

THIS PRINT COVERS CALENDAR ITEM NO.: 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Contract Modification No. 6 (Final) to close out Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering by: (1) resolving all time impact of this contract, including deferred and outstanding time impacts from the five previous modifications by extending the substantial completion date by 1,691 calendar days, of which 808 days are compensable; and (2) adjusting and finalizing bid item quantities to reflect the actual quantity of work performed. This modification will increase the contract amount by \$833,067.78 and establish the final contract amount of \$8,545,926.76 and increase the contract duration to substantial completion by 1,691 days for a final contract duration of 2,523 days to substantial completion to close out the contract.

SUMMARY:

- In 2014, the SFMTA Board awarded Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, to Mitchell Engineering to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T Third line in the amount of \$3,521,115 and for a term of 240 days to substantial completion.
- The contract has been amended five times, increasing the contract amount by \$4,191,743.98, for a current contract amount of \$7,712,858.98, and extending the term by 592 days to substantial completion of March 18, 2017.
- This modification includes the cost of time associated with the earlier modifications, including: rail isolation; additional excavation and demolition; additional sewer work; traffic signal wiring; electrical conduit installation; added track components; replacing a damaged manhole; relocation of a new manhole; adjustment of overhead contact wire heights; additional street base repair work; disposal of hazardous materials; adjustment to pole foundations, and realignment of track required by alignment adjustments. It also adjusts all pay items to close out the contract. Overall, it increases the contract amount by \$833,067.78 and the duration by 1,691 days, 808 of which are compensable.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 6
3. Project Budget and Finance Plan

APPROVALS:

DATE

DIRECTOR



November 13, 2025

SECRETARY



November 13, 2025

ASSIGNED SFMTAB CALENDAR DATE: November 18, 2025

PURPOSE

Authorizing the Director of Transportation to execute Contract Modification No. 6 (Final) to close out Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering by: (1) resolving all time impact of this contract, including deferred and outstanding time impacts from the five previous modifications by extending the substantial completion date by 1,691 calendar days, of which 808 days are compensable; and (2) adjusting and finalizing bid item quantities to reflect the actual quantity of work performed. This modification will increase the contract amount by \$833,067.78 and establish the final contract amount of \$8,545,926.76 and increase the contract duration to substantial completion by 1,691 days for a final contract duration of 2,523 days to substantial completion to close out the contract.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The work to be performed under Contract No. 1236R supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 5: Deliver reliable and equitable transportation services.

Goal 9: Fix things before they break and modernize systems and infrastructure.

The work to be performed under Contract No. 1236R supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

DESCRIPTION

Background

On September 16, 2014, the SFMTA Board of Directors adopted Resolution No. 14-141 which authorized the award of SFMTA Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop to Mitchell Engineering, in the amount of \$3,521,115, and for a contract term of 240 days to substantial completion. This contract aimed to construct a new light rail vehicle (LRV) turnback loop along Illinois Street between 18th and 19th streets. The project involved installing new rail, overhead contact system (OCS) and San Francisco Public Utilities Commission (SFPUC) sewer and electrical work. This allowed for greater service flexibility for transit services along 3rd Street, especially during special events at Chase Center or Oracle Park.

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Prior Contract Modifications

On January 8, 2018, the Director of Transportation approved Contract Modification No. 1 in the amount of \$667,065.77 for sewer system work under Illinois Street and added noise and dust monitoring requirements as recommended by a Storm Water Pollution and Prevention Plan from the Port of San Francisco, which has overall jurisdiction over the project site, and as requested by a local pre-school that is close to the project site.

On April 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180417-062, which approved Contract Modification No. 2, extending the contract term by 502 days and increasing the contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77. This was due to: (1) a stop work order issued by the State Court of Appeals because of a pending lawsuit; and (2) delay in ratifying a memorandum of understanding between San Francisco Public Works (SFPW), the Port of San Francisco, and the SFMTA regarding work on Port property. Modification No. 2 also added two subcontractors, W. Bradley Electric and Reliance Engineering, due to public necessity as authorized under Public Contract Code Section 4109.

On July 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180717-102, approving Contract Modification No. 3 for \$1,744,867.67, for a total amount not to exceed \$6,392,788.44. Under this modification, the contractor designed and installed a duct bank along Illinois Street between 16th and 23rd streets for the SFPUC's Bay Corridor Electrical Power Transmission and Distribution Project, to provide a power distribution system for electricity users along the eastern waterfront. This duct bank goes directly through the SFMTA's project limits. Contract Modification No. 3 also increased the term of the contract by 90 days.

On September 4, 2018, the SFMTA Board of Directors adopted Resolution No. 180904-123 rescinding Modification No. 3 and approving Modification No. 3R. At the time the SFMTA Board of Directors approved Contract Modification No. 3, staff had not analyzed any time impacts of the duct bank. The contractor contended that the original release in Modification No. 3 was too broad. Under Modification No. 3R, the contractor released the city for compensation for the direct costs of design and all costs for construction, but any time extension and associated costs related to design of the duct bank were reserved for a future modification.

On June 18, 2019, the SFMTA Board of Directors adopted Resolution No. 190618-072, approving Contract Modification No. 4 for \$827,381.36, for a total contract amount not to exceed \$7,220,169.80. The modification included costs associated with installation of a revised sewer alignment due to a PG&E utility vault conflict, relocation and adjustment of four vitrified clay pipes due to a PG&E duct bank, upgrade of existing catch basins at the intersection of 19th and Illinois streets to meet the current SFPW standard, additional continuous noise and vibration monitoring, increasing the thickness of the sidewalk at the entrance to Crane Cove Park to support increased loading capacity from construction equipment, resolution of track resistance circuit issues, and modification of the existing signal rail to meet acceptable track resistance standards.

On November 19, 2019, the SFMTA Board adopted Resolution No. 191119-140 authorizing the

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Director of Transportation to approve Modification No. 5; for costs associated with rail isolation, additional sewer work, modification to manholes, street base repair, traffic signal wiring, additional electrical conduit installation, procuring missing track components, temporary adjustment of the overhead contact wire heights, disposal of hazardous materials, adjustment to pole foundation due to unforeseen site condition, and realignment of track, increasing the Contract amount by \$492,689.18, for a total Contract amount not to exceed \$7,712,858.98.

Current Status

The contractor achieved substantial completion of the contract on November 3, 2021, and all work is current, complete, and accepted.

Current Modification

This Contract Modification No. 6 resolves all remaining time impact claims from the first five modifications. It extends the duration to contract substantial completion by 1,691 days of which 808 days are compensable delay in the amount of \$1,075,779.59 for the following delays: (1) delay in upsizing the sewer (215 compensable days); (2) additional work and time to adjust sewer alignment to avoid PG&E vault (131 compensable days); (3) design of additional SFPUC electrical duct bank (338 days, of which 305 days are compensable); (4) delays for additional rail isolation work (120 compensable days); (5) delays for track alignment redesign (75 days, of which 25 are compensable); (6) delays related to additional street base work (31 days, 7 of which are compensable); (7) delays due to additional sidewalk, curb, and gutter work (27 days, 5 of which are compensable); (8) delays due to PG&E service tie-in (207 non-compensable days); (9) delays due to joint bar procurement (489 non-compensable days); and (10) delays due to import fill testing (58 non-compensable days)

For the 10 delays noted above, the contractor requested a compensable time extension of 937 days in the amount of \$1,272,011. The SFMTA conducted a detailed schedule analysis and developed an independent cost estimate, determining that only 808 days were compensable. After negotiations, the parties reached an agreement of 808 days of compensable delay in the amount of \$1,075,779.59, which is inclusive of all costs associated to each compensable time extension request, including extended field and office overhead and acceleration costs. Both parties also agreed to a non-compensable time extension of 883 days.

