED-IN-PLACED LINER
<b>Drawing Nos.:</b> SW- General Notes, Legend and Abbreviations for Sewer Work SW-2 Sewer Work Details SW-5 Sewer Work Plan and Profile Stockton Street – Washington St to Sacramento St
<b>Attachments:</b> Cured in place sewer liner.pdf

Recommended by: \_\_\_\_\_ Date \_\_\_\_\_  
 Ted DePooter, Resident Engineer (SFMTA Representative)

Concur in Principle: \_\_\_\_\_ Date \_\_\_\_\_  
 Brian Kelleher, Project Contract Administrator (SFMTA Representative)

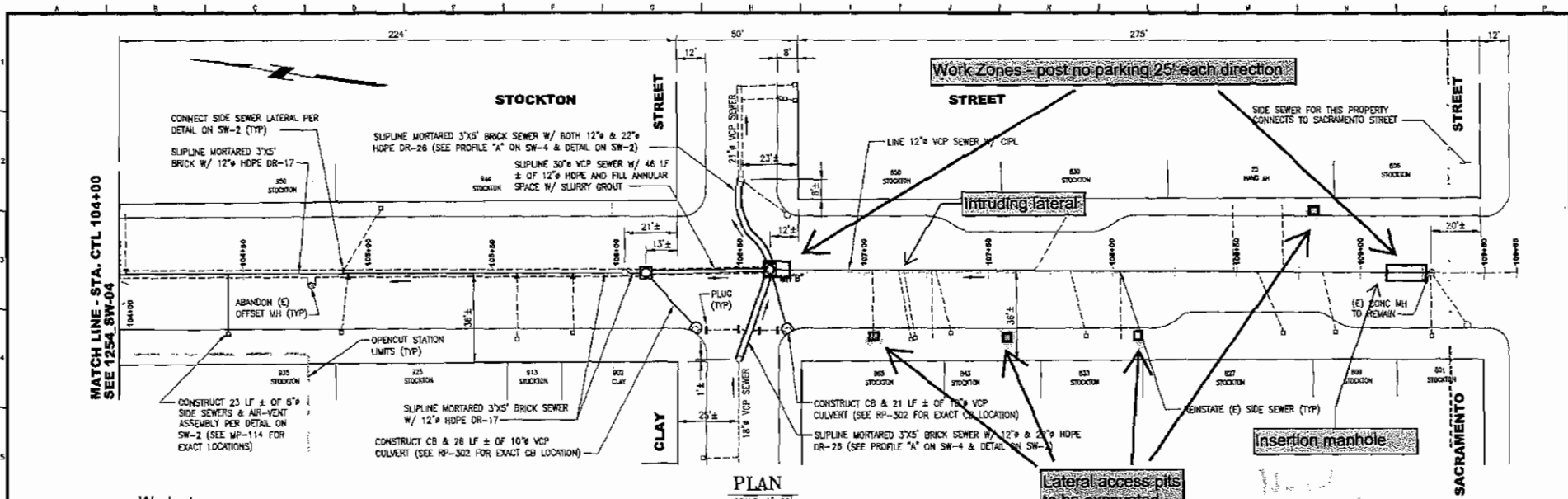
**PROPOSED CONTRACT CHANGE**

Contract No. 1300 Stations, Surface, Track and Systems Date 10-23-2013  
 PCC No. 0004 Package: CTS  
 PCC Title Install P-Traps and Air Vents

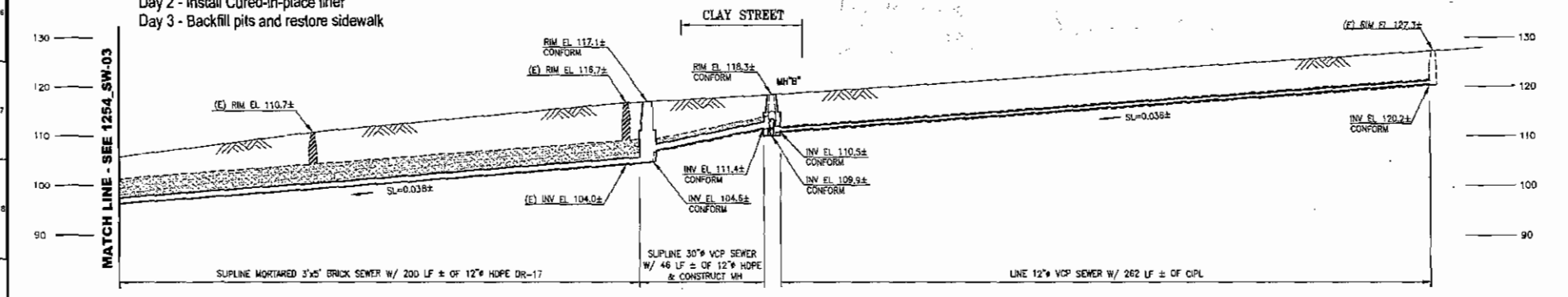
<b>Description of PCC:</b> Cured-in-place sewer lining is to be installed on Stockton between Sacramento and Clay Streets. Four active sewer laterals have been identified that do not have air vents, and by contract need to be excavated to prevent sewer backups during this lining activity. Before backfilling these excavations, a p-trap will be installed and an air vent installed in the restored sidewalk concrete.	
<u>Summary of Changes:</u>	
<ul style="list-style-type: none"> <li>• Install P-trap and Air vent on sewer laterals where air vents do not exist.</li> </ul>	
<u>Supplementary Conditions</u>	
<ul style="list-style-type: none"> <li>• Excavation and restoration of sidewalk is contract work and not included in change.</li> </ul>	
<b>Spec Ref.</b>	33 00 30.72 CURED-IN-PLACED LINER
<b>Drawing Nos.</b>	SW- General Notes, Legend and Abbreviations for Sewer Work SW-2 Sewer Work Details SW-5 Sewer Work Plan and Profile Stockton Street – Washington St to Sacramento St
<b>Attachments</b>	Valverde letter COR 001 – Access Pits on Stockton Existing Sewer Laterals Cured in place sewer liner.pdf
The Contractor shall submit a cost proposal and time extension proposal in accordance with General Provisions Section 6.02 B and Section 7.02 B.	

Recommended by: \_\_\_\_\_ Date \_\_\_\_\_  
 Ted DePooter, Resident Engineer (SFMTA Representative)

Concur in Principle: \_\_\_\_\_ Date \_\_\_\_\_  
 Brian Kelleher, Project Contract Administrator (SFMTA Representative)



**Work plan**  
 Day 1 - Excavate four sidewalk pits  
 Day 2 - Install Cured-in-place liner  
 Day 3 - Backfill pits and restore sidewalk



**SEWER SIZED BY** YW **ELEVATION DATUM** CITY  
**APPROVED BY** WL

**PROFILE**  
 SCALE: HORIZ 1" = 20'  
 VERT 1" = 10'

VERT SCALE: 1" = 10'  
 HORIZ SCALE: 1" = 20'

NO.	DATE	DESCRIPTION	BY	APP.
1	2/20/12	ISSUED FOR PERM	AD	LW
2	4/22/12	ISSUED FOR BID	AD	LW

TABLE OF REVISIONS

REFERENCE INFORMATION & FILE NO. OF SURVEYS  
 87,269



**INFRASTRUCTURE DIVISION**  
 DEPARTMENT OF PUBLIC WORKS  
 CITY AND COUNTY OF SAN FRANCISCO



DESIGNED: DATE: K.DAY 2/4/2012	APPROVED: DATE: SECTION MANAGER 4/23/12
DRAWN: DATE: V.CHUNG 4/2012	CHECKED: DATE: TOPPLIFF MANAGER 4/24/12
CHECKED: DATE: L.WONG 4/2012	DESIGN MANAGER: DATE: 4/23/12

THIRD STREET LIGHT RAIL PROGRAM  
 PHASE 2 - CENTRAL SUBWAY  
 CHINATOWN STATION  
**SEWER WORK**  
 PLAN AND PROFILE  
 STOCKTON STREET - WASHINGTON ST TO SACRAMENTO ST

CONTRACT NO. 1254R  
 DRAWING NO. SW-5  
 FILE NO. 93.095  
 REV. NO. 0

**CENTRAL SUBWAY PROJECT**  
**Project Trend/Change Control Log**

**Trend Log**

Total Cost Estimate and Allocated Contingencies									
Item #	Date Initiated	Change Description	Change Type	CMB No.	Change Status		Projected Cost Impact +Exposure/(Benefit)	Comments	Contract Modification Number
					Approval Action	Approval Date			
<b>Contract 1250 - Utilities Relocation #1 (Portal &amp; MOS)</b>									
1250-0001	04/15/10	081-0001	Delete Option MF-OPT1 "Fire Protection Sprinkler System"	1	N/A		(50,000)	Cleared City Attorney's Office; to Shahnam for execution. [In "Current Forecast" - Sep2010 Cost Report.] <b>COMPLETE, NO FURTHER ACTION; CMOD #1</b>	CMOD #1 Approved
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 [In "Current Forecast" - Sep2010 Cost Report.] No reimbursement from SFPUC Sewer. COR #2-\$34,135; COR #5-\$73,039 <b>COMPLETE, NO FURTHER ACTION; CMOD #2</b>	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.] <b>COMPLETE, NO FURTHER ACTION; CMOD #3</b>	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #4</b>	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 duct bank. 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 <b>COMPLETE, NO FURTHER ACTION; CMOD #5</b>	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #6</b>	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 duct bank 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. <b>COMPLETE, NO FURTHER ACTION; CMOD #9</b>	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 duct bank 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 <b>COMPLETE, NO FURTHER ACTION; CMOD #8</b>	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #7</b>	CMOD #7 Approved

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1250-0010	10/06/10	081-0010	Perform AT&T wye cast connection and chipping of existing duct bank 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 duct bank. This will cause additional excavation, joint trench and modification to existing duct bank. 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. <b>COMPLETE, NO FURTHER ACTION; CMOD #10</b>	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) <b>COMPLETE, NO FURTHER ACTION; CMOD #16</b>	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	-0-	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. (\$67,798) Expected Reimbursement from AT&T. Cost captured in Trend #15 <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
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	-0-	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. (\$30,547) Expected Reimbursement from AT&T. Cost captured in Trend #15 <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
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) <b>COMPLETE, NO FURTHER ACTION; CMOD #16</b>	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				+784,771	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. \$597,000 Arch, \$179,000 DIFF, \$8,500 Traffic <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	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. No reimbursement from SFPUC AWSS. COR #33 Supplemental <b>COMPLETE, NO FURTHER ACTION; CMOD #12</b>	CMOD #12 Approved
1250-0017	10/06/10	081-0017	Protection Work at PG&E Vault 1611	6				-0-	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. <u>Work was not performed and will need to be addressed in a future contract.</u>	
1250-0018	10/06/10	081-0018	Demolition and Support Work at PG&E Vault 1611	6				-0-	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. <u>Work was not performed and will need to be addressed in a future contract.</u>	
1250-0019	10/06/10	081-0019	Extended overhead delay claim due to Archaeological discoveries	2					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. <b>This trend has been superseded by Trend #37.</b> <b>COMPLETE, NO FURTHER ACTION</b>	
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. <b>COMPLETE, NO FURTHER ACTION; CMOD #11</b>	CMOD #11 Approved

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1250-0021	10/06/10	081-0021	Install new AWSS lateral including hydrant at NW 4th/Harrison	2				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. <b>Trend No. 21 is combined with Trend No. 22.</b>		
1250-0022	10/06/10	081-0022	Install additional 30 feet of DIP and new AWSS at 4th/Harrison	2	CMB-0026	Agree	01/12/11	+160,908	AWSS Point of connection on 4th Street was found to be cast iron instead of ductile iron as shown in DPW as-built. Due to this differing condition, additional length of pipe needs to be replaced and lead joint to be installed in order to install a ductile iron tee. Also, existing AWSS hydrant lateral is in conflict with new 18" sewer. The preferred solution was to install a new ductile iron lateral at a different location rather than installing vertical offsets on an existing cast iron lateral. <b>No reimbursement from SFPUC AWSS.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #15</b>	CMOD #15 Approved
1250-0023	10/06/10	081-0023	Steel plates and shoring standby for 2 months due to PG&E delay at Clementina	3				+24,981	Sewer at Clementina was delayed by 2 months due to PG&E vault conflict. PG&E will not pay cost of steel plates and shoring standby because PG&E drawings were sent to MTA during design phase and PG&E was not made aware of the conflict then. <b>COMPLETE, NO FURTHER ACTION; CMOD #13</b>	CMOD #13 Approved
1250-0024	10/06/10	081-0024	Utility support and work around for AT&T facilities	6	CMB-0048	Agree	08/24/11	+95,311	Contract specs specified AT&T to compensate contractor directly for workaround & support. AT&T refused to pay Synergy. Synergy considers AT&T's refusal as a changed condition to CN 1250 contract. <b>(\$95,311) Reimbursement from AT&amp;T. See Final 1250 Form B actual costs.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #19</b>	CMOD #19 Approved
1250-0025	10/06/10	081-0025	Utility support and work around for PG&E facilities	6					Contract specs specified PG&E to compensate contractor directly for workaround & support. PG&E negotiated \$100,000 directly with Synergy and will pay synergy directly as well.	
1250-0026	10/06/10	081-0026	Utility support and work around for SFWD facilities	3	CMB-0028	Agree	02/09/11	+66,510	Total cost known to date (10/5/10) of all SFWD support and workaround. See COR #12, 20, 32 and 35. Agreed amount is total of COR #12, 20 and 32. Total exposure is equal to agreed amount plus COR #35. <b>No reimbursement from SFWD.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #14</b>	CMOD #20 Approved
1250-0027	10/06/10	081-0027	Trucking and labor support for Archaeological mitigation	2				-0-	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. <b>Additional charges are expected which will be tracked as Trend No. 28.</b> <b>COMPLETE, NO FURTHER ACTION</b>	CMOD #20 Approved
1250-0028	12/08/10	081-0028	Trucking and labor support for Archaeological mitigation, Part II	2				-0-	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. <b>COMPLETE, NO FURTHER ACTION</b>	CMOD #14 Approved
1250-0029	12/08/10	081-0029	Cost overrun for bid item UD-10 "Additional excavation and backfill"	4	CMB-0036	Agree	05/04/11	+112,500	Bid item UD-10 is to pay for excavation of connection hole and kill hole for SFWD line. Contract only included 200 cubic yard for this work. The size of excavations is dictated by field conditions and per the direction of SFWD inspector. RE's estimate of the total volume of dirt to be excavated is 630 cy. Examples of differing conditions encountered are: location of existing water line is different than where it's shown in the plan, existing waterline where shown in the plan to be connected to is inactive, differing condition at 5th/Clementina, connection holes and kill holes need to be expanded due to other utilities in the way. <b>COMPLETE, NO FURTHER ACTION; CMOD #17</b>	CMOD #17 Approved
1250-0030	12/08/10	081-0030	Supplement bid item GE-4 "Allowance for differing site conditions" related to the installation of publicly owned facilities only (sewer, water, AWSS, Joint trench)	4	CMB-0030	Agree	04/13/11	+235,595	This change order is to supplement GE-4 for cost overrun related to the installation of publicly owned infrastructure only. GE-4 cost overrun for installation of privately owned infrastructure is being tracked separately and a separate change order will be issued. <b>COMPLETE, NO FURTHER ACTION; CMOD #16</b>	CMOD #16 Approved

