

THIS PRINT COVERS CALENDAR ITEM NO. : 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Modification No. 2 to Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction Inc., increasing the Contract amount by \$305,285.45, for a total Contract amount not to exceed \$6,792,067.15, and extending the Contract term by 156 days.



SUMMARY:

- The Balboa Park Station Area and Plaza Improvements Project includes pedestrian safety upgrades, transit reliability and safety improvements, streetscape amenities, and accessibility upgrades around the Balboa Park Station.
- On August 18, 2015, the SFMTA Board of Directors awarded Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project (Project) to NTK Construction Inc. for \$5,245,209, and for a term of 240 Days, to perform work around the Balboa Park Station.
- On December 18, 2017, the Director of Transportation executed Modification No. 1 to the Contract for the Contractor to perform additional trackwork and related improvements on Ocean Ave. for \$1,241,572.60, with an increase in the Contract term of 60 Days.
- Contract Modification No. 2 increases the Contract amount by \$305,285.45, for a total Contract amount not to exceed \$6,792,067.05, due to additional work and final adjustments to bid item quantities, and extends the Contract term by 156 calendar days.

ENCLOSURES:

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

APPROVALS:

		DATE
DIRECTOR	 _____	<u>12/11/2018</u>
SECRETARY	 _____	<u>12/11/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: December 18, 2018

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PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute Modification No. 2 to Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction Inc., increasing the Contract amount by \$305,285.45, for a total Contract amount not to exceed \$6,792,067.15, and extending the Contract term by 156 days.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The item will support the following goals and objectives of the SFMTA Strategic Plan:

- Goal 1: Create a safer transportation experience for everyone.
Objective 1.2 Improve the safety of the transportation system.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
Objective 2.1 Improve transit service.
Objective 2.2 Enhance and expand use of the city's sustainable modes of transportation.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
Objective 3.2 Increase the transportation system's positive impact to the economy.
Objective 3.3 Allocate capital resources effectively.
Objective 3.4 Deliver Services efficiently.

This item will support 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.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

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DESCRIPTION

Balboa Park Station is one of the busiest intermodal transit facilities in the region, serving more than 24,000 passengers daily with four BART lines, multiple Muni bus routes, and three light rail lines. The station area attracts many transit riders and pedestrians as it resides in a busy residential neighborhood with many employment, recreational, and educational facilities. It is within walking distance to Balboa Park, Lick Wilmerding High School, Denman Middle School, Balboa High School, and the City College of San Francisco.

The Balboa Park Station Area and Plaza Improvements Project (Project) consists of construction pedestrian safety upgrades, transit reliability and safety improvements, streetscape amenities, and accessibility upgrades around the Balboa Park Station.

On August 18, 2015, the SFMTA Board of Directors awarded Contract No. 1274 (Contract) to NTK Construction Inc. to construct the Balboa Park Station Area and Plaza Improvements for \$5,245,209, and for a term of 240 days.

On December 18, 2017 the Director of Transportation executed Modification No. 1 to the Contract for the Contractor to perform additional trackwork, such as retrofitting track alignments, and related improvements on Ocean Avenue, increasing the Contract amount by \$1,241,572.60, and extending the Contract term by 60 days.

Contract Modification No. 2, the final Contract Modification, increases the Contract amount by \$305,285.45, for a total Contract amount not to exceed \$6,792,067.05, due to additional asphalt pavement with grind-and-pave, and associated traffic control, and extends the Contract term by 156 calendar days.

The Contract Compliance Office (CCO) approved Contract Modification No. 2. The Contract was awarded under the Small Business Enterprise (SBE) Set-Aside program, and the Contractor has met the SBE participation goal of 20 percent and an SBE set-aside goal of 100 percent for landscaping and traffic control work.

CONTRACTOR SAFETY RECORD

There were no “serious” or “willful” Division of Occupational Safety and Health (CalOSHA) recordable violations during the construction of this project.

TRANSIT IMPACT

Upon completion of the Project, transit service will be more reliable and accessible. Impacts to transit during construction were mitigated to the maximum feasible extent.

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STAKEHOLDER ENGAGEMENT

During construction the Project team proactively informed various community stakeholders and city departments of the construction progress. San Francisco Recreation and Park requested the project team relocate a transit signal cabinet from their property to another location. After reviewing different options, the project team moved the transit signal cabinet onto SFMTA property. In addition, SFMTA staff also distributed mailers and maintained the project website. There was no design change request the community. The project scope included pedestrian crossing and path of travel improvements which were concerns expressed by the community.