This time extension has taken significant time to reach the SFMTA Board due to two major factors. The first was the very slow turnaround time for the contractor to submit supporting documentation requested. This was a consistent challenge to work with the contractor to provide the level of documentation required to substantiate the contractor's requests. The second was significant staff turnover and departures within SFMTA and SFPUC. A substantial amount of research was needed to investigate these contractor requests thoroughly and staff turnover and departures greatly delayed this process to gain confidence in the evaluation and payment of a portion of these requests.

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TRANSIT IMPACT

There was minimal transit impact related to the work incorporated in Modification No. 6. The primary work was performed along Illinois Street without impact to SFMTA transit services.

The project team coordinated with multiple departments, such as Transit Operations and Maintenance of Way, to minimize the impact on revenue service and potential delays.

STAKEHOLDER ENGAGEMENT

During construction phase, communications with the community stakeholders, including District Supervisors, Oracle Park, and the South of Market Business Association have been ongoing. The outreach team used multiple media channels such as X (formerly Twitter), Facebook, web posts, and emails to reach out to the impacted businesses and neighborhoods regarding transit and traffic disruptions.

ALTERNATIVES CONSIDERED

The project team thoroughly evaluated the alternative of eliminating portions of the work to perform later in a new project. However, this approach was determined to be more costly and have a significant impact on the newly installed rail infrastructure and transit service. Furthermore, the increased risk associated with transitioning the work to a new contractor was deemed unacceptable, as it would have introduced further uncertainties and complications.

Completing the work under the current contract also allows the SFMTA to open the new service loop in time for the opening of the Chase Center.

FUNDING IMPACT

The proposed Contract Modification No. 6 increases the contract value by \$833,067.78.

Description	Amount (\$)
Original Contract Value	\$3,521,115.00
CMOD -1: Revision to Sewer Design, Additional Requirements for Working in Crane Cove Park, Continuous Dust Monitoring and Sampling, Continuous Noise and Vibration Monitoring	\$667,065.77
CMOD -2: Suspension of Work: CEQA Lawsuit & MOU Delay and Addition of Unlisted Subcontractors	\$459,740.00
CMOD -3R: Design and Install Electrical Duct Bank for SFPUC	\$1,744,867.67

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CMOD -4: Alternative Alignment of 21" Sewer Line Constrained by PG&E Vault, Additional Civil and Rail Isolation Work and Continuous Noise and Vibration Monitoring	\$827,381.36
CMOD -5: Additional Rail Isolation Work, Additional Sewer work and Additional Traffic signal work.	\$492,689.18
CMOD -6: Contract Time Extensionad Final Bid Item Balancing.	\$833,067.78
Final Contract Value	8,545,926.76
Total increase	\$833,067.78

Contract Modification No. 6 does not require any new or additional funding. The cost will be covered using available funds within the existing project budget, which is summarized below. The total project cost including the construction contract, construction support staff costs, and detail design is \$21,368,258.

Phase	Fund	Total
Construction	Caltrans-Cap&Trade-LCTOPPopulation	\$1,440,568.00
	Caltrans-PTMISEA(Prop1B)-Interest-FY14	\$476,353.00
	Caltrans-PTMISEA(Prop1B)-PTMISEA-FY14	\$2,664,497.00
	Caltrans-PTMISEA(Prop1B)-PTMISEA-FYPrior	\$1,742,061.00
	CCSF-GeneralFund-PopBaseTransit-FY18	\$464,926.00
	CCSF-GOBond(PropA)-MuniForward-FY20	\$650,000.00
	CCSF-GOBond(PropA)-MuniForward-Series2015	\$1,013,549.00
	CCSF-GOBond(PropA)-MuniForward-Series2018	\$1,477,227.00
	CCSF-TSF-FY24	\$454,065.00
	FTA-TIGER-FY12	\$8,803,649.00
	SFMTA-Operating	\$801,953.00
	SFMTA-Operating-FYPrior	\$26,059.00
	Construction Total	\$20,014,907.00
Detail Design	FTA-TIGER-FY12	\$1,196,351.00
	SFCTA-SalesTax(PropK)-EP16	\$157,000.00
		Detail Design Total
Total		\$21,368,258.00

ENVIRONMENTAL REVIEW

The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1. The EIR/EIS was certified by the City in 1998 and the Record of Decision (ROD) for

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this project was issued in 1999. On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the CEQA Guidelines for the Project. An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013. Finally, on August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines. A citizens' group challenged the Planning Department's determination in court, but as mentioned above, the Courts denied the challenge.

On June 19, 2025, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Execution of Contract Modification No. 6 is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

All environmental documents are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Contract Compliance Office has reviewed this report.

The City Attorney's Office has reviewed the calendar item. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to execute Contract Modification No. 6 (Final) to close out Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering by: (1) resolving all time impact of this contract including deferred and outstanding time impacts from the five previous modifications by extending the substantial completion date by 1,691 calendar days, of which 808 days are compensable; and (2) adjusting and finalizing bid item quantities to reflect the actual quantity of work performed. This modification will increase the contract amount by \$833,067.78 and establish the final contract amount of \$8,545,926.76, and increase the contract duration to substantial completion by 1,691 days for a final contract duration of 2,523 days to substantial completion to close out the contract.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On September 16, 2014, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted Resolution No. 14-121, awarding Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop (the Contract), to Mitchell Engineering (Contractor), in the amount of \$3,521,115, for a term of 240 days to Substantial Completion; and,

WHEREAS, The work under the Contract involved trackwork installation around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line; and,

WHEREAS, On January 8, 2018, the Director of Transportation executed Contract Modification No. 1 to compensate the Contractor for additional work to the sewer system under Illinois Street and further noise and dust monitoring requirements as dictated by a Storm Water Pollution and Prevention Plan from the Port of San Francisco in the amount of \$667,065.78, for a total Contract amount not to exceed \$4,188,180.77; and,

WHEREAS, On April 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180417-062 authorizing the Director of Transportation to execute Contract Modification No. 2 that involved (a) suspending work due to the pendency of a lawsuit under the California Environmental Quality Act (CEQA), (b) adding two subcontractors, W. Bradley Electric and Reliance Engineering, due to public necessity as authorized under Public Contract Code Section 4109, and (c) suspending work due to the pending completion of a Memorandum of Understanding (MOU) among the SFMTA, SFPW, and SF Port, increasing the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77, and extended the Contract term by 502 days to a new substantial completion date of December 18, 2016; and,

WHEREAS, On July 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180717-102 authorizing the Director of Transportation to execute Modification No. 3 to design and construct a duct bank for the San Francisco Public Utilities Commission; increasing the Contract amount by \$1,744,867.67, for a total amount not to exceed \$6,392,788.44, and extending the Contract term by 90 days for a new substantial completion date of March 18, 2017; and,

WHEREAS, On September 4, 2018, the SFMTA Board of Directors adopted Resolution No. 180904-123 authorizing the Director of Transportation to rescind Modification No. 3 and execute Modification No. 3R for the same work, Contract amount, and time extension as Modification No. 3; the Contractor felt, however, that the release in Modification No. 3 was too broad; under Modification No. 3R, the Contractor released the City for compensation for the direct costs of design and all costs related to construction of the duct bank, but any time extension and associated costs related to design was reserved for a future modification; and,