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1250-0031	12/08/10	081-0031	Unused allowance for bid item GE-8 "Allowance for cast-in-place utility vaults"	4				-0	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. <b>Credit amount included in Trend #43</b>	
1250-0032	12/08/10	081-0032	Unused allowance for bid item UD-5 "Handling and disposal of Class I Hazardous Waste"	4				-0	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. <b>Credit amount included in Trend #43</b>	
1250-0033	12/08/10	081-0033	Unused allowance for bid item UD-6 "Transportation of Class I Hazardous Waste"	4				-0	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. <b>Credit amount included in Trend #43</b>	
1250-0034	12/08/10	081-0034	Cost overrun for bid item TR-6 "Allowance for manual traffic control"	4	CMB-0037	Agree	05/04/11	+68,820	Bid item TR-6 is an allowance to pay for off-duty police officers and parking control officers. Contract allowance amount is \$50,000.00. Contract specs calls for police officers at 4 intersections (4th/Howard, 4th/Folsom, 4th/Harrison and 4th/Bryant). The average cost of 1 police officer is about \$800.00 per day (\$100.00 per hour). The \$50,000.00 allowance is only good for 60 days for 1 police officer. Hence, additional money was needed for traffic control support. Final amount paid police officers is \$87,500.00. Additional billings for parking control officers (from Al Herce of DPT) is forthcoming; RE estimated this bill to be about \$60,000.00. <b>COMPLETE, NO FURTHER ACTION; CMOD #18</b>	<b>CMOD #18 Approved</b>
1250-0035	12/08/10	081-0035	Premium cost for requesting contractor to accelerate work on 4th Street between Howard and Folsom	2				-0	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. <b>COR Not submitted by Contractor</b> <b>CLOSED COMPLETE, NO FURTHER ACTION</b>	
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	-0	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. <b>2/15:</b> Rental/Maintenance Costs for Support (Part 2 of 4); Add Work as Result of Archeological Shutdown (3 of 4). <b>07/25:</b> Revised mod - compensation for 1 of 3) Rental/Maintenance, 2 of 3) Add Work result of Archeological support, 3 of 3) Add OH/Indirect cost. RE to add Equipment Standby time to revised mod. <b>09/12:</b> RE to Prepare Modification <b>10/29:</b> 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. <b>COMPLETE, NO FURTHER ACTION</b>	<b>CMOD #20 Approved</b>
1250-0037	12/08/10	081-0037	Compensation for loss of production, inefficiency and disruption of work due to archaeological discovery	2				-0	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. <b>COMPLETE, NO FURTHER ACTION</b>	

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1250-0038	03/18/11	081-0038	Project Delay due to archaeological discovery and PG&E Issues.	2				-0- Due to archaeological discoveries compounded with PG&E's ability to perform service switchover to Olivet University and de-energize a live duct bank 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. <b>This will be carried in the Potential Claim Log.</b>	
1250-0039	05/18/11	081-0039	Remove BP-4 (Waterproofing) from Contract	4				-0- Bid item was not used. Contractor requesting compensation to recover for General Conditions cost. Bid item amount total is \$40,000. <b>NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)</b>	N/A
1250-0040	05/18/11	081-0040	Delete SW-8 (24" Sewer) from Contract	4				-0- Bid item was not used. Contractor requesting compensation to recover for General Conditions cost. Bid item amount total is \$73,117. <b>NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)</b>	N/A
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. <b>NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)</b>	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. <b>NO FURTHER ACTION; Superseded by COR #58. (See 1250-0043 below)</b>	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			(333,904)	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%. <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
<b>Contract 1250 Totals</b>							+2,694,211	<b>Total Changes to the Contract in the amount of \$2,694,211, represents a \$740,834 OVER RUN of the original allocated contingency of \$1,953,377.</b> <b>Changes that will be Utility Reimbursement credits through the Form B process in the amount of \$162,992 will offset some of this OVER RUN.</b> <b>Final Contract Closeout Total \$11,968,150 will be reduce by \$2,275,419 Utility Reimbursement credits for a Final Program cost of \$9,692,731 for CN 1250</b>	
<b>Contract 1251 - Utilities Relocation #2 (UMS)</b>									
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #4</b>	CMOD #4 Approved

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1251-0002	03/18/11	082-0002	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #2</b>	CMOD #2 Approved
1251-0003	03/18/11	082-0003	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #1</b>	CMOD #1 Approved
1251-0004	04/06/11	082-0004	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #3</b>	CMOD #3 Approved
1251-0005	04/06/11	082-0005	6				+66,084	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 sequence his work. Updated projected cost impact from \$50,000 to \$127,893 based on compilation of force accounts received. RE negotiating <b>COMPLETE, NO FURTHER ACTION</b>	CMOD #24 Approved
1251-0006	04/20/11	082-0006	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 <b>COMPLETE, NO FURTHER ACTION; CMOD #5</b>	CMOD #5 Approved
1251-0007	04/20/11	082-0007	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. PCC #5 <b>COMPLETE, NO FURTHER ACTION; CMOD #5</b>	CMOD #5 Approved
1251-0008	04/20/11	082-0008	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. <b>CLOSED, NO FURTHER ACTION</b>	
1251-0009	04/20/11	082-0009	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. <b>COMPLETE, NO FURTHER ACTION; CMOD #4</b>	CMOD #4 Approved

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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 <b>COMPLETE, NO FURTHER ACTION; CMOD #3</b>	CMOD #3 Approved
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. Per direction from CMB on January 18, 2012, this request is denied. COR #50, PCC #6 <b>CLOSED, NO FURTHER ACTION: Per direction from CMB on January 18, 2012, this request is denied.</b>	
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #6</b>	CMOD #6 Approved
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. COR 32 (CMB 0055 approval - see also Trend CN1251 #'s 04 & 10) <b>COMPLETE, NO FURTHER ACTION; CMOD #3 (No Cost Change)</b>	CMOD #3 Approved
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 this 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. <b>RE's cost analysis of this trend confirms that the initial CMod amount of \$191,778.62 is sufficient to cover for all water tie-in/capping work.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #9</b>	CMOD #9 Approved
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #8</b>	CMOD #8 Approved
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #8</b>	CMOD #8 Approved
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. <b>AT&amp;T agreed to reimburse SFMTA (\$25,000) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #7</b>	CMOD #7 Approved
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. <b>AT&amp;T agreed to reimburse SFMTA (\$31,000) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #7</b>	CMOD #7 Approved

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1251-0019	08/03/11	082-0019	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. . <b>This additional work for AT&amp;T will need to be reimbursed to SFMTA through the Form B process. Note: The agreed amount (\$31,000) is for enlargement of vault #403 only; the additional 200 feet of trench to be captured in the JT bid items. (See Trend 60)</b> COR #43 <b>COMPLETE, NO FURTHER ACTION; CMOD #11</b>	CMOD #11 Approved
1251-0020	09/07/11	082-0020	6	CMB-0058	Agree	11/02/11	+19,537	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. <b>PG&amp;E agreed to reimburse SFMTA (\$19,537) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #21</b>	CMOD #21 Approved
1251-0021	09/07/11	082-0021	6					PG&E made changes to the locations of the service points and layout of some of the primary lines. In addition, due to changes to the limits of the UMS Station on Ellis Street, it was determined that Muni Vault 1850A is no longer needed. Cost for this trend is captured in Trend #31 or CMOD #12. <b>CLOSED; NO FURTHER ACTION. Cost for this trend is captured in Trend #31/CMOD #12</b>	
1251-0022	09/07/11	082-0022	7					During the design phase the representatives of the Hilton Hotel agreed to and signed a license agreement with the SFMTA to allow embedded eyebolt supports. Hilton's Dir of Property Ops now wants to have OCS poles rather than the embedded building eyebolt supports. However, the OCS designer was able to revise the OCS design to eliminate the need for either eyebolts or poles in front of Hilton Hotel, resulting in a \$2,000 credit. <b>CLOSED; NO FURTHER ACTION. Applicable bid items to be adjusted accordingly, See Trend #60.</b>	
1251-0023	09/07/11	082-0023	1	CMB-0065	Agree	1/25/2012, 2/29/12	+405,440	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 <b>Updated projected cost impact from \$490,000 to \$405,440. CMOD #12 (Formally CMOD #15)</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #12</b>	CMOD #12 Approved
1251-0024	09/07/11	082-0024	6	CMB-0059	Agree	11/16/2011, 05/02/12	+201,411	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. <b>PG&amp;E agreed to reimburse SFMTA (\$201,410) through the Form B process.</b> COR #58 <b>COMPLETE, NO FURTHER ACTION; CMOD #19</b>	CMOD #19 Approved
1251-0025	09/07/11	082-0025	6					PG&E requested to install additional conduits crossing Stockton Street at Geary and O'Farrell to minimize service interruption during future UMS Station construction. PG&E agreed to reimburse SFMTA through the Form B process. This item is captured under applicable JT Bid Item, see Trend 60. <b>CLOSED; NO FURTHER ACTION. Item is captured under applicable JT Bid Item, See Trend 60.</b>	
1251-0026	09/14/11	082-0026	2					The sub-basement in the public parking garage at O'Farrell/Mason extends beyond the property line up to the curb line. Therefore, regular foundations as per original design could not be installed. <b>CLOSED; NO FURTHER ACTION. Item is captured under applicable OCS Bid Item, See Trend 60.</b>	

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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. COR #40 <b>COMPLETE, NO FURTHER ACTION; CMOD #10</b>	CMOD #10 Approved
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. <b>AT&amp;T agreed to reimburse SFMTA (\$157,000) through the Form B process.</b> COR #43 <b>COMPLETE, NO FURTHER ACTION; CMOD #11</b>	CMOD #11 Approved
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					Vault 133 rebuild is superseded by Trend 40. Demolition of existing vaults 403 and 113 is superseded by Trend 43 <b>CLOSED; NO FURTHER ACTION. Demo of exiting vaults 403 and 113 are superseded by Trend 43. (See CMOD #23)</b>	
1251-0030	10/26/11	082-0030	Enlarge existing PG&E vault 873 at SW Geary/Stockton	6	CMB-0058	Agree	11/02/11	+46,366	PG&E asked SFMTA to enlarge vault 873. <b>PG&amp;E agreed to reimburse SFMTA (\$46,366) through the Form B process.</b> CMB approved a NTE amount of \$40K <b>COMPLETE, NO FURTHER ACTION; CMOD #21</b>	CMOD #21 Approved
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	+17,193	PG&E asked SFMTA to install additional conduits. <b>PG&amp;E agreed to reimburse SFMTA (\$17,193) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #21</b>	CMOD #21 Approved
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	+92,292	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. <b>PG&amp;E agreed to reimburse SFMTA (\$92,292) through the Form B process.</b> 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. <b>COMPLETE, NO FURTHER ACTION; CMOD #19</b>	CMOD #19 Approved
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #13 (formally CMOD #14)</b>	CMOD #13 Approved
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #17</b>	CMOD #17 Approved
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 <b>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.</b>	