ALTERNATIVES CONSIDERED

For the added work items, no alternatives were considered, as the added work items were necessary to complete the Project. The schedule delay was due to unforeseen conditions and no alternatives were considered.

FUNDING IMPACT

The costs of Contract Modification No. 2 are included in the project budget (Enclosure 3).

ENVIRONMENTAL REVIEW

There are three environmental review documents that are pertinent to the Project. These documents are listed in the table below.

CEQA Environmental Document	Environmental analysis of project element(s) pertinent to the Project	Agency approving environmental document	Environmental Document Approval Action
Balboa Park Station Area Plan Final Environmental Impact Report (Balboa Park Plan FEIR)	Fully analyzed pedestrian safety and accessibility elements in the Balboa Park Station Area Plan.	San Francisco Planning Department (Planning Department)	FEIR Certified in San Francisco Planning Commission Motion No. 17774 on December 4, 2008; SFMTA Board Resolution No. 15-114 on August 18, 2015.

CEQA Environmental Document	Environmental analysis of project element(s) pertinent to the Project	Agency approving environmental document	Environmental Document Approval Action
Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR)	The 8 Bayshore Muni transit corridor improvements on Geneva Avenue between Delano Avenue and I-280 On/Off ramp.	Planning Department; SFMTA	FEIR certified in San Francisco Planning Commission Motion No. 19105 on March 27, 2014; SFMTA Board Resolution No. 14-041 on March 28, 2014.
Balboa Park Station Categorical Exemption	Misc. Improvements Sidewalk widening – Geneva Avenue Accessibility – Ocean Ave. Pedestrian-scale lighting Pedestrian flashing beacons Wayfinding signs Left turn lane – westbound Geneva near I-280 ramps Tow-away signage VPI control system improvements for LRVs using existing track junction adjacent to the Balboa Park Station	SFMTA, with the concurrence of the Planning Department.	SFMTA issued the categorical exemption on Feb. 2, 2015, and the Planning Department concurred on August 7, 2015. [Case No. 2015-002235ENV]

The pedestrian safety and accessibility elements in the Project were analyzed in the Balboa Park Plan FEIR, which was certified by the San Francisco Planning Commission on December 4, 2008 in Motion 17774. Subsequently on August 18, 2015, in Resolution No. 15-114, the SFMTA Board of Directors approved the Project. As part of Resolution No. 15-114, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code (CEQA Findings) including a Mitigation Monitoring and Reporting Program (MMRP), and adopted a statement of overriding considerations.

The 8 Bayshore Muni transit corridor improvements on Geneva Avenue between Delano Avenue and I-280 On/Off ramp were analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), which was certified by the San Francisco Planning Commission on March 27, 2014 in Motion 19105. Subsequently on March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved the TEP FEIR, including various Service-Related Capital Improvements

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(SCI) and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. The 8 Bayshore Muni transit corridor improvements include elements of the SCI and TTRP projects. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

Balboa Park Station Categorical Exemption

On February 2, 2015, the SFMTA issued a categorical exemption for various infrastructure (sidewalk, roadway, lighting and signage) improvements at and in the vicinity of the Balboa Park BART station and related SFMTA facilities. This categorical exemption was modified to include additional improvements to the Light Rail Vehicle (LRV) signaling system to provide a new VPI control system to improve safety and efficiency for LRVs using the existing track junction and crossings to enter and exit Muni Metro tracks adjacent to the Balboa Park Station. The Planning Department concurred with the Categorical Exemption as modified on August 7, 2015.

The contract modifications are within the scope of the environmental review discussed above. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required.

Copies of the CEQA determination are on file with the Secretary to the SFMTA Board of Directors and may be found in the records for the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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 Modification No. 2 to Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction Inc., increasing the Contract amount by \$305,285.45, for a total Contract amount not to exceed \$6,792,067.15, and extending the Contract term by 156 days.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On August 18, 2015, the SFMTA Board of Directors adopted Resolution No. 15-114, awarding Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project (the Contract), to NTK Construction, Inc. (the Contractor) to construct safety, accessibility, transit, and streetscape improvements around the Balboa Park Station; the Contract was for \$5,245,209 and for a term of 240 days; and,