WHEREAS, On June 18, 2019, the SFMTA Board of Directors adopted Resolution No. 190618-072 authorizing the Director of Transportation to execute Modification No. 4 to realign a sewer line due to a PG&E vault, modify catch basin, monitor noise and vibration and perform rail isolation work, increasing the Contract amount by \$827,381.36, for a total amount not to exceed \$7,220,169.80; and,

WHEREAS, On November 19, 2019, the SFMTA Board of Directors adopted Resolution No. 191119-140 authorizing the Director of Transportation to approve Modification No. 5; for costs associated with rail isolation, additional sewer work, modification to manholes, street base repair, traffic signal wiring, additional electrical conduit installation, procuring missing track components, temporary adjustment of the overhead contact wire heights, disposal of hazardous materials, adjustment to pole foundation due to unforeseen site condition, and realignment of track, increasing the Contract amount by \$492,698.18, for a total Contract amount not to exceed \$7,712,858.98; and,

WHEREAS, Subsequent work on the King Substation project was delayed due to needed sewer upsizing, revised sewer alignment to avoid a PG&E vault, additional PUC electrical duct bank, additional rail grinding work, additional street base work, additional curb and gutter work, PG&E tie-ins, joint bar procurement and import fill testing; and,

WHEREAS, After analysis of the Contractor's change order and time extension requests to compensate for extended overhead and additional deductions due to bid item deletion and reduction of \$833,067.78, increasing the total Contract amount to an amount not to exceed \$8,545,926.76; and to extend the contract term by 1,691 days, of which 808 were compensable to a total of 2,523 days to substantial completion; and,

WHEREAS, The SFMTA Contract Compliance Office has reviewed this Contract Modification No. 6 and has determined that it is consistent with the SBE participation goals of 25% established for the Contract; and,

WHEREAS, The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1; and,

WHEREAS, The Environmental Impact Report and Environmental Impact Statement for the Third Street Light Rail Project Phase 1 was certified by the City in 1998 and the Record of Decision for this project was issued in 1999; and,

WHEREAS, On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the California Environmental Quality Act (CEQA) Guidelines for the Project; and,

WHEREAS, An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013; and,

WHEREAS, On August 27, 2014, the Planning Department determined that there were

no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines; a citizens' group filed a lawsuit challenging the Planning Department's determination, but the San Francisco Superior Court, and on appeal, the Court of Appeal, ruled for the City; and,

WHEREAS, Some of the work included in Contract Modification No.5 is within the scope of the Mission Bay Loop Project Final EIR/EIS and 2013 Finding of No Significant Impact; and,

WHEREAS, Some of the work included in Contract Modification 5 is part of a project that received a Categorical Exemption (Case Number 2016-007195ENV) from California Environmental Quality Act (new construction or conversion of small structures as defined in Title 14 of the California Code of Regulations Sections 15303) from the San Francisco Planning Department on February 1, 2017; and,

WHEREAS, On June 19, 2025, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Execution of Contract Modification No. 6 is not a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, All environmental documents are on file with the Secretary to the San Francisco Municipal Transportation Agency Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has subsequently reviewed the Mission Bay Loop Project Final Environmental Impact Report and Study and 2013 Environmental Assessment and Finding of No Significant Impact, and finds that the Mission Bay Loop Project Final EIR/EIS and 2013 Environmental Assessment and Finding of No Significant Impact is adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings, including the Statement of Overriding Considerations, and Mitigation Monitoring Program, by this reference as though set forth in this Resolution; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to execute Contract Modification No. 6 (Final) to close out Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering by: (1) resolving all time impact of this Contract including deferred and outstanding time impacts from the five previous modifications by extending the substantial completion date by 1,691 calendar days, of which 808 days are compensable; and (2) adjusting and finalizing bid item quantities to reflect the actual quantity of work performed. this modification will increase the contract amount by \$833,067.78 and establish the final contract amount of \$8,545,926.76, and increase the contract duration to substantial completion by 1,691 days for a final contract duration of 2,523 days to substantial completion to close out the Contract.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

CONTRACT MODIFICATION NO. 6 (FINAL)

San Francisco Municipal Transportation Agency
Contract No. 1236R
Third Street Light Rail Project Mission Bay Loop

Contractor: Mitchell Engineering
1395 Evans Avenue
San Francisco, CA 94124

The Contract is modified as follows:

1. Scope of Change	Amount
CM-6A <u>Time Extension:</u>	\$1,075,779.59

Extend the Contract term by 1,691 calendar days, of which 808 days are compensable and 883 days are non-compensable, for a new substantial completion date of November 3, 2021, due to time impacts of the following changes:

- **PCC#6 Sewer Upsizing:** The deferred schedule impact for PUC Sewer upsizing under Contract Modification (CMOD) 1 was determined to be between 12/18/2016 - 7/21/2017: 215 compensable days
 - **PCC#7 Alternative Sewer Alignment:** The deferred schedule impact for Alternative Sewer Alignment due to a PG&E Electrical Vault under CMOD 4 was determined to be between 7/21/2017 - 11/29/2017: 131 compensable days
 - **PCC #010 PUC Duct Bank Delay:** The deferred schedule impact for additional work to design and construct an SFPUC Electrical duct bank along Illinois Street between 18th and 19th Streets under CMOD 3 was determined to be between 11/29/2017 - 1/31/2019: 338 days total, of which 305 were compensable and 33 were non-compensable (90 days were already covered in CMOD 3 duct bank construction)
 - **Additional Rail Isolation Work:** The deferred schedule impact for SFMTA directing the contractor to perform additional excavation and concrete work resolve differing site conditions under CMOD's 4 & 5 was determined to be between 1/31/2019 - 5/31/2019: 120 compensable days
 - **Track Alignment Redesign:** The deferred schedule impact for differing site conditions for track alignment in
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TC-01 and TC-02 being offset by 1 foot which required a revised track alignment design for these drawings under CMOD 5, which was determined to be between 5/31/2019 - 8/14/2019: 75 days total, of which 25 were compensable and 50 were non-compensable. Additionally, the City requested this work be accelerated to mitigate further delays by working additional hours during the day and weekend hours.

- **Additional Street Base**: Additional street base work was necessary to complete the paving of Illinois Street between 18th and 19th Streets from 8/14/2019 - 9/14/2019: 31 days total, of which 7 were compensable and 24 were non-compensable.
- **Additional Sidewalk, Curb and Gutter**: Replace an additional 705 square feet of sidewalk, curb, and gutter to avoid creating a disjointed and substandard section which would result in an inconsistent pedestrian experience and potential safety risks at the transition points, which impacted the schedule between 9/14/2019 - 10/11/2019: 27 Days, of which 5 were compensable and 22 were non-compensable.
- **PCC #021 PGE Service Tie-in**: The SFMTA provided updated PG&E service connection drawings and updated permit number and issued PCC #021 on 03/27/2020, separating streetlighting and traffic signal service utilities from one combined pull box into two individual pull boxes, which delayed the contract from 10/11/2019 - 5/5/2020: 207 Non-Compensable Days
- **Procure Joint Bar Replacement**: Joint bar procurement and delivery were delayed due to the COVID-19 pandemic from 5/5/2020 - 9/06/2021: 489 non-compensable days
- **Import Fill Testing**: SFMTA delayed review and approval of import fill testing information from 9/06/2021 - 11/3/2021: 58 non-compensable days

The final amount of \$1,075,779.59 is inclusive of all costs associated with this compensable time extension request, This includes compensable delay days, acceleration costs and deductions of previous overhead paid.