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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 <b>CLOSED; NO FURTHER ACTION. Based on field meeting with BIH on 1/17/12; this work will be completed under CN 1252 as planned.</b>		
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	+27,428	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) <b>COMPLETE, NO FURTHER ACTION; CMOD #18</b>	CMOD #18 Approved
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	+29,273	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. <b>COMPLETE, NO FURTHER ACTION; CMOD #22</b>	CMOD #22 Approved
1251-0039	01/17/12	082-0039	Furnish and install 2ea benches along 5th Street	1				+4,752	Requested by Muni Operation. <b>COMPLETE, NO FURTHER ACTION; CMOD #22</b>	CMOD #22 Approved
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 (\$45,000) through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #14</b>	CMOD #14 Approved
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 duct bank. COR #63 AT&T agreed to reimburse SFMTA (\$23,704) through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #14</b>	CMOD #14 Approved
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 duct bank. COR #62 AT&T agreed to reimburse SFMTA (\$31,525) through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #14</b>	CMOD #14 Approved
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	+52,607	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 (\$52,607) 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 CN1251 #'s 72 & 80) <b>COMPLETE, NO FURTHER ACTION; CMOD #23</b>	CMOD #23 Approved

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1251-0044	02/15/12	082-0044	3	CMB-0078	Agree	09/12/12	+11,438	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 building is also needed. <b>COMPLETE, NO FURTHER ACTION; CMOD #18</b>	CMOD #18 Approved
1251-0045	02/15/12	082-0045	3	CMB-0078	Agree	09/12/12	+30,260	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) <b>COMPLETE, NO FURTHER ACTION; CMOD #18</b>	CMOD #18 Approved
1251-0046	03/06/12	082-0046	6				+80,000	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. <b>PG&amp;E agreed to reimburse SFMTA (\$80,000) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved
1251-0047	04/10/12	082-0047	2	CMB-0082	Agree	10/31/12	+15,357	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.  (CMB 0082 approval - see Trend CN1251 #'s 47, 58 & 78) <b>COMPLETE, NO FURTHER ACTION; CMOD #26</b>	CMOD #26 Approved
1251-0048	04/10/12	082-0048	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 <b>RE Denied COR (City Letter 26); however Contractor will most likely send rebuttal.</b> <b>CLOSED; NO FURTHER ACTION.</b>	
1251-0049	04/10/12	082-0049	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) <b>COMPLETE, NO FURTHER ACTION</b>	CMOD #27 Approved
1251-0050	04/10/12	082-0050	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.  (CMB 0074 approval - see Trend CN1251 #'s 67, 74 & 75) <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
1251-0051	04/10/12	082-0051	6				+23,633	PG&E requested to reroute existing duct bank running north out of MH 1803 at 4th/Pioneer Place into MH 5464 at Market/Ellis <b>PG&amp;E agreed to reimburse SFMTA (\$23,633) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved

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					Approval Action	Approval Date	Actual/Forecast			
1251-0052	04/10/12	082-0052	Reroute unforeseen existing waterline on Geary east of Stockton	2	CMB-079	Agree	10/10/12	+27,234	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.  (CMB 0079 approval - see Trend CN1251 #'s 65 & 70). This is potentially a E&O issue due to unforeseen existing waterline on discovered along Geary Street (east of Stockton Street) not shown in the contract drawings. <b>COMPLETE, NO FURTHER ACTION; CMOD #28</b>	CMOD #28 Approved
1251-0053	04/10/12	082-0053	Additional cost for premium to accelerate contract work	1	CMB-083	Agree	11/07/12	+10,591	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 <b>PG&amp;E agreed to reimburse SFMTA (\$10,590) through the Form B process.</b> 11/07/12 (CMB 0083 approval - see Trend CN1251#'s 49, 59, and 64) <b>COMPLETE, NO FURTHER ACTION; CMOD #27</b>	CMOD #27 Approved
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #22</b>	CMOD #22 Approved
1251-0055	04/17/12	082-0055	Install Swiveloc lids on all PG&E vaults	6					PG&E requested SFMTA to add this scope to the 1251 contract for safety reason. COR #72 SFMTA decided to defer this work to the 1252 contract. <b>COMPLETE, NO FURTHER ACTION;</b>	
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. <b>COMPLETE, NO FURTHER ACTION; CMOD #15</b>	CMOD #15 Approved
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. <b>COMPLETE, NO FURTHER ACTION; CMOD #16</b>	CMOD #16 Approved
1251-0058	05/31/12	082-0058	Additional streetlight conduit on 5th Street between Harrison and Bryant	2	CMB-0083	Agree	10/31/12	+17,754	The existing streetlight pullboxes new cables were supposed to be connected to per contract plan did not have power. New conduit needs to be install from the power source. COR #75  (CMB 0082 approval - see Trend CN1251 #'s 47, 76 & 78) <b>COMPLETE, NO FURTHER ACTION; CMOD #25</b>	CMOD #25 Approved
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) <b>COMPLETE, NO FURTHER ACTION; CMOD #27</b>	CMOD #27 Approved
1251-0060	06/26/12	082-0060	Final Bid Item Reconciliation	4				(508,961)	Bid item analysis for entire contract as of 6/12/12.	CMOD #30 Approved
1251-0061	06/26/12	082-0061	Excavate for PG&E cutover at 177 Stillman	6				+7,424	PG&E requested Synergy to excavate for PG&E cutover at 177 Stillman. Reference document: Email from Michael Lightstone dated 12/9/11 <b>PG&amp;E agreed to reimburse SFMTA (\$7,424) through the Form B process.</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved
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 <b>COMPLETE, NO FURTHER ACTION; CMOD #22</b>	CMOD #22 Approved

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1251-0063		Excavation and restoration cost for PG&E gas tie-in and kill holes. Part II	6				+56,458	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 (\$56,458) through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved
1251-0064		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) <b>COMPLETE, NO FURTHER ACTION; CMOD #27</b>	CMOD #27 Approved
1251-0065		Additional fittings for AWSS lateral and chipping of pole foundation at Market/Ellis	2	CMB-0079	Agree	10/10/12	+20,412	An existing Muni pole foundation is in the way of the AWSS lateral. Additional fittings are required to complete contract work. (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. <b>COMPLETE, NO FURTHER ACTION; CMOD #28</b>	CMOD #28 Approved
1251-0066		Intercept PG&E conduits at Vault 573 at Geary east of Stockton	6				+6,466	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 (\$6,466) through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved
1251-0067		Additional feeder span, no-bo insulator and adjustment of guywire for the Folsom OCS bypass	3	CMB-0074	Agree	08/15/12	+32,149	SFMTA Electrical Designer had pointed out the new Folsom Bypass does not have enough capacity to power the new OCS necessitating installation of feeder spans. Also, adjustments to the guywire are necessary to mitigate conflict with new signal mast arms. COR #76 7/25/12 - RE presented COR to CMB; direction given to develop one CMod with all remaining items to be purchased for the new OCS bypass. (CMB 0074 approval - see Trend CN1251 #s 50, 74 & 75) <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
1251-0068		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 sequence 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. <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #29 Approved
1251-0069		Removal of abandoned PG&E gas valve (8each) and install anodes	6				+4,737	PG&E asked Synergy to remove all abandoned gas valves (8each) PG&E agreed to reimburse SFMTA (\$4,737) through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved

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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	+14,034	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  (CMB 0079 approval - see Trend CN1251 #'s 52 & 65) <b>COMPLETE, NO FURTHER ACTION; CMOD #28</b>	CMOD #28 Approved
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. <b>CLOSED; NO FURTHER ACTION.</b>	
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	10/03/12	+23,993	AT&T requested new conduits to maintain continuity between the 2 vaults. AT&T agreed to reimburse SFMTA (\$23,993) through the Form B process. <b>RE Tracking work on FAR</b>  CMB Agreed contingent on receipt of confirmation letter from AT&T for costs associated with these three trends (CMB 0076 approval - see Trend CN1251 #'s 43 & 80) <b>COMPLETE, NO FURTHER ACTION; CMOD #14</b>	CMOD #14 Approved
1251-0073	08/08/12	082-0073	Additional work to install water and electrical utilities for Flower Stand on Geary west of Stockton	1				+17,966	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. <b>COMPLETE, NO FURTHER ACTION; CMOD #22</b>	CMOD #22 Approved
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. <b>RE Tracking work on FAR</b> (CMB 0074 approval - see Trend CN1251 #'s 50, 67, & 75 also). <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
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. <b>RE Tracking work on FAR</b> (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 78) <b>COMPLETE, NO FURTHER ACTION; CMOD #20</b>	CMOD #20 Approved
1251-0076	08/08/12	082-0076	Adjustment to OCS on Mason Street	2/3	CMB-0082	Agree	10/31/12	+14,988	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. <b>RE Tracking work on FAR</b> (CMB 0082 approval - see Trend CN1251#'s 47, 58 & 78) <b>COMPLETE, NO FURTHER ACTION; CMOD #26</b>	CMOD #26 Approved

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1251-0077	09/12/12	082-0077	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 (\$37,181) through the Form B process. <b>RE Tracking work on FAR</b> CMB agreement contingent upon CMod package to include evidence from all utilities that cost are reimbursable to SFMTA through the Form B process. <b>COMPLETE, NO FURTHER ACTION; CMOD #25</b>	CMOD #25 Approved
1251-0078	09/12/12	082-0078	2	CMB-0082	Agree	10/31/12	+27,645	Several obstructions, i.e. buried concrete, boulders, brick, abandoned utilities were discovered during excavation and installation of OCS poles along Mason and 5th Streets. <b>RE Tracking work on FAR</b> (CMB 0082 approval - see Trend CN1251 #'s 47, 58 & 76) <b>COMPLETE, NO FURTHER ACTION; CMOD #26</b>	CMOD #26 Approved
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 (\$44,530) through the Form B process. <b>RE Tracking work on FAR</b> <b>COMPLETE, NO FURTHER ACTION; CMOD #24</b>	CMOD #24 Approved
1251-0080	09/12/12	082-0080	2	CMB-0076	Agree	10/03/12	+56,806	Unforeseen conditions were encountered during installation of select AT&T vaults including joint trenches leading to these vaults. AT&T agreed to reimburse SFMTA (\$56,805) 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 CN1251 #'s 43 & 72) <b>COMPLETE, NO FURTHER ACTION; CMOD #23</b>	CMOD #23 Approved
1251-0081	09/13/12	082-0081	6	CMB-0107	Agree	02/13/13	+43,882	Contract Plan JT-014 calls for CDF cover on PG&E duct bank. However, PG&E requested to use regular concrete due to heat dissipation problem with CDF. PG&E agreed to reimburse SFMTA (\$43,881) through the Form B process. 12/19/12 - Presented to CMB, direction given to finalize cost and obtain a Form B agreement with PG&E 02/13/13 - Revised CMod presented to CMB. PG&E agreed with negotiated reimbursement amount. <b>COMPLETE, NO FURTHER ACTION</b>	CMOD #24 Approved
<b>Contract 1251 Totals</b>							+3,962,032	<b>Total Changes to the contract in the amount of 3,962,032 represents an UNDERRUN of allocated contingency in the amount of \$1,405,265.32.</b>  <b>Changes that will be Utility Reimbursement credits through the Form B process in the amount of \$1,224,828 will increase the UNDERRUN.</b>  <b>Final Contract Closeout Total \$20,794,581 will be reduce by \$7,618,112 Utility Reimbursement credits for a Final Program cost of \$13,176,469 for CN 1251</b>	

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Contract 1252	COR No.	PCC No.	1252 Change Description	Change Type	CMB Change No.	Configuration Management Board Agree/Disagree	Decision Date	Actual/Forecast	Comments	Contract Modification No.
1252-0001	04/23/12	1	AWSS Conflict w/ Low Pressure Water	6	CMB-0091	Agree to Merit Agree to Cost	10/10/12 01/16/13	+16,907	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. 10/10/12 - Merit info presented to CMB - Agreed 01/16/13 - EE brought to CMB for cost NOT TO EXCEED \$16,900 - Agreed	
1252-0002	04/23/12	2	AWSS Add. Tie-Rods 4th-Harrison	6	CMB-0086	Agree to Merit Agree to Cost	10/10/12 12/19/12	+55,132	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. 10/10/12 - Merit info presented to CMB - Agreed 12/19/12 - EE brought to CMB for cost NOT TO EXCEED \$58,000 - Agreed	
1252-0003	04/23/12	3	AT&T Vault Conflict-4th & Harrison	6	CMB-0092	Agree to Merit Agree to Cost	10/10/12 01/16/13	+16,015	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. 10/10/12 - Merit info presented to CMB - Agreed 01/16/13 - EE brought to CMB for cost NOT TO EXCEED \$21,089 - Agreed 04/01/13 - CM team must obtain in writing from AT&T a utility agreement for cost reimbursement.	
1252-0004	05/18/12	6	PG&E live electrical delays	6	CMB-0088	Agree to Merit Agree to Cost	11/28/12 1/9/2013	+7,402	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. 11/28/12 - Merit info presented to CMB - Agreed 01/09/13 - EE brought to CMB for cost NOT TO EXCEED \$7,600 - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement or cost reimbursement. COMPLETE, NO FURTHER ACTION: CMOD #10 - Final Cost \$7,402.36	CMOD #10 Approved
1252-0005	06/06/12	7	Oil filled pipe @ Launch Box	2	CMB-0093	Agree to Merit Agree to Cost	1/16/13 1/16/13	+9,980	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. 01/16/13 - Merit info presented to CMB - Agreed 01/16/13 - EE brought to CMB for cost NOT TO EXCEED amount \$10,000 COMPLETE, NO FURTHER ACTION; CMOD #05 - Final Cost \$9,979.81	CMOD #5 Approved
1252-0006	04/23/12	8	TIA - Associated w/ COR 001, COR 002, and COR 003	6		Agree to Merit	10/10/12	+269,904	TIA and Overhead Costs related to COR 001, 002 and 003. 10/10/12 - Merit info associated w/COR's 001, 002 & 003 presented to CMB - Agreed. 01/30/13 - Elevation Ladder documentation presented for review of unresolved issue of payment of indirect costs for TIA submittals- COR 008	
1252-0007	06/12/12	9	MOS – Impacts due to SFWD low psi water line	2	CMB-0143	Agree to Merit Agree to Cost	11/06/13	+49,047	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. 11/04/12 - COR Evaluation for No Merit presented to CMB for - Agreed. Contractor did not follow contract specification 02.30.00 and 02.41.00 requiring the Contractor to verify the locations of any City or public service utility company facilities that may be affected by excavation and to ensure no damage to existing underground facilities. 11/06/13 - Merit info presented to CMB - Agreed for partial merit of cost associated with excavating two additional "kill-holes on 06/20/12 & 06/21/12.	