WHEREAS, On December 18, 2017, the Director of Transportation approved Modification No. 1 to the Contract, to perform additional trackwork and related improvements, increasing the Contract amount by \$1,241,572.60, for a total amount not to exceed \$6,486,781.60, and increasing the Contract term by 60 days, for a total of 300 days; and,

WHEREAS, The proposed Modification No. 2 to the Contract increases the Contract term by 156 calendar days, and increases the Contract amount by \$305,285.45, for a total term of 456 calendar days, for a total Contract amount not to exceed \$6,792,067.05, due to additional work and final adjustments to bid item quantities; and,

WHEREAS, The Balboa Park Station Area and Plaza Improvements Project (Project) was analyzed in the Transit Effectiveness Project Final Environmental Impact Report certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, On March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved the Transit Effectiveness Project Final Environmental Impact Report, adopted findings under California Environmental Quality Act, the California Environmental Quality Act Guidelines, and Chapter 31 of the San Francisco Administrative Code (California Environmental Quality Act Findings) and a Mitigation Monitoring and Reporting Program; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report included various Service-Related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes; the 8 Bayshore Muni transit corridor improvements in the vicinity of the Balboa Park Station on Geneva Avenue between Delano Avenue and I-280 On/Off ramp include elements of the Service-Related Capital Improvements and Travel Time Reduction Proposals projects; and

WHEREAS, The Project was substantially analyzed in the Final Environmental Impact Report for the Balboa Park Station Area Plan (Balboa Park Final Environmental Impact Report), which was certified by the San Francisco Planning Commission in Motion No. 17774 on December 4, 2008 after a duly noticed public meeting (Case No. 2004.1059E) and found that the Balboa Park Final Environmental Impact Report reflected the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft Environmental Impact Report, and the content of the report and the procedures through which the Balboa Park Final Environmental Impact Report was prepared, publicized and reviewed comply

with the provisions of the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.), the California Environmental Quality Act Guidelines (14 Cal. Code Regs. Sections 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code; and,

WHEREAS, On August 7, 2015, the San Francisco Planning Department concurred in the SFMTA's determination that certain elements of the proposed project that were not analyzed in the Balboa Park Final Environmental Impact Report are exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301 as a Class 1 (Existing Facilities) categorical exemption; and,

WHEREAS, On August 18, 2015, in Resolution No. 15-114, the SFMTA Board of Directors adopted the California Environmental Quality Act Findings contained in Planning Commission Motion No. 17775, including the mitigation monitoring and reporting program and the statement of overriding considerations; and,

WHEREAS, Also on August 18, 2015, the SFMTA Board found that no substantial changes had occurred in the Project that would require revisions in the Transit Effectiveness Project Final Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the Project would be undertaken which would require major revisions to the Transit Effectiveness Project Final Environmental Impact Report due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Transit Effectiveness Project Final Environmental Impact Report, and no new information of substantial importance to the Project had become available that indicated that (1) the Project would have significant effects not discussed in the Transit Effectiveness Project Final Environmental Impact Report, (2) significant environmental effects would be substantially more severe, (3) mitigation measure or alternatives found not feasible which would reduce one or more significant effects had become feasible or (4) mitigation measures or alternatives which were considerably different from those in the Transit Effectiveness Project Final Environmental Impact Report would substantially reduce one or more significant effects on the environment; and,

WHEREAS, The contract modifications are within the scope of the environmental review discussed above; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required; and,

WHEREAS, Copies of the CEQA determination is 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, and is incorporated herein by reference.; and, therefore be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute Modification No. 2 to Contract 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction, Inc., increasing the Contract amount by \$305,285.45, for a total Contract amount not to exceed \$6,792,067.15, and extending the Contract term by 156 days.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 18, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

CONTRACT MODIFICATION NO. 2 (FINAL)

San Francisco Municipal Transportation Agency Contract No. 1274

Balboa Park Station Area and Plaza Improvements Project

Contractor: NTK Construction, Inc.
501 Cesar Chavez Street, Suite #123.
San Francisco, CA 94124

The Contract is modified as follows:

1. Perform miscellaneous additional improvement work to support completion of new transit configuration delivered under the Contract, including special trackwork, train signal control system, overhead contact system, and pavement work. This work included all labor, materials, and equipment, including necessary fittings and accessories, to implement the following six work items.