Delete Pay Item CM-1A.10 (Add Bid Item SW-29, Thrust block (force main 20-inch diameter ductile iron pipe) in its entirety.

CM-6C Reduction to Pay Item CM-1C: (\$86,180.97)

Reduce the Contract specified implementation of a dust control and particulates sampling program to monitor the allowable levels of lead and asbestos from \$210,315 to \$124,134.03. The reduction is due to reduction of dust control and sampling originally scoped under the contract modification.

CM-6D Bid Item Final Quantity Adjustment: (\$153,756.05)

The estimated contract bid items quantities are adjusted to match with the actual quantities and amounts of work provided and installed by the Contractor, as listed on the attached Final Quantity Summary, decreasing the Contract Amount by **\$153,756.05**.

2. Add the following new Contract Pay Items:

Item	Description	Qty	Unit	Unit Price	Amount
CM-6A	Time Extensions	-	LS	-	\$1,075,779.59
CM-6B	Delete Added Contract Modification Bid Item CM-1A.10, Add Bid Item SW-29 – Thrust Block (Force Main 20-Inch Diameter Ductile Iron Pipe)	-	LS	-	(\$2,774.79)
CM-6C	Adjustment to Contract Modification Bid Item CM-1C, Continuous Dust Monitoring and Sampling	-	LS	-	(\$86,180.97)
CM-6D	Bid Item Final Quantity Adjustment	-	LS	-	(\$153,756.05)

Total Amount of this Contract Modification: Increase \$833,067.78

Previous Total of Contract: \$7,712,858.98

New Revised Total of Contract: \$8,545,926.76

Total Contract Time Added by this Contract Modification:	1,691 Days
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Previous Contract Substantial Completion Date: 03/18/2017

Final Contract Substantial Completion Date: 11/03/2021

3. This Contract Modification is made in accordance with Articles 6 and 7 of the General Provisions of the Contract.
4. Except as specifically stated herein, all other terms and conditions of the Contract remain unchanged.
5. The compensation (time and cost) set forth in this Change Order comprises the total of all compensation due to Contractor, all Subcontractors and all Suppliers, as a result of the events giving rise to the Change Order and for the Work described in this Change Order, including any impact on unchanged Work. The execution of this Change Order constitutes an accord and satisfaction of any claim for additional compensation or time for the work described in this Change Order, and Contractor on behalf of itself, and all Subcontractors and Suppliers, specifically waives and releases any and all claims rights or interest, including but not limited to legal and equitable claims for direct, indirect, and overhead costs, delay, impact, disruption, loss of efficiency or other extraordinary or consequential costs arising from or related to the Work described in the Change Order, without exception or reservation of any kind.
6. The execution of this Modification constitutes an accord and satisfaction of any claim for additional compensation or time for the Additional Work effected by this Modification, and Contractor on behalf of itself, and all Subcontractors and Suppliers, specifically waives and releases any and all claims rights or interest, including but not limited to legal and equitable claims for direct, indirect, and overhead costs, delay, impact, disruption, loss of efficiency or other special, extraordinary or consequential costs arising from or related to the Work described in the Modification, without exception or reservation of any kind.

Attachments:

- A. Final Quantity Summary

In Witness Whereof, this Modification has been executed in San Francisco, California, as of this date:

_____.

**Mitchell Engineering
MUNICIPAL TRANSPORTATION AGENCY**

CITY AND COUNTY OF SAN FRANCISCO

By: _____

Curt Mitchell
Owner

By: _____

Julie Kirschbaum
Director of Transportation

Authorized By:

San Francisco Municipal
Transportation Agency
Board of Directors
Resolution No.

Adopted: _____

Attest:

Christine Silva, Secretary
SFMTA Board of Directors

APPROVED AS TO FORM:

David Chiu, City Attorney

By: _____

David F. Innis
Deputy City Attorney

FINAL QUANTITY ADJUSTMENT



ITEM NO.	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT		PREVIOUS PERIOD		THIS PERIOD		FINAL AMOUNT		Adjustment
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	
G-01	Mobilization and Demobilization	LS	\$200,000.00	1	\$200,000.00	95%	\$ 190,000.00	0%	\$10,000.00	95%	\$200,000.00	\$0.00
G-02	Current Schedules	EA	\$1,000.00	7	\$7,000.00	5	\$ 5,000.00	0	\$2,000.00	5	\$ 7,000.00	\$0.00
G-03	Record Drawings and Other Work	LS	\$5,000.00	1	\$5,000.00	0%	\$ -	100%	\$5,000.00	100%	\$ 5,000.00	\$0.00
G-04	Allowance for Unforeseen Work	AL	\$170,000.00	1	\$170,000.00	263%	\$ 447,270.52	-161%	(\$274,191.81)	102%	\$ 173,078.71	\$3,078.71
G-05	Allowance for Hazardous Material Work	AL	\$150,000.00	1	\$150,000.00	44%	\$ 65,376.30	0%	\$0.00	44%	\$ 65,376.30	(\$84,623.70)
G-06	Allowance for Reimbursable Expenses	AL	\$50,000.00	1	\$50,000.00	44%	\$ 21,995.41	0%	\$0.00	44%	\$ 21,995.41	(\$28,004.59)
G-07	Allowance for Off-Duty Uniformed San Francisco Police Officers	AL	\$100,000.00	1	\$100,000.00	8%	\$ 7,576.00	0%	\$0.00	8%	\$ 7,576.00	(\$92,424.00)
CS-1A	Handling and Disposal of California Class 1 (Non-RCRA) Hazardous Waste	TON	\$114.00	1,400	\$159,600.00	1,589	\$ 181,157.40	0	\$0.00	1,589	\$ 181,157.40	\$21,557.40
CS-1B	Transportation of California Class 1 (Non-RCRA) Hazardous Waste	TON	\$6.00	1,400	\$8,400.00	1,589	\$ 9,534.60	0	\$0.00	1,589	\$ 9,534.60	\$1,134.60
CS-2A	Handling and Disposal of California Class 2 (Non-Hazardous) Excavated Material	TON	\$30.00	25	\$750.00	83	\$ 2,500.00	0	\$0.00	83	\$ 2,500.00	\$1,750.00
CS-2B	Transportation of California Class 2 (Non-Hazardous) Excavated Material	TON	\$21.00	25	\$525.00	54	\$ 1,139.75	0	\$0.00	54	\$ 1,139.75	\$614.75
TC-01	Direct Fixation Tangent Trackwork Using City Furnished R60N Girder Rail	TF	\$380.00	420	\$159,600.00	420	\$ 159,600.00	0	\$0.00	420	\$ 159,600.00	\$0.00
TC-02	Direct Fixation Curved Trackwork Using 115# RE Rail	TF	\$1,150.00	200	\$230,000.00	200	\$ 230,000.00	0	\$0.00	200	\$ 230,000.00	\$0.00
TC-03	Removal of Existing Port Track Outside New Trackwork	LS	\$90,000.00	1	\$90,000.00	100%	\$ 90,000.00	0%	\$0.00	100%	\$ 90,000.00	\$0.00
TC-04	Concrete Pavement in Trackway	SF	\$12.00	3,100	\$37,200.00	3,100	\$ 37,200.00	0	\$0.00	3,100	\$ 37,200.00	\$0.00
TC-05	ACWS and Concrete Base in Trackway	SF	\$14.00	4,300	\$60,200.00	4,300	\$ 60,200.00	0	\$0.00	4,300	\$ 60,200.00	\$0.00
TC-06	Low Profile Speed Bumps	EA	\$75.00	102	\$7,650.00	102	\$ 7,650.00	0	\$0.00	102	\$ 7,650.00	\$0.00
TC-07	Rail Isolation System for Existing Track Circuit at the 3rd and 18th Streets Intersection	LS	\$100,000.00	1	\$100,000.00	100%	\$ 100,000.00	0%	\$0.00	100%	\$ 100,000.00	\$0.00
OV-01	Overhead Special Work at 18th Street and Illinois Street	LS	\$130,000.00	1	\$130,000.00	100%	\$ 130,000.00	0%	\$0.00	100%	\$ 130,000.00	\$0.00
OV-02	Overhead Special Work at Illinois Street and 19th Street	LS	\$130,000.00	1	\$130,000.00	100%	\$ 130,000.00	0%	\$0.00	100%	\$ 130,000.00	\$0.00
OV-03	Provide 4/O Contact Wire	LF	\$40.00	750	\$30,000.00	780	\$ 31,200.00	0	\$0.00	780	\$ 31,200.00	\$1,200.00
OV-04	Provide Tangent Span	EA	\$2,500.00	3	\$7,500.00	3	\$ 7,500.00	0	\$0.00	3	\$ 7,500.00	\$0.00
OV-05	Provide Feed Span	EA	\$4,250.00	2	\$8,500.00	2	\$ 8,500.00	0	\$0.00	2	\$ 8,500.00	\$0.00
OV-06	Provide Trolley Pole Type 761N	EA	\$3,300.00	7	\$23,100.00	7	\$ 23,100.00	0	\$0.00	7	\$ 23,100.00	\$0.00
OV-07	Provide Trolley Pole Type 765N	EA	\$4,400.00	4	\$17,600.00	4	\$ 17,600.00	0	\$0.00	4	\$ 17,600.00	\$0.00
OV-08	Provide Trolley Pole Type 767	EA	\$6,150.00	2	\$12,300.00	2	\$ 12,300.00	0	\$0.00	2	\$ 12,300.00	\$0.00
OV-09	Provide Trolley Pole Type 770	EA	\$9,600.00	5	\$48,000.00	5	\$ 48,000.00	0	\$0.00	5	\$ 48,000.00	\$0.00
OV-10	Provide Trolley Pole Foundation for Type 761N Pole	EA	\$5,150.00	5	\$25,750.00	5	\$ 25,750.00	0	\$0.00	5	\$ 25,750.00	\$0.00
OV-11	Provide Trolley Pole Foundation for Type 765N Pole	EA	\$6,000.00	3	\$18,000.00	3	\$ 18,000.00	0	\$0.00	3	\$ 18,000.00	\$0.00
OV-12	Provide Trolley Pole Foundation for Type 767 Pole	EA	\$6,500.00	2	\$13,000.00	1	\$ 6,500.00	1	\$6,500.00	2	\$ 13,000.00	\$0.00
OV-13	Provide Trolley Pole Foundation for Type 770 Pole	EA	\$7,700.00	2	\$15,400.00	2	\$ 15,400.00	0	\$0.00	2	\$ 15,400.00	\$0.00
OV-14	Provide Trolley Pole Special Foundation	EA	\$17,000.00	6	\$102,000.00	6	\$ 102,000.00	0	\$0.00	6	\$ 102,000.00	\$0.00
OV-15	Prospect Hole for Depth up to 3 Feet	EA	\$500.00	4	\$2,000.00	4	\$ 2,000.00	0	\$0.00	4	\$ 2,000.00	\$0.00
OV-16	Prospect Hole for Depth Greater than 3 Feet	EA	\$750.00	2	\$1,500.00	2	\$ 1,500.00	0	\$0.00	2	\$ 1,500.00	\$0.00
OV-17	Furnish Spare Poles and Overhead Parts	LS	\$30,000.00	1	\$30,000.00	100%	\$ 30,000.00	0%	\$0.00	100%	\$ 30,000.00	\$0.00
CV-01	Combined 6-Inch Wide Concrete Curb and 2-Foot Wide Concrete Gutter	LF	\$90.00	600	\$54,000.00	688	\$ 61,942.50	0	\$0.00	688	\$ 61,942.50	\$7,942.50
CV-02	3 1/2-Inch Thick Concrete Sidewalk	SF	\$8.00	5,900	\$47,200.00	5,877	\$ 47,013.28	0	\$0.00	5,877	\$ 47,013.28	(\$186.72)
CV-03	Concrete Curb Ramp with Cast-in-Place Concrete Detectable Surface Tiles	EA	\$2,500.00	10	\$25,000.00	10	\$ 25,000.00	0	\$0.00	10	\$ 25,000.00	\$0.00
CV-04	8-Inch Thick Concrete Base	SF	\$11.00	1,900	\$20,900.00	1,900	\$ 20,900.00	0	\$0.00	1,900	\$ 20,900.00	\$0.00
CV-05	Full Depth Planing Per 2-Inch Depth of Cut	SF	\$0.75	28,000	\$21,000.00	37,900	\$ 28,425.00	0	\$0.00	37,900	\$ 28,425.00	\$7,425.00