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1252-0008	06/19/12	10	MOS - Demo PGE duct bank / SF City 911 fiber optic line	2	CMB-0094	Agree to Merit Agree to Cost	10/10/12 01/16/13	+4,916	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. 01/09/13 - EE brought to CMB for cost NOT TO EXCEED \$4,919.54 - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. COMPLETE, NO FURTHER ACTION: CMOD #03 - Final Cost 4,915.54	CMOD #3 Approved
1252-0009	07/02/12	11	MOS - Traffic Signal line re-route south headwall	6	CMB-0095	Agree to Merit Agree to Cost	01/16/13	+37,500	After potholing Synergy discovered several traffic lines which were in the proposed location of the south MOS headwall. Traffic Lines re-routed. Merit info presented to CMB - Agreed 01/16/13 - CMB - NOT TO EXCEED \$37,500	
1252-0010	01/00/00	12	MOS - Archaeological Standby North Headwall	2	CMB-0096	Agree to Merit Agree to Cost	12/11/12 01/16/13	+16,893	Upon excavation of the MOS north headwall, BIH's subcontractor Synergy Project Management (SPM) uncovered a layer of "Midden" or Native American debris. 12/11/12 - Merit info presented to CMB - Agreed 01/16/13 - EE brought to CMB for cost NOT TO EXCEED \$7,600 - Agreed COMPLETE, NO FURTHER ACTION: CMOD #06 - Final Cost \$16,892.96	CMOD #6 Approved
1252-0011	07/06/12	13	MOS - SL conduit from PG&E vault @ north headwall	6		Agree to Merit	11/28/12	-0-	Permanent power is required to supply an existing Street Light box north of the MOS N headwall. 11/28/12 - Merit info presented to CMB - Agreed 04/01/13 - CM Team must obtain in writing from PG&E a utility agreement for cost reimbursement.	
1252-0012	06/26/12	15	LB - Pre-Excavation for Slurry Walls	2	CMB-0087	Agree to Merit Agree to Cost	11/28/12 12/19/12	+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. 11/28/12 - Merit info presented to CMB - Agreed 12/19/12 - EE brought to CMB for cost NOT TO EXCEED \$96,000 - Agreed	
1252-0013	07/02/12	17	MOS - Impacts @ North and South Headwalls due to live utilities	6			Agree to Merit Agree to Cost	+43,219	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. 11/21/12 - COR revisited at mtg for clarification the issue is related to CMB action from item 3 - 7/25/12 (Mtg #88) specifically acted on 08/01/12 (CMB Mtg. 89) referred originally as Trend #15. CMB Agreed to No Merit to this contract change. 11/06/13 - Merit info presented to CMB - Agreed to DSC for equipment standby costs for a period of 16 working days. 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$43,219 - Agreed	
1252-0014	Closed	19	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. Closed - Work is done. 07/18/12 - This potential change was brought before the CMB. Board's decision to have DPT perform the work. CLOSED; NO FURTHER ACTION	
1252-0015	06/22/12	20	PROJECT WIDE - Utility Demo limit reduction credit	7				-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. - SFMTA to BIH/SPM "Build per Plan". CLOSED; NO FURTHER ACTION	
1252-0016	04/02/12	21	UMS - Reduced Duration	5	CMB-0073	Agree Cost (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. 08/01/12 - CMB approval condition upon incorporating correctness to backup documentation as required by & documented in CMB mtg. RE to prepare modification. COMPLETE; NO FURTHER ACTION: CMOD #08 - No Cost Change	CMOD #8 Approved

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1252-0017	07/10/12	22	MOS - Asbestos Pipe at north headwall	2	CMB-0090	Agree to Merit Agree to Cost	12/12/12 01/09/13	+5,705	Upon excavation of the MOS north headwall, BIH's subcontractor Synergy Project Management (SPM) uncovered friable asbestos-laden transite pipe. 12/12/12 - Merit info presented to CMB - Agreed 01/09/13 - EE brought to CMB for cost NOT TO EXCEED \$6,000 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #05 - Final Cost \$5,707.05	CMOD #5 Approved
1252-0018	07/10/12	23	MOS - Brick Wall #2 discovered @ north headwall	2				+16,025	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. 11/21/12 - Evaluation of merit presented to CMB - Agreed to No Merit to this contract change.	
1252-0019	08/10/12	26	MOS - Asbestos Pipe at south headwall	2	CMB-0085	Agree to Merit Agree to Cost	12/12/12 01/09/13	+27,630	Transite pipe was discovered during MOS south headwall excavation. 12/12/12 - Merit info presented to CMB - Agreed 01/09/13 EE brought to CMB for cost NOT TO EXCEED \$30,000 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #15 COMPLETE, NO FURTHER ACTION: CMOD#15 - Final Cost \$27,629.64	CMOD #15 Approved
1252-0020	08/10/12	27	MOS - Oil filled pipe at south headwall	2	CMB-0089	Agree to Merit Agree to Cost	12/12/12 01/09/13	+8,226	A pipe containing oil was discovered during MOS south headwall excavation. 12/12/12 - Merit info presented to CMB - Agreed 01/09/13 CMB - NOT TO EXCEED \$8,600 COMPLETE, NO FURTHER ACTION: CMOD #05 - Final Cost \$8,225.68	CMOD #5 Approved
1252-0021	06/19/12	29	MOS - Todco scaffolding reimbursement	2	CMB-0097	Agree to Merit Agree to Cost	12/12/12 01/16/13	+1,718	1252 contract work requires the removal of scaffolding erected by Fine Line Construction, the contractor performing renovations on the Woolf House. 12/12/12 - Merit info presented to CMB - Agreed 01/09/13 - EE brought to CMB for cost NOT TO EXCEED \$1,717 - Agreed COMPLETE, NO FURTHER ACTION: CMOD #03 - Final Cost \$1,717.83	CMOD #3 Approved
1252-0022	Closed	closed	Disputed Work Items - NTP2 vs. NTP3	7				-0-	BIH interpretation of Special Provisions SP-3 NTP2 description includes activities that SFMTA interprets to be within NTP3. These activities include: Ellis Street and Green Street shafts and associated compensation grouting, MOS headwalls and jet grouting, jet grouting at cross passage 5, UMS head walls and jet grouting, OCS removal along Stockton Street from Geary to Ellis, and the TBM retrieval shaft. On April 13, SFMTA released the MOS headwalls and jet grouting, jet grouting at cross passage 5, UMS jet grouting, OCS removal along Stockton Street from Geary to Ellis, and preparatory and utility work necessary for the construction of the retrieval shaft. CLOSED; NO FURTHER ACTION.	
1252-0023	05/30/12		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. 05/20/12 - CM Team comment: Synergy traded this COR with SFMTA for shallow Force Main Installation. CLOSED; NO FURTHER ACTION.	
1252-0024	Closed	closed	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	04/23/12	5	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	Closed	closed	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. CLOSED; NO FURTHER ACTION.	

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1252-0027	Closed		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. CMB - 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 FURTHER ACTION.	
1252-0028	Closed		LB - SPTC delays due to concrete encased 8" sewer	2				-0-	Closed. Combined with COR 015. 07/25/12 - Verbal information presented to CMB as a potential change. CLOSED NO FURTHER ACTION	
1252-0029	08/06/12	18	MOS - South Headwall re-design	1				+145,000	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. 04/17/13 - Elevation Ladder of unresolved issue of End Stops presented to CMB - COR 018 09/18/13 - Contractor has submitted a Contract Claim No. 1 Permanent End Stops at MOS Headwall for \$169,379.17. CMB directed the CM Team to draft a letter rejecting the claim.	
1252-0030	08/02/12	24	Ellis - Utility demolition	3	CMB-0135	Agree to Merit Agree to Cost	12/6/2012 10/09/13	+35,628	BIH says that no utilities were shown at Ellis; however, Reference Drawing UE-126 shows utilities. 12/06/12 - Merit info presented to CMB - Agreed 10/09/13 - Engineers Cost Comparison brought to CMB for cost NOT TO EXCEED \$35,628.22 - Agreed	
1252-0031	Closed		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. CLOSED; NO FURTHER ACTION.	
1252-0032	08/07/12	28	Ellis asbestos abatement	2		Agree to Merit	12/06/12	-0-	A steam line containing asbestos was discovered during potholing at the Ellis Street Shaft. 12/06/12 - Merit info presented to CMB - Agreed 01/10/13 - CM Comment - To be paid out of Environmental Mitigation allowance GE-8.	
1252-0033	-	30	LB - Class 1 Hazardous Material Haul off	2				+198,276	BIH trucking costs for Class 1 haul off generated at staging yard. Also see COR 054 regarding Class 1 Haz material haul off for Phase 2. 09/18/13 - Contractor has submitted a Contract Claim No. 2 Haz Mat Removal - Caltrans site (COR 30, 45 & 75) for 708,929.00 CMB directed the CM Team to draft a letter rejecting the claim.	
1252-0034	01/00/00	70	LB - Jet Grout Quantity Overrun	4	CMB-0115	Agree to Merit Agree to Cost	03/20/13 04/03/13	+599,900	The contract drawings call for the contractor to determine the extent of jet grouting at the launch box. Bid Item ES-3 has an estimated quantity of 2,831 CY of in-situ treated ground. The Contractor has currently installed 3,929 CY of Soilcrete (Jet Grout) for ground treatment. This translates to an additional quantity of 1,098 CY of ground treatment beyond the quantity listed for Bid Item ES-3. By subtracting 241 CY for the "scallop" portion of the columns the total is 857 CY. 03/20/13 - Merit info presented to CMB - Agreed 04/03/13 - EE brought to CMB for cost NOT TO EXCEED \$599,900 - Agreed	
1252-0035	01/00/00	unsubmitted	Utility Removal UD-304 and UD-503	6				-0-	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	05/17/12	35	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. 12/06/12 - Evaluation of merit presented to CMB - Agreed to No Merit for this change.	

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1252-0037	01/00/00	unsubmitted	DPW permitting potential impacts	7				-0-	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	05/30/12	38	Manhole in West Guidewall Footprint	3	CMB-0101	Agree to Merit Agree to Cost	12/05/12 01/23/13	+3,821	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. 12/05/12 - CMB agreed with Evaluation of Merit 01/23/13 - EE brought to CMB for cost NOT TO EXCEED \$4,052.17 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #12 - Final Cost \$3,820.84	CMOD #12 Approved
1252-0039		unsubmitted	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. CLOSED; NO FURTHER ACTION.	
1252-0040	08/23/12		PCC No.1 - Revisions to Moscone North Headwall Elevation (Top)	1	CMB-0099	Agree to Cost	01/16/13	+20,358	SFMTA initiated change to revise headwall elevations to facilitate a change in the roof elevation of MOS station. 01/16/13 CMB - NOT TO EXCEED \$20,500 COMPLETE, NO FURTHER ACTION: CMOD #07 - Final Cost \$20,358.23	CMOD #7 Approved
1252-0041	08/23/12		PCC No. 2 - Revisions to UMS Headwall Concrete and Reinforcement Limits	1				-0-	SFMTA initiated change to revise UMS headwall concrete and reinforcement limits to provide a cost savings. 08/29/12 - Revised PCC presented to CMB CLOSED; NO FURTHER ACTION	
1252-0042	08/24/12	31	Retrieval Shaft - Unmarked 12" Steel Pipe	2	CMB-0108	Agree to Merit Agree to Cost	01/02/13 02/27/13	+1,200	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. 01/02/13 - Merit info presented to CMB - Agreed 02/27/13 - EE brought to CMB for cost NOT TO EXCEED \$1,250 - Agreed 04/01/13 - No reimbursement from SFWD. COMPLETE; NO FURTHER ACTION: CMOD #13 - Final Cost \$1,200	CMOD #13 Approved
1252-0043	08/31/12	32	LB - Panel W29 Wood Pile	2		Agree to Merit	11/28/12	+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. 11/28/12 - Merit info presented to CMB - Agreed 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$41,961 - Agreed	
1252-0044	09/04/12	33	Ret Shaft - 20" Water Line Conflict	2		Agree to Merit	11/14/12	-0-	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 some merit of this COR, element of change not define clearly. RE will proceed with scoping the work. CLOSED; NO FURTHER ACTION	
1252-0045	09/11/12	34	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. 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$41,961 - Agreed	
1252-0046	01/00/00	36	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. CLOSED; NO FURTHER ACTION	