CM-2A	Perform additional work for roadway, pavement, and traffic control along Ocean Avenue at the vicinity of the I-280 on-ramp and off-ramp, as detailed the three work item below. The improvements under this Item CM-2A, included the following three work items listed below: #CM-2A-1, #CM-2A-2, and #CM-2A-3. Total lump sum cost: \$40,332.80.
CM-2A-1	Additional asphalt pavement work at I-280 Off Ramp connecting to SB Ocean Avenue, including grind-and-pave and associated traffic control to achieve a smooth and safe roadway profile transitioning from the existing freeway off-ramp path up to newly paved roadway on Ocean Avenue. (\$27,416.80) <ul style="list-style-type: none">• <i>This work is as requested by CalTrans through and DPW, and as documented in an email directive form DPW dated Oct 25, 2018.</i>• <i>The scope of work is as documented under RE Field Memo dated January 17, 2017, and Contractor's Serial Letter #043R.</i>

CM-2A-2	<p>Additional work for sidewalk/wall and curb at northbound Ocean Ave at Green Facility trackway entrance (\$7,948.00).</p> <ul style="list-style-type: none"> <i>This work is to build a 3-foot high wall instead of 6-inch low-level curb as shown on DPW Drawing #R-6. The wall is needed to match the existing landscape.</i> <i>The scope of work is as documented under RE Field Memo dated December 12, 2016, and Contractor's Serial Letter #043R.</i> <i>The cost of work is tracked under force account.</i>
CM-2A-3	<p>Additional traffic control work to support thermal traffic striping work by City at I-280 off-ramp (\$4,968.00)</p> <ul style="list-style-type: none"> <i>Provide traffic control and safety monitoring to support thermal striping work by City.</i> <i>The scope of work is as documented under RE Field Memo dated January 22, 2018, and Contractor's Serial Letter #068.</i>
CM-2B	<p>Perform additional trackwork at the interface between the limits of Contract 1274 (Balboa trackwork) and Contract-1249 (Green Facility). The work under this Item CM-2B includes the following work items: #CM-2B-1 and #CM-2B-2.</p> <p>Total lump sum cost: \$85,259.08.</p> <p>The cost for this work shall be paid as a lump sum.</p>
CM-2B-1	<p>Additional closure rail and insulated joint work to tie into the existing track turnout adjacent to the area of Contract 1249. (\$45,526.00)</p> <ul style="list-style-type: none"> <i>This work is to furnish and install closure rail to replace existing rail at the work limits between Contract 1274 (Balboa) and Contract 1249 (Green), at trackwork area as described by RE Field Memo dated December 1, 2016.</i> <i>The scope of work includes survey control and rebuilding rail and casting with necessary timber-tie ballast and tie plate assemblies.</i> <i>The scope of work is as documented under RE Field Memo dated December 01, 2016, and Contractor's Serial Letter #044R.</i>
CM-2B-2	<p>Additional rail coating work (\$39,733.08)</p> <ul style="list-style-type: none"> <i>This work is to furnish and install insulated rail coating over all trackwork within the track circuitry areas of the Contract, at trackwork area. The necessary rail coating was not included in the original Contract Specifications.</i> <i>The scope of work is documented in RE Field Memo dated December 04, 2016 and Contractor's Serial Letter #048.</i> <i>The cost of work was tracked under force account.</i>

CM-2C	<p>Additional work for overhead contact system (OCS) poles and foundations, and streetlight poles and foundations. The work under this Item CM-2C included the following two work items: #CM-2C-1 and #CM-2C-2.</p> <p>Total lump sum cost: \$27,924.94.</p>
CM-2C.1	<p>OCS pole foundation modification at San Jose / Geneva (\$76,235.94)</p> <ul style="list-style-type: none"> • <i>This work is for site exploration and investigation of a differing site condition in order to furnish and install an OCS pole foundation under Contract Bid Item #OV-4 at the corner of the Geneva-San Jose intersection.</i> • <i>The scope of work includes excavation to (1) expose conflicting utilities and to locate available underground space for the foundation, (2) explore and verify the possibility of installing an alternate design of the foundation, (3) remove retaining wall and associated foundation and steel railing, (4) protect the underground BART structure, and (5) penetrate abandoned concrete slabs to install a deep caisson as per Contract Specifications.</i> • <i>Contractor's responsibility includes (i) safety monitoring and traffic control for pedestrian, LRV, and vehicular traffic, (ii) shoring the deep excavation, installing steel plating, and de-watering for each night shift.</i> • <i>The scope of work is as documented under Field Memo dated 11-28-2016, Field Memo dated 12-12-2016, Field Memo Dated 01-23-2017, Field Memo Dated 02-13-2017, Field Memo Dated 03-15-2017, Field Memo Dated 04-03-2017, and Contractor's Serial Letter #063.</i>
CM-2C.2	<p>Deletion of OCS Work (- \$48,311.00)</p> <ul style="list-style-type: none"> • <i>This work is to delete field installation work for the OCS, with all procured materials transferred to the SFMTA for installation by others.</i> • <i>The scope of work is as documented under PCC #013 (RE Letter #034) and Contractor's Serial Letter #057.</i>
CM-2D	<p>Additional electrical work for train control and signal system. The work under this Item CM-2D included the following six work items: #CM-2D-1, #CM-2D-2, #CM-2D-3, #CM-2D-4, #CM-2D-5, and #CM-2D-6.</p> <p>Total lump sum cost: \$84,632.50.</p>