CV-06	Asphalt Concrete Wearing Surface (Type A, 1/2-Inch Maximum, Medium Grading)	TON	\$130.00	360	\$46,800.00	471	\$ 61,230.00	0	\$0.00	471	\$ 61,230.00	\$14,430.00
	Deduction in CV-06 for Penalties (RE Letter #130)						\$ (2,400.00)		\$0.00	0	\$ (2,400.00)	(\$2,400.00)
CV-07	Adjust City-Owned Manhole and Catch Basin Frame and Casting to Grade	EA	\$400.00	10	\$4,000.00	0	\$ -	0	\$0.00	0	\$ -	(\$4,000.00)
CV-08	Adjust City-Owned Hydrant and Watermain Valve Box Casting Cover to Grade	EA	\$250.00	5	\$1,250.00	0	\$ -	0	\$0.00	0	\$ -	(\$1,250.00)
EL-01	Vehicle Tagging System	LS	\$115,000.00	1	\$115,000.00	100%	\$ 115,000.00	0%	\$0.00	100%	\$ 115,000.00	\$0.00
EL-02	Street Lighting Work	LS	\$70,000.00	1	\$70,000.00	92%	\$ 70,000.00	8%	\$0.00	100%	\$ 70,000.00	\$0.00
EL-03	Riser Cables and Rail Crossbonding	LS	\$20,000.00	1	\$20,000.00	52%	\$ 20,000.00	48%	\$0.00	100%	\$ 20,000.00	\$0.00
TS-01	(3S12*) 3 Sections, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and Green	EA	\$900.00	17	\$15,300.00	17	\$ 15,300.00	0	\$0.00	17	\$ 15,300.00	\$0.00
TS-02	(2S12* T) 2 Sections, 12-inch Muni Vehicle Train Signal Face with Type 1 LED	EA	\$800.00	4	\$3,200.00	4	\$ 3,200.00	0	\$0.00	4	\$ 3,200.00	\$0.00
TS-03	(1S-24"x24") 1 Section LED Electronic Message Sign Signal	EA	\$3,000.00	3	\$9,000.00	3	\$ 9,000.00	0	\$0.00	3	\$ 9,000.00	\$0.00
TS-04	(SV-1-T) One Way Post Side Mounted Vehicle Signal Mounting with Terminal Compartment	EA	\$250.00	10	\$2,500.00	10	\$ 2,500.00	0	\$0.00	10	\$ 2,500.00	\$0.00
TS-05	(SV-2-TA) Two Way Post Side Mounted Vehicle Signal Mounting with Terminal Compartment in Configuration A	EA	\$750.00	3	\$2,250.00	3	\$ 2,250.00	0	\$0.00	3	\$ 2,250.00	\$0.00
TS-06	(TV-2-T) Two Way Post Top Mounted Vehicle Signal Mounting with Terminal Compartment	EA	\$700.00	1	\$700.00	1	\$ 700.00	0	\$0.00	1	\$ 700.00	\$0.00
TS-07	Signal Back Plate	EA	\$200.00	4	\$800.00	4	\$ 800.00	0	\$0.00	4	\$ 800.00	\$0.00
TS-08	(1S-16"x16") One Section LED Flashing Train Coming Signal	EA	\$1,000.00	2	\$2,000.00	2	\$ 2,000.00	0	\$0.00	2	\$ 2,000.00	\$0.00
TS-09	(SP-1) One Way Post Side Mounted Pedestrian Signal Mounting	EA	\$400.00	8	\$3,200.00	8	\$ 3,200.00	0	\$0.00	8	\$ 3,200.00	\$0.00
TS-10	(SP-2-T) Two Way Post Side Mounted Pedestrian Signal Mounting with Terminal Compartment	EA	\$750.00	2	\$1,500.00	2	\$ 1,500.00	0	\$0.00	2	\$ 1,500.00	\$0.00
TS-11	16" Aluminum Pedestrian Signal Housing	EA	\$500.00	12	\$6,000.00	12	\$ 6,000.00	0	\$0.00	12	\$ 6,000.00	\$0.00
TS-12	Type 1-A Pole (10') with Concrete Foundation	EA	\$3,500.00	2	\$7,000.00	2	\$ 7,000.00	0	\$0.00	2	\$ 7,000.00	\$0.00
TS-13	Type 19-1-100 Pole with 25' Signal Mast Arm, MAS Mounting, and Concrete Foundation	EA	\$12,500.00	1	\$12,500.00	1	\$ 12,500.00	0	\$0.00	1	\$ 12,500.00	\$0.00
TS-14	Pull Box Type I	EA	\$350.00	5	\$1,750.00	5	\$ 1,750.00	0	\$0.00	5	\$ 1,750.00	\$0.00
TS-15	Pull Box Type III	EA	\$360.00	9	\$3,240.00	9	\$ 3,240.00	0	\$0.00	9	\$ 3,240.00	\$0.00
TS-16	Pull Box Type 4X	EA	\$850.00	2	\$1,700.00	2	\$ 1,700.00	0	\$0.00	2	\$ 1,700.00	\$0.00
TS-17	Pull Box Type H20	EA	\$800.00	1	\$800.00	1	\$ 800.00	0	\$0.00	1	\$ 800.00	\$0.00
TS-18	Pull Box Type U1	EA	\$520.00	1	\$520.00	1	\$ 520.00	0	\$0.00	1	\$ 520.00	\$0.00
TS-19	Pull Box Type U2	EA	\$520.00	1	\$520.00	1	\$ 520.00	0	\$0.00	1	\$ 520.00	\$0.00
TS-20	1 - 2" PVC Schedule 80 Conduit (Underground)	LF	\$35.00	440	\$15,400.00	440	\$ 15,400.00	0	\$0.00	440	\$ 15,400.00	\$0.00
TS-21	3 - 2" PVC Schedule 80 Conduit (Underground)	LF	\$90.00	160	\$14,400.00	160	\$ 14,400.00	0	\$0.00	160	\$ 14,400.00	\$0.00
TS-22	4 - 2" PVC Schedule 80 Conduit (Underground)	LF	\$60.00	740	\$44,400.00	740	\$ 44,400.00	0	\$0.00	740	\$ 44,400.00	\$0.00
TS-23	1 - 3" PVC Schedule 80 Conduit (Underground)	LF	\$135.00	40	\$5,400.00	40	\$ 5,400.00	0	\$0.00	40	\$ 5,400.00	\$0.00
TS-24	2 - 3" & 1 - 2" PVC Schedule 80 Conduit (Underground) in Same Trench	LF	\$91.00	90	\$8,190.00	90	\$ 8,190.00	0	\$0.00	90	\$ 8,190.00	\$0.00
TS-25	1 - 1.5" GRS Conduit (Underground)	LF	\$50.00	340	\$17,000.00	340	\$ 17,000.00	0	\$0.00	340	\$ 17,000.00	\$0.00
TS-26	Construct "M-SF" Traffic Signal Controller Concrete Foundation	EA	\$3,900.00	2	\$7,800.00	2	\$ 7,800.00	0	\$0.00	2	\$ 7,800.00	\$0.00
TS-27	Install City Furnished Type 2070 Intersection Controller "M-SF" Cabinet	EA	\$1,800.00	2	\$3,600.00	2	\$ 3,600.00	0	\$0.00	2	\$ 3,600.00	\$0.00
TS-28	Provide Traffic Signal Wiring and Related Work	LS	\$40,000.00	1	\$40,000.00	100%	\$ 40,000.00	0%	\$0.00	100%	\$ 40,000.00	\$0.00
TR-01	Traffic Control	LS	\$40,000.00	1	\$40,000.00	100%	\$ 40,000.00	0%	\$0.00	100%	\$ 40,000.00	\$0.00
TR-02	Changeable Message Signs	EA	\$7,000.00	2	\$14,000.00	2	\$ 14,000.00	0	\$0.00	2	\$ 14,000.00	\$0.00
TR-03	Temporary Pavement Markings	LF	\$1.00	12,000	\$12,000.00	12,000	\$ 12,000.00	0	\$0.00	12,000	\$ 12,000.00	\$0.00
SW-01	Trench and Excavation Support for Sewer Work	LS	\$25,000.00	1	\$25,000.00	1	\$ 25,000.00	0%	\$0.00	100%	\$ 25,000.00	\$0.00
SW-02	Concrete Manhole for 12-Inch to 24-Inch Diameter Sewers with Frame and Cover per SFDPW Standard Plan 87,181 (Gravity Sewer)	EA	\$9,500.00	3	\$28,500.00	0	\$ -	0	\$0.00	0	\$ -	(\$28,500.00)