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1252-0047	01/00/00	37	UMS - 12" steel pipe removal	3	CMB - 0132	Agree to Merit Agree to Cost	6/5/2013 08/28/13	+3,379	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. 06/05/13 - Merit info presented to CMB - Agreed 08/28/13 - EE brought to CMB for cost NOT TO EXCEED \$3,379.19 - Agreed	
1252-0048	09/07/12	39	MOS - 16" Steel Pipe removal @ northeast headwall	3	CMB-0102	Agree to Cost	01/23/13	+2,952	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. 01/23/13 - EE brought to CMB for cost NOT TO EXCEED amount \$2,951.99 - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. COMPLETE; NO FURTHER ACTION: CMOD #14 - Final Cost \$2,951.99	CMOD #14 Approved
1252-0049	01/00/00	40	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'. Closed due to improper notification. CLOSED; NO FURTHER ACTION	
1252-0050	05/18/12	41	LB - Impacts due to live PG&E electrical lines (Synergy)	6	CMB-0098	Agree to Merit Agree to Cost	01/16/13	+1,217	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. 01/13/13 - CMB agreed with Evaluation of Merit 01/16/13 - EE brought to CMB for cost NOT TO EXCEED \$1,245 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. COMPLETE; NO FURTHER ACTION: CMOD #10 - Final Cost \$1,216.60	CMOD #10 Approved
1252-0051	01/00/00	executed	Contract Amendment No. 2	1				(3,040,713)	COMPLETE; NO FURTHER ACTION: CMOD #02	CMOD #2 Approved
1252-0052	08/17/12	42	LB - Panel W25 Wood Pile	2		Agree to Merit	11/28/12	+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. 11/28/12 - Evaluation of merit presented - CMB agreed 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$42,894 - Agreed	
1252-0053	08/22/12	43	LB - Panel W30 Wood Pile	2		Agree to Merit	11/28/12	+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. 11/28/12 - CMB agreed with Evaluation of Merit 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$14,197 - Agreed	
1252-0054	09/19/12	44	MOS - 16" steel pipe removal @ southeast headwall	3	CMB-0109	Agree to Merit Agree to Cost	12/06/12 02/27/13	+1,600	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. 12/06/12 - CMB agreed with Evaluation of Merit 02/27/13 - EE brought to CMB for cost NOT TO EXCEED \$1,800 - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. COMPLETE, NO FURTHER ACTION: CMOD #14 - Final Cost \$1,600	CMOD #14 Approved
1252-0055	06/09/12	45	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. 04/01/13 - CM team must obtain in writing from AT&T a utility agreement for cost reimbursement. 09/18/13 - Contractor has submitted a Contract Claim No. 2 Haz Mat Removal - Caltrans site (COR 30, 45 & 75) for 708,929.00. The CMB directed the CM Team to draft a letter rejecting the claim.	

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1252-0056	09/25/12	46	UMS - Unmarked steel pipes (6", 12", 14") / Duct Bank	6	CMB-0103	Agree to Merit Agree to Cost	12/06/12 01/23/13	+7,475	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. 12/06/12 - CMB agreed with Evaluation of Merit 01/23/13 - EE brought to CMB for cost NOT TO EXCEED \$7,461 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #16 - Final Cost \$7,475.28	CMOD #16 Approved
1252-0057	09/25/12	47	Ret Shaft - unmarked 10" steel pipe/duct bank	6	CMB-0104	Agree to Merit Agree to Cost	12/06/12 01/23/13	+2,108	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. 12/06/12 - CMB agreed with Evaluation of Merit 01/23/13 - CMB - Not to Exceed \$2,201 04/01/13 - No reimbursement from SFWD COMPLETE; NO FURTHER ACTION: CMOD #13 - Final Cost \$2,108.04	CMOD #13 Approved
1252-0058	09/28/12	48	UMS - 3'x5' brick sewer at south headwall	6	CMB-0114	Agree to Merit Agree to Cost	12/06/12 03/13/13	+11,675	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. 12/06/12 - CMB agreed with Evaluation of Merit 03/13/13 - EE brought to CMB for cost NOT TO EXCEED \$12,474.65 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #16 - Final Cost \$11,675.00	CMOD #16 Approved
1252-0059	01/00/00	49	Ret Shaft - Tree trimming debris haul off	7				-0-	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. CLOSED; NO FURTHER ACTION.	
1252-0060	10/10/12	50	Ret Shaft - 12" steel pipe removal at Union/Columbus	6	CMB-0110	Agree to Merit Agree to Cost	12/12/12 02/27/13	+2,200	On October 4th 2012, the Contractor discovered and removed a 12" Steel pipe at the intersection of Union Street and Columbus Avenue. Removal and disposal of the steel pipe was necessary in order to complete the proposed sewer re-location work near the Retrieval Shaft. Sewer work included the construction of a manhole which had been positioned in the field to avoid an existing MUNI duct bank. 12/12/12 - CMB agreed with Evaluation of Merit 02/27/13 - EE brought to CMB for cost NOT TO EXCEED \$2,600 - Agreed 04/01/13 - No reimbursement from SFWD COMPLETE; NO FURTHER ACTION: CMOD #13 - Final Cost \$2,200	CMOD #13 Approved
1252-0061	10/11/12	51	Ret Shaft - Elevation design conflict (30" low psi water / sewer)	3	CMB-0123	Agree to Merit Agree to Cost	03/13/13 7/10/2013	+13,386	03/13/13 - Merit info presented to CMB - Agreed 07/10/13 EE brought to CMB for cost NOT TO EXCEED \$21,100.	
1252-0062	09/07/12	53	Chinatown - Night drilling for instrumentation	7				-0-	Closed.	
1252-0063	-	54	LB Class 2 Hazardous Material Haul Off (Phase 2)	2				+110,967	BIH trucking costs for Class 1 haul off generated at staging yard. Also see COR 030 regarding Class 1 Haz material haul off for Phase 1.	
1252-0064	10/10/12		PCC No. 4 - Ret shaft sewer pipe material change	1				-0-	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. CLOSED; NO FURTHER ACTION	
1252-0065	12/18/12		PCC No. 8 - UMS - Tree Removal	1				-0-	SFMTA is directing removal of a tree at the northeast corner of Stockton and O'Farrell St. CLOSED; NO FURTHER ACTION	
1252-0066	10/10/12		PCC No. 5 - Ret Shaft Water Dist. Pipe Material Change	1				-0-	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. CLOSED; NO FURTHER ACTION	

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1252-0067	10/26/12	58	Ret Shaft - Additional 10" steel pipe removal	6	CMB-0111	Agree to Merit Agree to Cost	12/12/12 02/27/13	+700	Work is a continuation of work performed in COR 047. 12/12/12 - CMB agreed with Evaluation of Merit 02/27/13 - EE brought to CMB for cost NOT TO EXCEED \$860.85 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #13 - Final Cost \$700	CMOD #13 Approved
1252-0068	10/10/12	PCC 3	PCC No. 3 - General Detour Signage	1	CMB-0113	Agree to Cost	10/03/12 02/27/13	-0	Full closure of Stockton Street at Union Square was not anticipated under the 1252 Contract. The implementation of detour signage associated with the full closure of Stockton Street was to occur under the 1300 Contract. After the award of the 1252 Contract it was decided that a full closure of Stockton could be implemented to help reduce the headwall construction durations. As a result of the full closure the City Traffic Engineer has requested that a portion of the 1300 detour signs be installed now under the 1252 Contract to help alleviate traffic congestion and provide better detour signage around Union Square. -0- 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. 02/27/13 - Cost presented to CMB - Agreed to NTE \$6,152.60 CLOSED; NO FURTHER ACTION	
1252-0070	01/00/00	unsubmitted	Full Closure of 4th Street	1				TBD	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	11/07/12	61	LB - Panel P-17 Buried Obstruction	2	CMB-0125	Agree to Merit	01/02/13	+377	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. 01/02/13 - CMB agreed with Evaluation of Merit. 07/24/13 - CMB agreed to cost of reconciliation change - NTE \$1,100 - Agreed	
1252-0072	11/14/12	62	LB - Panel P-9 Buried Obstruction	2		Agree to Merit	01/23/13	+150,000	CJA-NCC discovered a buried obstruction while excavating slurry diaphragm wall panel P-9 at the Launch Box location. 01/02/13 - Presented to CMB for merit, CMB did not agree. CMB suggested inspector's daily tags as backup or reference the tag numbers in the write-up when force account work is involved. 01/23/13 - Revised write up presented CMB agreed with Evaluation of Merit. 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$41,588 - Agreed	
1252-0073	11/08/12	63	UMS - 48" Steel Pipe @ southwest headwall	2		Agree to Merit	1/23/13		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. 01/02/13 - Presented to CMB for merit, CMB did not agree. CMB suggested inspector's daily tags as backup or reference the tag numbers in the write-up when force account work is involved. 01/23/13 - Revised write up presented CMB agreed with Evaluation of Merit COR has been changed to PCC09. CLOSED; NO FURTHER ACTION	
1252-0074	11/16/12	65	LB - Panel P-12 Buried Obstruction	2		Agree to Merit	01/23/13	+150,000	CJA-NCC discovered a buried obstruction (water main) while excavating slurry diaphragm wall panel P-12 at the Launch Box location. 01/02/13 - Presented to CMB for merit, CMB did not agree. CMB suggested inspector's daily tags as backup or reference the tag numbers in the write-up when force account work is involved. 01/23/13 - Revised write up presented; CMB agreed with Evaluation of Merit. 11/06/13 - EE brought to CMB for cost NOT TO EXCEED \$40,523 - Agreed	
1252-0075	11/19/12	66	Retrieval Shaft - Unmarked 12" Steel Pipe	2	CMB-0112	Agree to Merit Agree to Cost	01/23/13 02/27/13	+3,700	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. 01/23/13 - Merit info presented to CMB - Agreed 02/27/13 - EE brought to CMB for cost NOT TO EXCEED amount \$3,800 04/01/13 - No reimbursement from SFWD COMPLETE; NO FURTHER ACTION: CMOD #13 - Final cost \$3,700	CMOD #13 Approved

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1252-0076	11/19/12	67	LB - Panel P-10 Buried Obstruction	2		Agree to Merit	01/23/13	+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. 01/02/13 - Presented to CMB for merit, CMB did not agree. CMB suggested inspector's daily tags as backup be attached or reference the tag numbers in the write-up when force account work is involved. 01/23/13 - Merit info presented to CMB - Agreed 01/29/13 - EE brought to CMB for cost NOT TO EXCEED \$10,000 - Agreed	
1252-0077	12/21/12		PCC 7 PCC No. 7 - BART Temporary Annex Wall	1	CMB-0106	Agree to Cost	01/30/13	+15,500	SFMTA is requesting Contractor construct temporary wall for Bart Annex for SFMTA use. 01/30/13 - NOT TO EXCEED Amount \$15,380 COMPLETE; NO FURTHER ACTION: CMOD #11 - Final Cost \$15,500	CMOD #11 Approved
1252-0078	12/28/12		PCC 9, FA CO 1 PCC No. 9 - UMS Headwall - Unknown Buried Pipe	1	CMB-0100	Agree to Merit Agree to Cost	01/16/13 01/16/13	+55,666	Related to COR 063. SFMTA instructed BIH to perform investigation into the 48" diameter steel pipe as it is a Differing Site Condition. 01/30/13 01/16/13 - EE brought to CMB for cost NOT TO EXCEED amount \$75,000 04/01/13 - CM team must obtain in writing from AT&T a utility agreement for cost reimbursement. COMPLETE; NO FURTHER ACTION: CMOD #04	CMOD #4 Approved
1252-0079	01/09/13		PCC 10 PCC No. 10 - Relocation of TBM Retrieval Shaft - Excludes Button Up Costs	1					Modify Bid Item ST-4 (Construction of Base Bid Permanent Retrieval Shaft) and ES-4 (Ground Treatment at Retrieval Shaft Breakouts) to relocate the TBM Retrieval Shaft to 1731-1741 Powell Street - (Excludes Utility Button Up and Site Restoration) 01/09/13 - Draft PCC10 presented to CMB for Contractor Design Activity to be paid on Force Account. NTE value \$20K presented to CMB as a draft copy, final copy distributed to the Contractor increased to \$50K. 02/20/13 - COST IS NOT REFLECTED HERE - SCOPE IS FUNDED BY OTHER CPT 690 \$\$\$\$ 03/06/13 - Cost proposal received from BIH. SFMTA will develop a detail estimate of what is believed to be the scope of work. 03/13/13 - PCC 10 presented for CMB change approval of \$50K NTE amount to perform design activities. CMB requested CM team return with a more detailed estimate, Contractor's cost proposal of the bulleted items as listed on the PCC and backup documentation as evidence of work completed by the Contractor.	
1252-0080	12/19/12	0	Segment Measuring Frequency	7				(1,300,000)	RFI 203.1 - In light of gauging frequency, and the difficulties of erecting a ring with cast in gaskets, BIH JV alternately proposes to assemble a ring on the Master ring at an interval of every 500th ring cast. The assembled ring would be comprised of randomly selected segments, or segments chosen by the Engineer.	
1252-0081	09/09/12	0	F21 and Old Navy Instrumentation Proposal	7				-0-	Wang Technology is proposing instrumentation changes to the Liquid Level Sensors and Tilt Beams in the basements of Old Navy and Forever 21.	
1252-0082	01/14/13	68	UMS - AT&T Vault Walkway @ N Headwall	2		Agree to Merit	01/16/13	+2,000	SPM discovered an walkway at the UMS north headwall. This walkway is located at the UMS north headwall and connects the south AT&T vault, located within the utility demolition limits, to an north AT&T, located outside of the utility demolition limits. SPM proposes to construct 3'x5' wall to the extents 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. 01/16/13 - CMB recommendation Contractor/Sub-contractor proceed on Force Account with a "Not to Exceed Amount" \$2K. 04/01/13 - CM team must obtain in writing from AT&T a utility agreement for cost reimbursement. COMPLETE; NO FURTHER ACTION: CMOD #16 - Final Cost \$2,000.00	CMOD #16 Approved