CM-2D-1	<p>Switch machine circuit controller (\$7,005.00)</p> <ul style="list-style-type: none"> • <i>This work is to furnish and install specialty parts furnished by Irwin Transportation for proper functionality of switch machines #3, #5, and #7.</i> • <i>This work also includes providing a specialty service agent from Irwin Transportation on site to calibrate and fine-tune the switch machines during their installation.</i> • <i>This work is as documented under RE Field Memo dated December 04, 2016, and Contractor's Serial Letter #046.</i>
CM-2D-2	<p>Installed bootleg boxes, conduit/Vtag in Mini-Phase 8 (\$8,750.00)</p> <ul style="list-style-type: none"> • <i>This work is to remove and replace damaged VTS loop, bootleg box, associated conduits and wiring.</i> • <i>This work includes testing and assuring proper functioning of the train signal control for the K-line pull-out. This work was to be performed outside normal work hours.</i> • <i>This work is as documented under RE Field Memo dated November 10, 2016, and Contractor's Serial Letter #051.</i>
CM-2D-3	<p>Furnish and install Track Circuit #6AT as a modification to the train control system (\$13,260.00)</p> <ul style="list-style-type: none"> • <i>This work is to furnish and install necessary track circuit #6AT as a modification to the originally designed train signal-control system.</i> • <i>This work includes track wiring, bootleg boxes, additional relay control within signal cabinet, revision of control programming, and testing to verify components and system-wide performance.</i> • <i>This work is as documented under RE Field Memo dated December 16, 2016, and Contractor's Serial Letter #052.</i>
CM-2D-4	<p>Implementation of additional interim phase (\$32,101.00)</p> <ul style="list-style-type: none"> • <i>This work is to create an interim phase of the train signal-control to facilitate LRV operations. The interim phase train control would enable the K-line LRV to pull out from Green Facility onto Ocean Avenue.</i> • <i>The scope includes modification to the traffic signal, revision and modification of track circuit wiring, signal control programming, interim electrical power feed to the circuit, and testing and commissioning.</i> • <i>Contractor is responsible to maintain the safety and security of the interim phase train control system.</i> • <i>This work is as documented under RE Field Memo dated December 21, 2016, and Contractor's Serial Letter #050 and #059.</i>
CM-2D-5	<p>Replace SW-5 VTAG loop as directed by SFMTA (\$2,404.55)</p>