SW-03	Angle Concrete Manhole per SFDPW Standard Plan 87,182 (Gravity Sewer)	EA	\$50,000.00	1	\$50,000.00	1	\$ 50,000.00	0	\$0.00	1	\$ 50,000.00	\$0.00
SW-04	Concrete Manhole (Force Main)	EA	\$11,000.00	2	\$22,000.00	0	\$ -	0	\$0.00	0	\$ -	(\$22,000.00)
SW-05	Furnish and Install 24-Inch Diameter HDPE SDR-17 Inside 28-Inch Inside Diameter Steel Casing Wrapped with Protective Tape Coat by Open Trench Method (Gravity Sewer)	LF	\$730.00	120	\$87,600.00	120	\$ 87,600.00	0	\$0.00	120	\$ 87,600.00	\$0.00
SW-06	Furnish and Install 12-Inch Diameter HDPE SDR-17 Inside 16-Inch Inside Diameter Steel Casing Wrapped with Protective Tape Coat by Open Trench Method (Gravity Sewer)	LF	\$600.00	55	\$33,000.00	55	\$ 33,000.00	0	\$0.00	55	\$ 33,000.00	\$0.00
SW-07	Furnish and Install 10-Inch Diameter HDPE SDR-17 Inside 22-Inch Inside Diameter Steel Casing Wrapped with Protective Tape Coat by Open Trench Method (Force Main)	LF	\$400.00	535	\$214,000.00	0	\$ -	0	\$0.00	0	\$ -	(\$214,000.00)
SW-08	10-Inch Diameter HDPE SDR-17 (Force Main)	LF	\$300.00	29	\$8,700.00	0	\$ -	0	\$0.00	0	\$ -	(\$8,700.00)
SW-09	20-Inch Ductile Iron Pipe Class 54 (Force Main)	LF	\$300.00	193	\$57,900.00	0	\$ -	0	\$0.00	0	\$ -	(\$57,900.00)
SW-10	Replacement and Construction of 6-Inch or 8 inch Diameter Culvert (Conditional Bid Item)	LF	\$130.00	229	\$29,770.00	229	\$ 29,770.00	0	\$0.00	229	\$ 29,770.00	\$0.00
SW-11	Concrete Catch Basin with New Frame and Grating per SFDPW Standard Plan 87,188 (Conditional Bid Item)	EA	\$8,000.00	2	\$16,000.00	2	\$ 16,000.00	0	\$0.00	2	\$ 16,000.00	\$0.00
SW-12	Cast-Iron Water Trap for Catch Basin per SFDPW Standard Plan 87,194 (Conditional Bid Item)	EA	\$500.00	4	\$2,000.00	4	\$ 2,000.00	0	\$0.00	4	\$ 2,000.00	\$0.00
SW-13	Reconstruct Pavement Outside of Sewer "T" Trench with 8-Inch Thick Concrete Base per Excavation Regulations Related to Sewer Work (Conditional Bid Item)	SF	\$11.00	1,900	\$20,900.00	1,900	\$ 20,900.00	0	\$0.00	1,900	\$ 20,900.00	\$0.00
SW-14	Post-Construction television inspection of newly constructed Force Main and Gravity Sewers	LS	\$2,500.00	1	\$2,500.00	0	\$ -	0%	\$0.00	0%	\$ -	(\$2,500.00)
SW-15	Television Inspection of Culvert (Conditional Bid Item)	EA	\$750.00	7	\$5,250.00	7	\$ 5,250.00	0	\$0.00	7	\$ 5,250.00	\$0.00
SW-16	Potholes or Exploratory Holes (Conditional Bid Item)	CY	\$600.00	25	\$15,000.00	25	\$ 15,000.00	0	\$0.00	25	\$ 15,000.00	\$0.00
SW-17	Television Inspection of Existing 21" VCP Main Sewer	LS	\$10,000.00	1	\$10,000.00	1	\$ 10,000.00	0%	\$0.00	100%	\$ 10,000.00	\$0.00
SW-18	Mechanical Connection of 10-inch DIP-PEP to 10-inch Diameter HDPE Force Main	EA	\$3,500.00	2	\$7,000.00	0	\$ -	0	\$0.00	0	\$ -	(\$7,000.00)
SW-19	Electrofusion Connection of 10-inch DIP-PEP to 10-inch Diameter HDPE Force Main	EA	\$1,800.00	2	\$3,600.00	0	\$ -	0	\$0.00	0	\$ -	(\$3,600.00)
SW-20	Television Inspection of Existing 20" DIP Force Main	LS	\$10,000.00	1	\$10,000.00	0%	\$ -	0%	\$0.00	0%	\$0.00	(\$10,000.00)
TOTAL BASE CONTRACT:					\$3,521,115.00	92.69%	\$3,263,850.76	-7.12%	(\$250,691.81)	85.57%	\$3,013,158.95	(\$507,956.05)
CM	CONTRACT MODIFICATIONS											
CM-1A	Delete Bid Items SW-02, SW-04, SW-07, SW-08, SW-09 SW-14, SW-18, SW-19, SW-20	LS	(\$354,200.00)	1	\$ (354,200.00)	0%	\$0.00	0%	\$0.00	0%	\$0.00	\$354,200.00
CM-1A.2	Add Bid Item SW-21 - Concrete Manhole for 12-inch to 24 inch diameter sewers with 30 inch frame and cover	LS	\$44,968.35	1	\$ 44,968.35	100%	\$44,968.35	0%	\$0.00	100%	\$44,968.35	\$0.00
CM-1A.3	Add item SW-22- Concrete Manhole (Force Main -14 inch diameter HDPE with 22 inch steel casing.	LS	\$57,328.50	1	\$ 57,328.50	100%	\$57,328.50	0%	\$0.00	100%	\$57,328.50	\$0.00
CM-1A.4	Add Bid Item Sw-23- Furnish and install 14 inch diameter HDPE SDR-17 inside 22 inch inside diamtere steel casing wrapped with protective tape coat by open trench method (force main)	LS	\$318,592.74	1	\$ 318,592.74	100%	\$318,592.74	0%	\$0.00	100%	\$318,592.74	\$0.00
CM-1A.5	Add Bid item SW-24-14 inch diameter HDPE SDR-17 (force main)	LS	\$45,574.19	1	\$ 45,574.19	100%	\$45,574.19	0%	\$0.00	100%	\$45,574.19	\$0.00
CM-1A.6	Add Bid item SW-25-20 inch ductile iron pipe class 54 (force main) with polyethylene encasement and electrically bonded	LS	\$ -	1	\$ -	0%	\$0.00	0%	\$0.00	0%	\$0.00	\$0.00
CM-1A.7	Add Bid item SW-26- Mechanical connection of 10 inch DIP-PEP to 14 inch diameter HDPE force main	LS	\$11,316.12	1	\$ 11,316.12	100%	\$11,316.12	0%	\$0.00	100%	\$11,316.12	\$0.00
CM-1A.8	Add Bid item SW-27- Electrofusion connection of 10 inch DIP-PEP to 14 inch diameter HDPE force main,	LS	\$13,773.55	1	\$ 13,773.55	100%	\$13,773.55	0%	\$0.00	100%	\$13,773.55	\$0.00
CM-1A.9	Add Bid item SW-28-6 inch diameter side sewer and connection.	LS	\$5,559.59	1	\$ 5,559.59	100%	\$5,559.59	0%	\$0.00	100%	\$5,559.59	\$0.00