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1252-0083	11/08/12	69	UMS - Shoring Impacts due to 48" ATT Pipe at SW Headwall	2				-0-	On or about 10-25-13, BIH/Synergy were installing sheet piles at the UMS SW head wall to demolish the existing basement wall in conflict with the head wall construction per contract requirements. During the driving of the sheet piles, Synergy struck a buried object which was later identified as a 48" Diameter steel pipe. See PCC 9 and 11. Synergy thought they were hitting a buried tie-back which was shown on the contract drawings. Synergy did not know at the time that they were hitting a buried 48" pipe. After hitting the buried object, Synergy installed additional sheet piles and enlarged the excavation area in order to clear the buried object and drive the sheet piles to the minimum embedment depth. Due to the larger excavation, Synergy is claiming impacts as a result of encountering this DSC including shoring revisions and for installing additional sheets. 06/05/13 - CM TEAM NOTES: COR 069 reopened by BIH to cover cost for enlarging excavation due to encountering the 48" buried pipe. Previously COR 069 was to cover capping and removal of the pipe until it was changed to PCC 11. CLOSED; NO FURTHER ACTION.	
1252-0084	01/24/13		PCC No. 11 - UMS – Cap and Remove 48" Steel pipe	1	CMB-0105	Agree to Cost	1/23/13	+99,449	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. This PCC is to complete removal of pipe @ S. Headwall and Investigate and remove pipe if necessary @ the North headwall. 01/30/13 - EE brought to CMB for cost NOT TO EXCEED amount \$150,000 - Agreed 04/01/13 - CM team must obtain in writing from AT&T a utility agreement for cost reimbursement. COMPLETE; NO FURTHER ACTION: CMOD #09	CMOD #9 Approved
1252-0085	01/24/13	71	LB – Ramp Excavation Obstructions	2	CMB 0133	Agree to Merit Agree to Cost	4/3/2013 09/25/13	+5,594	BIHJV encountered numerous groups of wood piles while performing excavation of the Launch Box ramp. The wood piles are approximately 16"+ in diameter and are located along the north and south perimeter walls of the Launch Box ramp excavation area. 01/30/13 - CMB did not agree with merit of change suggestion the RE negotiate w/Contractor for another concession. 04/03/13 - COR merit evaluation presented to CMB again due to a greater number of obstruction encountered. CMB - Agreed to Partial Merit. 09/25/13 - EE brought to CMB for cost NOT TO EXCEED amount \$5,700.	
1252-0086	02/08/13	72	Ellis Shaft Jet Grout Obstruction	2				-0-	On February 6th, 2013, CJA/NCC was drilling column R3 of the Ellis Shaft and reported hitting an obstruction 52ft below existing grade. The obstruction reportedly caused the jet grout monitor to shear off. At this time it is not known what the obstruction is or if it caused the monitor to be sheared off. CLOSED; NO FURTHER ACTION	
1252-0087	02/14/13	73	MOS - 16" Pipe removal @ NE Headwall	2	CMB-0118	Agree to Merit Agree to Cost	3/13/2013 05/08/13	+940	BIH-JV's subcontractor, Synergy, encountered an abandoned 16" pipe while installing the 12" waterline at the north headwall of Moscone. The pipe was at the same elevation as the new 12" waterline and therefore needed to be removed to facilitate the installation of the new 12" waterline. 03/13/13 - Merit info presented to CMB - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. 05/08/13 - CMB agreed to cost of reconciliation of change on FA - NTE \$989.00 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #17	CMOD #17 Approved
1252-0088	NA		Whole Foods - Unknown brick obstruction in Comp Grout Trench	0				-0-	BIH has decided not to submit a COR as production was not significantly impacted. CLOSED; NO FURTHER ACTION	
1252-0089	03/11/13	75	Hazardous Waste Disposal Denial - Spoils Containment Cost Impacts	7				+326,971	BIH submitted change order request (COR) 030 seeking reimbursement for the demonstrated additional costs of excavating, handling and disposing of excavated material found to contain hazardous material to a permitted landfill over that which can be disposed of at an unregulated dump site. The SFMTA refused reimbursement for such costs under the hazardous waste bid item allowance. As a result of this determination, BIH is modifying its approach to the construction and handling operations of tunnel spoils generated during tunneling operations. 09/18/13 - Contractor has submitted a Contract Claim No. 2 Haz Mat Removal - Caltrans site (COR 30, 45 & 75) for 708,929.00 CMB directed the CM Team to draft a letter rejecting the claim.	

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1252-0090	03/08/13	76	MOS - 16" Pipe removal @ SE Headwall	2	CMB-0119	Agree to Merit Agree to Cost	03/20/13 05/08/13	+1,116	BIH-JV's subcontractor, Synergy, encountered an abandoned 16" pipe while installing the 12" waterline at the south headwall of Moscone. The pipe was at the same elevation as the new 12" waterline and therefore needed to be removed to facilitate the installation of the new 12" waterline. 03/20/13 - Merit info presented to CMB - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. 05/08/13 - CMB agreed to cost of reconciliation of change on FA - NTE \$1,116.00 - Agreed COMPLETE; NO FURTHER ACTION: CMOD #17 - Final Cost \$1,116.00	CMOD #17 Approved
1252-0091	03/06/13	77	Comp Grout - WFB-5 Drilling Obstruction	2	CMB-0126	Agree to Merit Agree to Cost	04/03/13	+6,126	On March 06,2013, BIHJV encountered a potential Differing Site Condition (DSC) while drilling the compensation grouting hole WFB-5 located at Whole Foods and more precisely at CTL Station 160+38. This potential DSC consists of an obstruction located at a depth of 9' below grade which prevented CJA-NCC from drilling any further. 04/03/13 - Merit info presented to CMB - Agreed 07/24/13 - CMB agreed to cost of reconciliation change - NTE \$6,125.93 - Final Cost \$1,116.00	
1252-0092	03/07/13	78	Comp Grout - WF & ATT	2		Agree to Merit	3/20/13	-0-	BIHJV encountered multiple potential Differing Site Conditions (DSC's) of varying dimensions while excavating the compensation grouting trench for the drill holes located at Whole Foods and AT&T. 03/20/13 - Merit info presented to CMB - CMB agreed there was No Merit for this contract change. 05/24/13 - CM Team update - Contractor no longer pursuing due to failure to provide proper notification. CLOSED; NO FURTHER ACTION.	
1252-0093	03/07/13	79	Comp Grout - Old Navy	2	CMB-116	Agree to Merit Agree to Merit (addl) Agree to Cost	03/20/13 04/24/13 04/26/13	+259,372	BIHJV encountered a potential Differing Site Condition (DSC) while sawcutting the pavement for the compensation grouting holes located at Old Navy. The original design was to drill the compensation grout holes between two existing PG&E lines. It was discovered in the field that there is not enough clearance between the existing PG&E lines for the original design to be possible and multiple other potential DSCs were also encountered including, but not limited to, tile duct banks, concrete of unknown contents, and steel pipes. 03/20/13 - Merit info presented to CMB - Agreed 04/01/13 - CM team must obtain in writing from PG&E a utility agreement for cost reimbursement. 04/24/13 - Addl info presented for rationale for Contractor to demob and remob drill rig due to insufficient clearance between existing PG&E lines to drill the grout holes - Agreed 04/26/13 - COR presented at a special CMB mtg to notifying CMB of need to have Contractor perform work on FA4 for a NTE amount of \$70K. 05/15/13 - Addl request for funds to cover (Inefficiencies) - agreed for a not to exceed amount	
1252-0094	03/12/13	80	MOS - Asbestos Wrapped 20" water line @ Headwalls	2		Agree to Merit	04/03/13	-0-	BIHJV's subcontractor, Synergy Project Management was performing the installation of low pressure water distribution piping at the Moscone north headwall and discovered an unknown material wrapping around the existing 20" waterline which appeared to contain asbestos material. 04/03/13 - Merit info presented to CMB - Agreed 07/10/13 - CM Comment - To be paid out of Environmental Mitigation allowance GE-8.	
1252-0095	03/11/13	81	12" Waterline Tee Connection Location (MOS South)	2		Agree to Merit	04/03/13	+3,001	BIHJV's subcontractor, Synergy Project Management, encountered a potential Differing Site Condition (DSC) upon exposing the tie-in point for the 12" waterline at the south headwall of Moscone. The potential DSC consists of two 45 degree elbows in the existing 12" waterline at the point of the tee connection. SFWD has surveyed the field conditions and indicated that the tee connection will need to be moved to the west. 04/03/13 - Merit info presented to CMB - Agreed COMPLETE; NO FURTHER ACTION: CMOD #17 - Final Cost \$3,000.00	CMOD #17 Approved
1252-0096	03/13/13	82	MOS 20" Conflict with 16" AWSS @ South Headwall	2				+50,000	Upon exposing the existing 20" waterline at the south headwall of MOS, in preparation for installing the new 20" waterline shown on WD-403 and amended by RFI 0155, BIHJV's subcontractor Synergy Project Management encountered a potential DSC. The potential DSC consisted of a crossing conflict between the new 16" AWSS, the new 20" waterline, and the existing 6" PE gas. These three utilities cross at multiple locations however the existing depths are roughly the same.	

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1252-0097	03/19/13	83	Ellis Shaft Concrete Obstruction	2	CMB-127	Agree to Merit Agree to Cost	04/17/13 07/24/13	+1,420	During excavation for the Ellis Street Shaft, BIHJV's subcontractor, CJA-NCC, encountered a concrete obstruction at approximately 10 feet below grade. CJA-NCC spent 4 hours removing the obstruction. 04/17/13 - Merit info presented to CMB - Agreed 07/24/13 - CMB agreed to cost of reconciliation change - NTE \$1,424.52 - Agreed	
1252-0098	03/16/13	84	Crate & Barrel Water Intrusion	2				-0-	Water was discovered seeping into the Crate & Barrel basement in concert with secant pile installation at Pile #SRV-A. At the time, pile excavation was approximately 90 feet deep. BIHJV's subcontractor, CJA-NCC, stopped pile installation and placed lean concrete within the pile excavation. This allowed them to continue secant pile construction on other piles until which time SFMTA could provide appropriate mitigation for the water leak. 07/03/13 - CM Teams merit denied, notice not received within 7 days. CLOSED; NO FURTHER ACTION	
1252-0099	04/05/13		PCC No. 12 - Modifications to Tunnel Alignment at Market Street	1	CMB-131	Agree to Merit Agree to Cost (Conditionally)	08/14/13 08/14/13	+292,000	IFB Tunnel Profile conflicts with micro-piles installed under Contract 1251. Tunnel Profile needs to be revised (lowered) such that TBM and Tunnel structure is below previously installed micro-piles. Contractor shall revise compensation grouting design to conform to Contract requirements given the revised tunnel alignment. 04/03/13 - CMB agreed to Micropile profile change being forwarded to the Contractor. 04/10/13 - Updated alignment was presented superseding 04/03/10 version - (lowered 4.9%) 04/10/13 - Original Contractor submittal needs to be evaluated to verify the new alignment has been incorporated. 08/14/13 - Merit Evaluation and PCC 12 Cost NTE (Construction portion) was presented to the CMB for approval. The CMB agreed to merit contingent upon verification signature by the Designer (DP1) of additional work and cost associated with the change. NTE Value \$41,470.01 - Agreed	
1252-0100	03/26/13	85	SFWD Impacts at MOS North	2				+345,600	BIHJV's subcontractor CJA-NCC is in the process of constructing the Moscone Station headwalls, the sequence of construction is such that it requires the 12" and 20" waterlines on the eastside of 4th street to be rerouted prior to completing the headwalls. In accordance with the Contract the San Francisco Water Department (SFWD) is responsible for completing the waterline reroutes (chlorination and tie-in) in a specified duration. BIHJV claims the SFWD failed to complete this work in the contractual durations. As a result, BIHJV claims the headwall construction operation has been incurring stand by costs. 04/10/13 - Item reviewed at CMB meeting during review of Trend/Change Log COR's. CM team contends this is not a valid change and will reject the Contractor's claim of merit.	
1252-0101	01/28/13	87	Cross Passage 5 - Value Engineering Change Proposal	5				(2,674)	As indicated in Contract Drawing No. ES-144, ground treatment for the excavation of CP5 was anticipated to be performed using jet grouting methods. BIHJV proposes to perform ground freezing from within the tunnels as an alternative ground treatment methodology, thereby avoiding the need to disrupt and impact the public by occupying 4th Street for an extended period. 04/24/13 - Item reviewed at CMB during review of Trend/Change Log COR's. CMB suggested a credit from the Contractor should be received for Bid Item ES-5. In addition suggested a minimal review of the BIH's proposed ground freezing method be done by the PB.	