	<ul style="list-style-type: none"> • <i>This work is to remove and replace damaged VTS Loop, bootleg box, associated conduits and wiring. This work includes wiring, conduits, cadwelds, and VTS testing, to assure proper functioning of the train signal-control system. This work is to be performed during outside normal work hours.</i> • <i>This work is necessary for final testing of the train signal-control system.</i> • <i>This work is as documented under RE Field Memo dated April 14, 2017, and Contractor's Serial Letter #060.</i>
CM-2D-6	<p>Provide fencing and gates at the new train signal cabinet on Ocean Avenue (\$21,111.95)</p> <ul style="list-style-type: none"> • <i>This work is to furnish and install a chain link fence with dual gates as an enclosure to secure the newly built train signal control cabinet on the Ocean Avenue sidewalk.</i> • <i>This work scope is as documented under RE Field Memo dated December 19, 2016, and Contractor's Serial Letter #062R.</i>
CM-2E	<p>Additional work to accommodate schedule delay not caused by Contractor. The work under this Item CM-2E, included the following work items: #CM-2E-1, and #CM-2E-2.</p> <p>Total lump sum cost: \$118,071.33.</p>
CM-2E-1	<p>Contractor's daily site maintenance work within contract time extension for the new interim phase to the Contract, for delay not caused by Contractor (\$32,743.33).</p> <ul style="list-style-type: none"> • <i>This work is for job site maintenance during the time extension.</i> • <i>The scope of work is as documented under RE Field Memo Dated 11-18-2017 and Contractor's Serial Letter #064R.</i>
CM-2E-2	<p>Additional traffic control support due to prolonged shutdown (\$85,328.00)</p> <ul style="list-style-type: none"> • <i>This work is to provide traffic control to maintain comprehensive traffic control at the job site until final LRV testing.</i> • <i>The extended days for traffic control were from November 20, 2016 until April 24, 2017.</i> • <i>The scope of work is as documented in RE Field Memo Dated 11-17-2017, and Contractor's Serial Letter #049.</i>
CM-2F	<p>Adjust bid items final quantities with cost reduction of \$50,935.20.</p>

2. Add the following new Items to the Schedule of Prices:

CM-2A	Additional work for roadway, pavement, and traffic control	Lump Sum	\$40,332.80
CM-2B	Additional trackwork	Lump Sum	\$85,259.08
CM-2C	Additional OCS and underground work	Lump Sum	\$27,924.94
CM-2D	Additional work for electrical and train signal	Lump Sum	\$84,632.50
CM-2E	Additional work for site maintenance and traffic control	Lump Sum	\$118,071.33
CM-2F	Adjust bid items for final quantities	Lump Sum	(-) \$50,935.20

Total Amount of this Contract Modification:	Increase	\$305,285.45
Previous Total of Contract:		\$6,486,781.60
New Revised Total of Contract:		\$6,792,067.05

Total Contract Time added by this Contract Modification:	156 Days
Previous Contract Substantial Completion Date:	11/19/2016
Current Contract Substantial Completion Date:	04/24/2017

3. This Modification is made in accordance with Article 6 and 7 of the Contract General Provisions.
4. Except as provided herein all previous terms and conditions of the Contract remain unchanged.

5. Contractor acknowledges and agrees that the compensation stated herein for the Additional Work described above shall be full accord and satisfaction of all current and prospective costs incurred in connection with Contractor's performance of the Additional Work under this Contract Modification, without limitation, including any and all markups and overhead. Contractor releases the City from all claims, for which full accord and satisfaction is made, as set forth above. If this modification involves the granting of an extension of time, with or without cost, Contractor releases the City from all claims and costs associated with such extension of time. Such costs may include, but are not limited to, costs for labor, materials, equipment, disruption, lost productivity, escalation, delay, extended overhead, administration and extended performance time.

In Witness Whereof, the parties have executed this Modification in San Francisco, California as of this _____ day of _____, 2018.

NTK Construction, Inc

**CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

By: _____
Sammy Kwok
Vice President

By: _____
Edward D. Reiskin
Director of Transportation

Authorized By:

MUNICIPAL TRANSPORTATION AGENCY

Resolution No. _____

Adopted: _____

Attest:

By: _____
Secretary Date
Municipal Transportation Agency

APPROVED AS TO FORM:

Dennis J. Herrera, City Attorney

By: _____
Robin M. Reitzes

Deputy City Attorney

ENCLOSURE 3

BALBOA PARK STATION AREA AND PLAZA IMPROVEMENTS PROJECT

San Francisco Municipal Railway Contract No. 1274

Project Budget and Financial Plan

Cost	Amount
Conceptual Engineering Phase Staff Support (SFMTA, DPW and Other Dept. Services)	\$447,831
Detail Design Phase Staff Support (SFMTA, DPW and Other Dept. Services)	\$917,000
Construction Phase Construction Contract, Contingency, and Staff Support	\$8,240,655
Total Cost	\$9,605,486

Funding	Amount
FTA Formula Funds	\$4,375,399
Proposition K Sales Tax	\$2,192,087
Prop B 2011 Road Repaving and Streets Bond	\$968,000
State Infrastructure Bonds	\$1,460,000
Transportation and Streets Infrastructure Package (TSIP)	\$30,000
FTA Bus Livability	\$265,000
Safe Routes to Transit	\$315,000
Total Funding	\$9,605,486