CM-1A.10	Add Bid item SW-29- Thrust block (force main-20 inch diameter ductile iron pipe).	LS	\$2,774.79	1	\$ 2,774.79	0%	\$0.00	0%	\$0.00	0%	\$0.00	(\$2,774.79)		
CM-1A.11	Add Bid item SW-30- Concrete manhole (force Main- 20inch diameter ductile iron pipe).	LS	\$73,841.05	1	\$ 73,841.05	100%	\$73,841.05	0%	\$0.00	100%	\$73,841.05	\$0.00		
CM-1A.12	Add bid item SW-31- Sacrificial Anode Systems	LS	\$42,784.08	1	\$ 42,784.08	95%	\$40,644.88	5%	\$2,139.20	100%	\$42,784.08	\$0.00		
CM-1A.13	Add Bid item SW-32 Health and Safety and Lockout - Tag out Procedures (SFPUC Requirements).	LS	\$3,684.40	1	\$ 3,684.40	100%	\$3,684.40	0%	\$0.00	100%	\$3,684.40	\$0.00		
CM-1A.14	Add Bid ite SW- 33 - Shutdown schedule, construction constraint and contingency plan.	LS	\$30,813.94	1	\$ 30,813.94	100%	\$30,813.94	0%	\$0.00	100%	\$30,813.94	\$0.00		
CM-1B	Additional Requirements working in Crane Cove Park	LS	\$84,402.47	1	\$ 84,402.47	100%	\$84,402.47	0%	\$0.00	100%	\$84,402.47	\$0.00		
CM-1C	Continuous Dust Monitoring and Sampling	LS	\$210,315.00	1	\$ 210,315.00	53%	\$110,947.11	6%	\$13,186.92	59%	\$124,134.03	(\$86,180.97)		
CM-1D	Continuous Noise and Vibration Monitoring	LS	\$75,537.00	1	\$ 75,537.00	100%	\$75,537.00	0%	\$0.00	100%	\$75,537.00	\$0.00		
CM-2A	Price Escalation from Contract Suspension of Work	LS	\$407,434.00	1	\$ 407,434.00	100%	\$407,434.00	0%	\$0.00	100%	\$407,434.00	\$0.00		
CM-2B	Compensation for Delay Due to Completion of MOU	LS	\$52,306.00	1	\$ 52,306.00	100%	\$52,306.00	0%	\$0.00	100%	\$52,306.00	\$0.00		
CM-3A	Design & Install SFPUC Ductbank	LS	\$1,744,867.67	1	\$ 1,744,867.67	100%	\$1,744,867.67	0%	\$0.00	100%	\$1,744,867.67	\$0.00		
CM-4A	PCC#007 - Alternative Alignment of 21" Sewer Line Constrained by PG&E Vault	LS	\$293,692.95	1	\$ 293,692.95	100%	\$293,692.95	0%	\$0.00	100%	\$293,692.95	\$0.00		
CM-4B	PCC #011 – Relocate Four 10" VCP Culverts, Replace Brick Basins with Concrete Catch Basins, and Modify Existing Catch Basin at 19th and Illinois Street:	LS	\$291,289.14	1	\$ 291,289.14	100%	\$291,289.14	0%	\$0.00	100%	\$291,289.14	\$0.00		
CM-4C	Continuous Noise and Vibration Monitoring	LS	\$120,960.00	1	\$ 120,960.00	100%	\$120,960.00	0%	\$0.00	100%	\$120,960.00	\$0.00		
CM-4D	Thicker Sidewalk Required at Crane Cove Park Entrance	LS	\$4,674.41	1	\$ 4,674.41	100%	\$4,674.41	0%	\$0.00	100%	\$4,674.41	\$0.00		
CM-4E	Additional Work Related to Rail Isolation Work	LS	\$116,764.86	1	\$ 116,764.86	100%	\$116,764.86	0%	\$0.00	100%	\$116,764.86	\$0.00		
CM-5A	Additional Work Related to Rail Isolation	LS	\$77,706.52	1	\$ 77,706.52	100%	\$77,706.52	0%	\$0.00	100%	\$77,706.52	\$0.00		
CM-5B	PCC#016 – Sewer Installation Obstructions	LS	\$36,785.14	1	\$ 36,785.14	100%	\$36,785.14	0%	\$0.00	100%	\$36,785.14	\$0.00		
CM-5C	PCC#020 – Traffic Signal Changes	LS	\$10,637.63	1	\$ 10,637.63	100%	\$10,637.63	0%	\$0.00	100%	\$10,637.63	\$0.00		
CM-5D	Furnish and Install Additional PVC-Coated GRS Conduit Along Illinois Street and 19th Street	LS	\$7,592.57	1	\$ 7,592.57	100%	\$7,592.57	0%	\$0.00	100%	\$7,592.57	\$0.00		
CM-5E	Procure Track Parts	LS	\$35,542.37	1	\$ 35,542.37	100%	\$35,542.37	0%	\$0.00	100%	\$35,542.37	\$0.00		
CM-5F	Replace Damaged Manhole	LS	\$9,545.35	1	\$ 9,545.35	100%	\$9,545.35	0%	\$0.00	100%	\$9,545.35	\$0.00		
CM-5G	Temporary Adjustment of Overhead Catenary System (OCS)	LS	\$12,600.00	1	\$ 12,600.00	100%	\$12,600.00	0%	\$0.00	100%	\$12,600.00	\$0.00		
CM-5H	Install Additional Street Base and Asphalt Concrete (AC) Pavement	LS	\$62,377.57	1	\$ 62,377.57	100%	\$62,377.57	0%	\$0.00	100%	\$62,377.57	\$0.00		
CM-5I	Off-haul Additional Class 1 (Non-RCRA) Hazardous Waste	LS	\$117,991.28	1	\$ 117,991.28	100%	\$117,991.28	0%	\$0.00	100%	\$117,991.28	\$0.00		
CM-5J	Remove Obstruction in Conflict with Pole Foundation	LS	\$5,071.31	1	\$ 5,071.31	100%	\$5,071.31	0%	\$0.00	100%	\$5,071.31	\$0.00		
CM-5K	Re-align Track Segment	LS	\$116,839.44	1	\$ 116,839.44	100%	\$116,839.44	0%	\$0.00	100%	\$116,839.44	\$0.00		
CM-6A	Time Extension	LS	\$1,075,779.59	1	\$ 1,075,779.59	100%	\$0.00	0%	\$1,075,779.59	100%	\$1,075,779.59	\$0.00		
CM-6B	Delete All Work in Contract Modification Bid Item CM-1A.10	LS	\$2,774.79	1	\$ 2,774.79	100%	\$0.00	0%	\$0.00	100%	\$0.00	\$2,774.79		
CM-6C	Reduction to Contract Modification Bid Item CM-1C	LS	\$86,180.97	1	\$ 86,180.97	100%	\$0.00	0%	\$0.00	100%	\$0.00	\$86,180.97		
CM-6D	Bid Item Final Quantity Adjustment	LS	(\$153,756.05)	1	(\$ 153,756.05)	0%	\$0.00	0%	\$0.00	0%	\$0.00	\$153,756.05		
TOTAL CONTRACT MODIFICATIONS:							\$ 5,024,811.76	88.39%	\$4,441,662.10	21.71%	\$1,091,105.71	110.11%	\$5,532,767.81	\$507,956.05
TOTAL:							\$8,545,926.76	90.17%	\$7,705,512.86	9.83%	\$840,413.90	100.00%	\$8,545,926.76	\$0.00

\$833,067.78

Concurred By: _____

CURT MITCHELL, OWNER
MITCHELL ENGINEERING

Approved By: _____

ALONDRA TREVINO, RESIDENT ENGINEER
SFMTA CONSTRUCTION MANAGEMENT

ENCLOSURE 3

THIRD STREET LIGHT RAIL PROJECT - MISSION BAY LOOP

San Francisco Municipal Railway Contract No. 1236R

Project Budget and Financial Plan

Cost	Amount
Environmental Assessment Staff Support (SFMTA and Other City Services)	\$183,059
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$1,049,457
Construction Phase Construction Contract, Contingency, and Staff Support	\$19,701,089
Other Agency Cost Share	\$434,652
Total Cost	\$21,368,258

Funding	Amount
Federal TIGER Cycle IV Grant	\$10,000,000
State Infrastructure Bonds Local Proposition 1B	\$4,882,911
Local Proposition K	\$157,000
SFMTA Operating	\$828,012
LCTOP	\$1,440,568
General Obligation Bond	\$3,140,776
General Fund Proposition B	\$464,926
Transit Sustainability Fee	\$454,065
Total Funding	\$21,368,258