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1252-0102	04/09/13		UMS - Secant Pile SRV-J Obstruction DSC	2					BIHJV's subcontractor, CJA-NCC, encountered a potential Differing Site Condition (DSC) while drilling for UMS Secant Pile #SRV-J. The DSC consists of what appears to be an abandoned utility pipe located approximately 10 feet deep. 04/24/13 - Information presented to CMB during review of Trend Log. CM Team states COR merit will be rejected due to notification of change not met in timely manner per the contract docs. 05/24/13 - CM Team update - Contractor no longer pursuing due to untimely notification of event. CLOSED; NO FURTHER ACTION.	
1252-0103	04/18/13	88	SFWD Impacts at MOS South	2					BIHJV's subcontractor CJA-NCC is in the process of constructing the Moscone Station headwalls, the sequence of construction is such that it requires the 12" and 20" waterlines on the eastside of 4th street to be rerouted prior to completing the headwalls. In accordance with the Contract the San Francisco Water Department (SFWD) is responsible for completing the waterline reroutes (chlorination and tie-in) in a specified duration. BIHJV claims the SFWD failed to complete this work in the contractual durations. As a result, BIHJV claims the headwall construction operation has been incurring stand by costs. 05/08/13 - Information presented to CMB during review of Trend Log. CM Team states COR will be rejected due to no merit. This item is not on the critical path. 06/17/13 - Contractor no longer pursuing. CLOSED; NO FURTHER ACTION.	
1252-0104	06/06/13		PCC 13 - SFWD Excavation, Support and Backfilling	1	CMB-0122 CMB 0128	Agree to Cost Agree to Addl Cost	6/19/13 08/09/13	+20,000	Excavation, support and restoration work at two locations required to facilitate fitting/valve installation work by the San Francisco Water Department. Installation of valves are to facilitate fire service connection crossover and cutting off of the existing water main. The existing water main is in the footprint of the UMS station piles and is to be abandoned. 06/05/13 - CMB agreed to change required; work must be completed sometime in June 2013 06/19/13 - Cost estimate presented; CMB agreed for a NTE of \$20K 08/07/13 - CMB viewed the estimate requesting the narrative be rewritten to tell the entire story of what has generated the change. 08/09/13 - Special CMB Mtg to clarify direction and approval to proceed with direction to the Contractor on extra work contained in PCC 13 (Macy's Backflow work). CMB approved additional work and scope for a NTE value of \$14,100 for a total change value of \$34,100 COMPLETE; NO FURTHER ACTION: CMOD #18	CMOD #18 Approved
1252-0105	05/30/13	90	Abandoned Well at MOS Panel N-4	2				+450,000	BIHJV's subcontractor, CJA-NCC, discovered an obstruction that appears to be an abandoned monitoring well within the Moscone Slurry Wall Panel "N-4". Contractor claims impacts resulting from this alleged DSC include, but are not limited to, excavation inefficiency, the required backfilling of the panel with lean concrete on multiple occasions, and re-excavations of the panel. 06/19/13 - Information presented to CMB during review of Trend Log. CM Team states COR will be rejected due to several reasons of "no merit "	
1252-0107	12/13/12	92	Credit - North headwall panel N-2 at Moscone	7				(4,943)	During installation of the reinforcement cage at panel N-2 at the Moscone North Headwall a 1-inch dia. Polyester sling used for lifting could not be detached from the reinforcement cage. The slings were then casted in-place. SFTMA requested a credit CO for the CN 1300 contractor to demolish the concrete and slings and replace the structural concrete. 07/10/13 - NCR condition of the wall be provided in order to prepare engineer's estimate for credit amount. CLOSED; NO FURTHER ACTION.	
1252-0108	04/11/13	91	Credit - Secant pile SRV-H, UMS south headwall	7				(263)	During concrete placement, the dummy steel beam that was used to hold down the secant pile steel beam reinforcement for pile SRV-H @ the UMS south headwall could not be removed and was poured in-place. SFTMA requested a credit CO for the CN 1300 contractor to demolish this beam between El. 16.66' and the beam top. CLOSED; NO FURTHER ACTION.	

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1252-0109	09/24/12	93	Credit - 65 feet of water pipe not installed at MOS	7				+86,882	Contract Drawings WD-403 & WD-404 shows the 20" low pressure water line cutting through an area in the intersection where the joint trench is in the way. BIHJV's subcontractor, Synergy Project Management, with SFMTA's concurrence, installed the water line tie-in per a configuration which resulted in approximately 65' less line required to be installed. SFTMA requested a credit CO to eliminate 65' of the line.	

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1252-0110	02/06/13	94	Credit - Switching of the 12" and 20" lines at MOS	3				(30,466)	It was discovered that the field locations of the 12" water line and 20" water line were actually "switched" from the location shown in contract drawing WD-402 Rev.0. SFMTA requested a credit CO as less 20" water line was required to be installed than was originally anticipated.
1252-0111	07/16/13	95	Green St Shaft – Design Cost Impacts for Jet Grout	7				-0-	BIHJV: "BIH and CJA-NCC are in receipt of the SFMTA's revised submittal review comments for Submittal No 31.43.14-003 (review cycle 3) dated July 10, 2013, where the SFMTA determined that the previously submitted content does not fulfill the contract requirements. The submittal status was changed from "Approved" on March 21, 2013, to "Disapproved - Resubmit" on July 10, 2013. The SFMTA states that the submittal was reviewed in further detail and it was determined the submittal didn't fulfill the contract requirements. This new submittal determination will result in additional costs to the SFMTA." 07/24/13 - Information presented to CMB during review of Trend Log. CM Team preparing letter of no merit, due to disagreement of dwg shown.
1252-0112	07/16/13	96	Micropiles @ UMS Tangent Pile SRB-H	2		Agree to Merit	07/31/13	-0-	Excavation for battered secant pile SRB-H began on July 12. At approximate depth of 30', CJN reported hitting an obstruction. Two, 36" and 45" long, No. 18, Dywidag bars were discovered within spoils of the first bite of the clamshell bucket. The 2-1/2" diameter bar was consistent with the micro piles installed in the previous contract. 07/24/13 - Draft merit evaluation presented to CMB. CM Team reported further investigation needed to verify survey location of micropiles. CMB requested a specific dwg of 1251 As Built of piles be presented at next CMB. 1251 Contractor will be put on notice referencing the CS CN1251 Ltr. #018 - Future Potential Costs Due to Incorrect Micropile Placement. 07/31/13 - Merit Approval presented to CMB - Agreed. Notification of Possible Micropile Obstruction to CN1252 and possible CN1300 work was sent to CN1251 Contractor.
1252-0113	01/09/13		Relocation of TBM Retrieval Shaft - Columbus Ave. Restoration	1				+223,820	Modify Bid Item GE-3 (Utility Demo, Sewer, Road Demo, Pavement Restoration, etc.) to relocate the TBM Retrieval Shaft to 1731-1741 Powell Street - (Includes Utility Button Up and Site Restoration Only) 07/24/13 - Information presented to CMB during review of Trend Log. CMB requested LS Bid Item be broken-down based on contract work to see how much money would be put in to perform the restoration button up cost. In addition the CMB requested the item description be change to "Columbus Ave. Restoration" in order to not confuse it with PCC 10 Retrieval Shaft work.
1252-0114	07/24/13	97	Ellis Shaft – TAM ES2-01 and ES2-17	2		Agree to Merit	08/28/13	-0-	BIHJV's subcontractor, CJA-NCC, discovered gravel material within the drill spoils from two separate Ellis Shaft TAM installations, TAM ES2-01 and ES2-17 08/14/13 - Item reviewed at CMB during review of Trend/Change Log COR's. GBR's will be checked to see if gravel material is known to exist in the drill location. 08/28/13 - Merit info presented to CMB - Agreed
1252-0115	08/07/13	98	Ellis Shaft – TAM ES2-16	2		Agree to Merit	08/28/13	-0-	BIHJV's subcontractor, CJA-NCC, discovered gravel material within Ellis Shaft TAM installations, TAM ES2-1 08/14/13 - Item reviewed at CMB during review of Trend/Change Log COR's. GBR's will be checked to see if gravel material is known to exist in the drill location. 08/28/13 - Merit evaluation presented to CMB - Agreed
1252-0116	08/08/13	99	MOS – AWSS Vault Over pour @ South Headwall)	2	CMB 0134	Agree to Merit Agree to Cost	09/25/13	+2,394	BIHJV: "While performing AWSS work at the MOS South Headwall, Synergy crews found the mechanical joint Tee bolts, required for the AWSS point of connection, to be completely encased in concrete. The concrete encasement appeared to be concrete over pour remaining from a previous contractor's AWSS vault wall pour." 08/14/13 - Item reviewed at CMB during review of Trend/Change Log COR's. 09/25/13 - Merit evaluation presented to CMB - Agreed. 09/25/13 - Eng. Est. presented to CMB for cost NOT TO EXCEED \$2,400 - Agreed
1252-0117	08/15/13	100	Ellis Shaft TAM ES2-08	2		Agree to Merit	08/28/13	-0-	BIHJV: "August 12, 2013, BIHJV's subcontractor, CJA-NCC, struck a hard unknown object while drilling the Ellis Shaft TAM ES2-08." 08/28/13 - Merit evaluation presented to CMB - Agreed CMB requested a investigation plan to be
1252-0118	08/23/13	101	Ellis Shaft TAM ES2-11	2				-0-	BIHJV's subcontractor, CJA-NCC, discovered gravel material within Ellis Shaft TAM installations, TAM ES2-11

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1252-0119	09/03/13	102	UMS Jet Grout Column 18 DSC Headwall	2					While drilling down on column #18 at the UMS south headwall, BIHJV's subcontractor, CJA-NCC, encountered a hard unknown obstruction. 09/11/13 - Item reviewed at CMB during review of Trend/Change Log. -0- 10/16/13 - DSC presented for merit approval - No action was taken by the CMB. The CM will investigate if the 1252 Contractor received the 1251 As built information by the start of operations.	

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1252-0120	09/05/13	103	Retrieval Shaft Additional Slip Lining Pipe Qty	4				+28,625	RFI 251.1 SFMTA Response: Specification 33 31 00 1.01.A.22 Sewer Work, states, " Sliplining existing 3-foot by 5-foot brick sewer with 16-inch and 24-inch diameter HDPE Pipe (polyethylene pipe) nominal size SDR 26." As such, sliplining is to be performed for both the 16" and 24" diameter HDPE pipe. Branches indicated in the supplied sketch to be relined along Stockton and Columbus are acceptable. In addition, the 33-ft long branch that crosses the alignment at CTL 86+35 must also be relined. Acceptable alternative (to fused HDPE) pipe materials and sizes for this branch can be proposed by BIH. BIH shall submit the propose alternative for this branch of pipe for SFMTA review. The use of coupled PVC is not acceptable." 09/11/13 - Item viewed at CMB during review of weekly Trend/change log. No dwg for this work only a table. CM Team working with designer to make the determination.	
1252-0121	09/06/13	105	Retrieval Shaft Relocation of Seismograph	1				+6,000	BIHJV: "BIHJV's instrumentation subcontractor, Wang, was directed to relocate one of the vibration monitoring devices (Seismograph) installed at the Retrieval Shaft area to monitor vibration induced by demolition operations of the existing Pagoda Theater building." 09/11/13 item reviewed at CMB meeting during review of weekly Trend/Change log. CMB doesn't agree with the relocation charge and requested a better definition of the item.	
1252-0122	04/19/13	89	UMS - Suspended Remobilization of Jet Grout Rig	7				+52,305	BIHJV: "The SFMTA directed BIHJV/CJA-NCC to suspend the planned remobilization of the Jet Grout Rig at the UMS location due to external affairs with local UMS businesses." 09/11/13 - Item reviewed at CMB during review of weekly Trend/change log. CMB questioned the timeliness of the COR also requesting a better definition of the item.	
1252-0123	09/10/13	104	Retrieval Shaft - Additional Sewer Slip Lining 16" HDPE Pipe	4				+98,337	BIHJV: "BIHJV submitted RFI Nos. 275, 275.1 and 275.2 requesting clarification about specific sewer sliplining runs at the Retrieval Shaft, see Attachment Nos. 2, 4 and 6. The SFMTA responded, via RFI No. 275.2, stating that the sliplining is to be installed in a stacked configuration with the 24" over the 16" HDPE pipe, see Attachment No. 7. BIHJV and Synergy believe the SFMTA's response to install stacked HDPE sliplining pipes is additional work as the contract documents do not support this statement." 10/02/13 - Item reviewed at CMB during review of the weekly Trend/change log update. The CM states the DSC maybe eliminated. Waiting for a response from PUC now there is a as built condition. Letters are being written between SFMTA and SFPUC.	
1252-0124	09/17/13		Retrieval Shaft Sewer Slip Lining Work	2		Agree to Merit	9/25/2013	TBD	In preparation to beginning sliplining work at the intersection of Columbus/Green/Stockton, the Contractor performed a site investigation of the existing 3'x5' brick sewer. The Contractor discovered 4 unknown pipes intersecting the sewer 09/25/13 - DSC presented for merit approval - Agreed. CMB directed the CM Team to ask the Contractor for recommendation to slipline as much of the sewer line as possible without rerouting the conflicting pipe lines.	
1252-0125	10/24/13		Modifications to AWSS Facilities at 4th and Bryant Streets	1				+33,749	Deletion of 12" AWSS diagonal sleeved pipe crossing and hydrant lateral. Installation of 12" AWSS restrained pipe and hydrant lateral. 10/16/13 - Draft PCC reviewed at CMB. The Board is in agreement with the modification. 10/23/13 - Engineers estimate for new work \$136,478 and deleted work (\$163,382) was presented to the CMB. PCC will be forwarded to the Contractor to price the work. In addition a cost estimate will be done for the work which would have been under the 1300 contract.	
1252-0126	10/14/13		Ellis shaft and Old Navy Grouting	2				+500,000	BIHJV's subcontractor, CJA-NCC, claims to have discovered material (cemented zones) different than that described in the Geotechnical Baseline Report in the Ellis Shaft and Old Navy Grouting Zones. 10/23/13 - Item reviewed at CMB during review of weekly Trend/Change log. The CM stated this item will be rejected, due to a lack of information being supplied by the Contractor to validate their potential COR.	

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1252-0127	10/25/13	FA CO 8	Remove and replace material at Retrieval Shaft CSM wall	1				+22,300	Contractor to remove hazardous material (approximately 250 CY) found in the footprint of the Retrieval Shaft Cutter Soil Mix (CSM) wall and replace with both clean material found on-site (approximately 190 CY) and import material (approximately 60 CY). 10/30/13 - Item reviewed at CMB during review of weekly Trend/Change log. Work to proceed on FA for a NTE of \$22,300.	
1252-0128	10/03/13	FA CO 7	Acceleration of Work Activities at Retrieval Shaft	1				+5,000	SFMTA to compensate BIHJV for premium time incurred on October 5th, 2013 to accelerate the completion of the site work and soundwall at the Retrieval Shaft. 11/06/13 - Item reviewed at CMB during review of weekly Trend/Change log.	
1252-0129	10/30/13		UMPs on 96-inch Sewer	2				-0	BIHJV's subcontractor Wang Technology claims to have encountered a DSC (brick structure) while drilling for utility monitoring points on Howard Street. 11/06/13 - Item reviewed at CMB during review of weekly Trend/Change log.	
<b>Contract 1252 Totals</b>								+1,555,340	<b>Total Changes and Potential Change (trends) to the contract are currently \$1,555,340</b> <b>Out of Scope Changes to the Contract for Relocation of TBM (Trend 79, PCC 10) to be paid out of CPT690, funded separately. Not include in total above and being tracked separately from original Program Costs of \$1.5783B</b>	
<b>CONSTRUCTION TRENDS (Based on #1252 Trending Log and CMod) - SUBTOTALS:</b>								+1,555,340	<b>The \$1,555,340 represents an UNDERRUN of allocated contingency.</b> <b>Current Balance = (33,658,463 - 1,555,340 = \$32,103,123). This does not include potential reimbursements from utilities</b>	

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<b>DESIGN TRENDS</b>									
FD-001	07/31/10	084-0001	Narrowing of Platform at UMS	1	CMB-0006	Agree	08/04/10	(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)	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)	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)	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	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)	[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)	Documentation to be filed.
FD-006	08/03/10	084-0005	Station Headwalls - UMS	1	CMB-0008	Agree	08/18/10	-0-	
FD-006	08/03/10	086-0002	Station Headwalls - MOS	1	CMB-0008	Agree	08/18/10	-0-	
FD-007	08/03/10		Cross-passages	1	CMB-0018	Agree	09/15/10	-0-	
FD-008	07/30/10		Trolley Re-route @ Columbus & Powell	1	CMB-0017	Agree	09/15/10	+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	+1,000,000	
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	
FD-021	01/14/11	085-0005	CTS Lowering and Stations Reconfiguration	1	CMB-0027	Agree	01/19/11	(18,000,000.00)	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

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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. <b>Project Controls estimated \$321,645.</b>	
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. <b>Project Controls estimated \$411,895.</b>	
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. <b>Project Controls estimated 733,420.</b>	
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. <b>3/14/12: "Buy America" issue no longer applicable. Revised ECP element - remove H&amp;K switch machines and replace with hydraulic/120V switch machines such as Nortrak or equal.</b>	
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	
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	

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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. <b>08/29/12: CMB agreement condition upon follow up action to evaluate procurement by CN1260</b>	
FD-038	11/7/2012 06/05/13	Elongated Sidewalk Bulb-out at Chinatown Station		CMB-0121	Agree	06/05/13	+36,000	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 bulbout 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. <b>06/05/13 - CSDG designer estimate cost is not a CS expense. Add funding source will need to be establish by San Francisco Planning to support the investigation study</b>  Design Impact: Estimated Construction Cost ROM \$36,200 Construction Impact: Estimated ROM 97 Hrs.: DPW Pavement/Sidewalk Design Modification Estimated ROM 60 Hrs.: CSDG bus door/mirror/tree/bike rack coordination	
<b>FINAL DESIGN TRENDS (Based on All ECPs) - SUBTOTALS</b>							<b>+4,902,000</b>	<b>Incorporated budget increases have been absorbed by allocated and unallocated funds and the program budget to date remains \$1,578,300,000.</b>	
<b>OTHER TRENDS</b>									
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			(7,697,949)	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 YOY	7	CMB-0044	Agree	07/27/11	Adjust construction budget in Section 6 of Contract No. CS 155-2 to Year of Expenditure	
X53-002	10/25/11		Change UMS Advertise Date to April 4th, 2012					DP2 Designer's new proposed dates for Pre-Final and Final Design have pushed out Advertise Dates.	
X53-003	04/11/12	084-0002	CN1253 (UMS) Construction Budget Adjustment 90%				+55,720,600	CMB is currently vetting the 90% estimate of \$221,534,723 which represents a \$XX increase from the 65% base amount in 2010\$. Increase would deplete current 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 YOY	7	CMB-0045	Agree	07/27/11	Adjust construction budget in Section 6 of Contract No. CS 155-2 to Year of Expenditure	
X54-002	10/25/11		Change CTS Advertise Date to May 23rd, 2012		CMB-0061	Agree	12/28/11	DP2 Designer's new proposed dates for Pre-Final and Final Design have pushed out Advertise Dates.	
X54-003	11/02/11		Change CTS Advertise Date to February 8th, 2012					Change CTS Advertise Date from May 23, 2012 to February 8, 2012 (-74 working days)	
X54-005	12/06/11		Revisions to CTS Construction Schedule		CMB-0060	Agree	12/28/11		
X54-006	12/07/11	085-0002	CS 155-2 (DP2) CBP4 - Construction Budget Adjustment - allowed	7					

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**CENTRAL SUBWAY PROJECT**  
**Project Trend/Change Control Log**

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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 Budget Authorization #51 to conduct travel forecast (TEP CEQA Modeling) to satisfy PMO review and SFMTA Fleet Plan light rail vehicle.	BR #51, BT-0182
X80-005	7/1/10, 11/2/10,3/24/11	072-0001	DP2: CS 155-2 Modification No. 1	7		Authorized		+1,010,000	Modification No. 1: \$1,010,600 Individual details listed in Professional Services. See trends 1552-0002, 1552-0003 and 1552-0005.	BT-0194, BR#53
X80-006	5/6/10,7/25/11, 9/22/11	072-0002	DP2: CS 155-2 Exercised Options	see Prof. Serv		Authorized		+366,771	Individual details listed in Professional Services. See trends 1552-0001, 1552-0007 and 1552-0014.	BT-0023, BT-0194
X80-007	11/08/11	151-0001	Operations SFMTA Transit Services			Authorized		+50,000	CSP request services to support and test OCS for 30/45 trolley reroute. Authorized per Budget Revision #53	BR #53, BT-0189
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
X80-009	11/30/11	016-0001	SFMTA Sustainable Streets 30 and 45 re-route	7		Authorized		-0-	<b>CSP request services to support 30/45 trolley reroute. \$162,600 was reduced from DPT staffing plan budget.</b>	BT-0188
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. <b>Updated from \$971,686 to include Trend 1553-0014.</b>	BT-0203
X80-012		151-0002	OCS materials procured directly for work in reference to CN1251 CMOD#12.		CMB-0065	Agree	1/25/2012, 2/29/12	+126,149	See also Trend 1251-0023	
X80-013	05/30/12	073-0003	DP3: Provide Vibration Impact Analysis and Extend PC Support Technical and CSP Quality Manager	1				+133,906	Amend #2: Vibration Impact Analysis \$38,380 Amend #3: PC Support Tech \$34,483; Quality Manager - \$61,043	TBD
X80-014	12/17/12		For combining the stations and track and systems into Contract 1300 (SSTS)	7					Combined all the Station ad Track and Systems into one Contract. Removed the buffer float activities from the satin to track and systems and overlapped work that can now be done concurrent.	
X80-015	12/17/12		Changing the Bid Opening date and condensing the Contract Duration for Contract 1300	7		Agree	11/14/12		Change bid opening to March 19, 2013 and reevaluated procurement durations, revised calendars for UMS Garage, revised production rates for steel. <b>11/14/13 CMB Agreed verbally to change @ Mtg #101</b>	

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X80-016	02/19/13	Change to Tunnel and CTS interface and buffer float Contract 1300 (SSTS)	7		Agree	01/23/13		Change (MPS) reducing the number of days currently in (from 550 calendar days from NTP to 450 calendar days) for the key interface between CTS and the tunnel completion. Reduced number of days will be issued as part of Add #3 of the 1300 contract. 1/23/13 CMB Agreed verbally to change @ Mtg #111.	

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<b>OTHER TRENDS (Based on Various Trends)</b>							+59,662,439	Current Forecast reflects a net +3,537,933 unfavorable impact for all Other Trends.		
<b>GRAND TOTALS</b>							+66,119,779	Current Forecast reflects an estimated net + 65,836,870 3 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.		
<b>PROFESSIONAL SERVICES TRENDS:</b> 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 - i.e. CCOP's. The total values indicated for each professional contract are for tracking all potential cost exposures and may or may not be approved.										
<b>Contract CS-155-1</b>										
1551-0001	07/30/10		071-0001	Conform Contract Terms per Negotiations from 10/2/09 to 11/6/09	7		-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 <b>COMPLETE, NO FURTHER ACTION; Amendment #2</b>	Amendment 2 Approved
1551-0003	02/18/11		071-0003	Additional Construction Support for CP-1	7					
1551-0004	02/18/11		071-0004	Redesign Required by Barney's and PUC for CP-2	7					
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 <b>COMPLETE, NO FURTHER ACTION; Amendment #2</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #2</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #2</b>	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. <b>COMPLETE, NO FURTHER ACTION; Amendment #2</b>	Amendment 2 Approved
1551-0009			071-0009	CTS Lowering	1	Authorized	12/08/11	+165,000	Amendment Signed by ED/CEO 12/8/11 <b>COMPLETE, NO FURTHER ACTION; Amendment #3</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #4</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #4</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #4</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #4</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #4</b>	Amendment 4 Approved
1551-0015			071-0015	Retrieval Shaft Redesign - Sewer By Pass	7			+56,000	Awaiting documentation from Designer	
1551-0016			071-0016	Design Measures for Settlement Protection	7			+99,000	Awaiting documentation from Designer	
1551-0017			071-0017	Incorporate Headwalls MOS/UMS	1	Disagree at this time	11/01/11	+42,000	In letter dated November 1, 2011 DPM responded that until concurrence with DP2 on cost transfer or additional documentation, the requested change is denied.	
1551-0018			071-0018	Prepare Utility Composite	-	Disagree	11/01/11	+50,000	DPM responded that Program does not agree in letter dated November 1, 2011.	
1551-0019			071-0019	Incorporate Cross Passages	1	Disagree at this time	11/01/11	+43,000	In letter dated November 1, 2011 DPM responded that until concurrence with DP2 on cost transfer or additional documentation, the requested change is denied.	

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<b>Contract CS-155-1 Total</b>							<b>+986,882</b>	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.		
<b>Contract CS-155-2</b>										
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. <b>COMPLETE, NO FURTHER ACTION; Amendment #1</b>	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. <b>COMPLETE, NO FURTHER ACTION; Amendment #1</b>	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 - <b>On Hold</b> .	
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. <b>COMPLETE, NO FURTHER ACTION; Amendment #1</b>	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. <b>See 1552-0006 Rev. 1 for most current estimate</b>	
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. <b>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.</b>	Option

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<b>Contract CS-155-2 Total</b>							<b>+1,896,708</b>	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.		
<b>Contract CS-155-3</b>										
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. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	Option
1553-0002	08/09/11	073-0002	ation to commence optional tasks 12.05 Architectu	1		Authorized	08/01/11	+257,129	SFMTA letter 0933 from ED/CEO dated 8/9/11 authorizing \$738,787 in optional tasks. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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. <b>COMPLETE, NO FURTHER ACTION ; Amendment 2</b>	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. <b>NOT FOLLOWING CONTRACT REQUIREMENTS FOR PROPER NOTIFICATION OF CHANGE.</b> 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. <b>NOT FOLLOWING CONTRACT REQUIREMENTS FOR PROPER NOTIFICATION OF CHANGE.</b> 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. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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. <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #1</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #1</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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. <b>Amendment #4 PENDING</b>	Option

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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
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 <b>COMPLETE, NO FURTHER ACTION; Amendment #3</b>	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 <b>COMPLETE, NO FURTHER ACTION; Amendment #3</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	Option
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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	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 <b>COMPLETE, NO FURTHER ACTION; OPTION</b>	Option
<b>Contract CS-155-3 Total</b>								<b>+2,046,831</b>	<b>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.</b>	

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