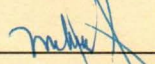
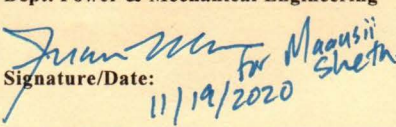
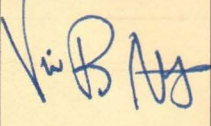
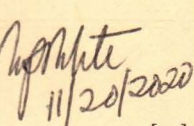
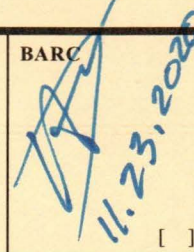




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  11/24/2020		GENERAL MANAGER ACTION REQ'D: No		
DATE: 11/6/2020		BOARD INITIATED ITEM: No		
Originator/Prepared by: Maansii Chirag Sheth Dept: Power & Mechanical Engineering  For Maansii Sheth Signature/Date: 11/19/2020	General Counsel  11/19/20 []	Controller/Treasurer  11/20/2020 []	District Secretary []	BARC  11.23.2020 []

Change Order No.9 to Contract No. 09DJ-160, TBT CP Anode Sled and Cable Replacement Project

PURPOSE:

To authorize the General Manager to execute Change Order No. 9 to Contract No. 09DJ-160 for Transbay Tube (TBT) Cathodic Protection (CP) Anode Sled and Cable Replacement Project, in an amount not to exceed \$459,635.

DISCUSSION:

On September 12, 2019 the Board of Directors authorized the General Manager to award Contract No. 09DJ-160, TBT CP Anode Sled and Cable Replacement Project, to Manson Construction Co. of Richmond, California for the Base Bid amount of \$3,501,000; and to exercise any or all of the four options for a final contract total of \$5,561,000, at the District's sole discretion and pending availability of funding.

The steel shell around the concrete tube structure of the BART TBT is protected by the CP system. This system consists of a series of anode sleds that provide the required current to protect the steel shell from corrosion. There are thirty (30) anode sleds protecting the TBT.

This Contract is for all labor, equipment, materials, and services required for the repair of all non-functioning anode sleds and cables (located underwater in the San Francisco Bay). These critical components are required for an operational CP system. This Contract is a Security Sensitive Information (SSI) Project, due to the nature of the work.

During the progress of this work, the San Francisco bay mud found above location 29IC

was significantly more than anticipated during the design phase of the project. The volume of material to be handled exceeded the Bay Conservation & Development Commission (BCDC) permit allowances and forced the Contractor to demobilize from location 29IC after only a few days of work. The Contractor was given clearance to return to location 29IC a few weeks later, and resumed work removing material above the Top hat. Due to the large volume of material, the Contractor was required to perform significantly increased work in order to place the mud in a stable configuration to avoid any potential collapse or sloughing during diving operations. As a result, the Contractor spent an additional (13) days at location 29IC and this proposed change order is for that increased work.

All Change Orders will be reviewed for approval as to form by the Office of the General Counsel prior to execution.

CAPITAL FISCAL IMPACT:

Funding in the amount of \$459,635 for the award of Change order No. 9 to Contract 09DJ-160 is included in the total Project budget for FMS #09DJ006 – TBT Cathodic Protection Upgrade/ Replace Equipment.

The table below lists funding assigned to the referenced project and is included to track funding history against spending authority. Funds needed to meet this request will be expended from the following sources:

Fund No.	Fund Description	Source	Amount
3013	FY17 Capital Improvements CA-2018-084	Federal	\$3,000,000
3015	FY18 Capital Improvements CA-2019-126	Federal	\$3,864,000
8531	FY17 Operating Allocation to Capital	BART	\$750,000
8532	FY18 Operating Allocation to Capital	BART	\$966,000
Total			\$8,580,000

As of 10/26/2020, \$8,580,000 is the total budget for this project. BART has expended \$4,122,136, committed \$1,802,566 and reserved \$0 to date. This action will commit \$459,635 leaving an available fund balance of \$2,195,663 in the fund sources for this project.

The Office of the Controller/ Treasurer certifies that funds are currently available to meet this obligation.

This action is not anticipated to have any Fiscal Impact on unprogrammed District Reserves.

ALTERNATIVES:

The Board may elect not to authorize the General Manager to execute this Change Order. Failure to do so could lead to claims, potential legal action, and additional costs to the District.

RECOMMENDATION:

Adopt the following motion.

MOTION:

The General Manager is authorized to execute Change Order No 9 for Contract number 09DJ-160, TBT Cathodic Protection Anode Sled and Cable Replacement in the estimated amount of not to exceed \$459,635.00.

EXECUTIVE DECISION DOCUMENT

ATTACHMENT #1

CHANGE ORDER SUMMARY

BACKGROUND

Name of Contractor: Manson Construction Co., of Richmond, CA
Contract No./NTP: 09DJ-160 / December 12, 2019
Contract Description: TBT CP Anode Sled and Cable Replacement
Percent Complete as of 11/06/2020: 100% Installed (5 completed, 1 descoped)

<u>COST</u>	<u>% of Award</u>	<u>CO Totals</u>	<u>Contract Amount</u>
Original Contract Award Amount			\$3,501,000.00 ^(A)
Other than Board Authorized C.O.s	0.0%	\$0.00	
Board Authorized C.O.s	<u>0.0%</u>	<u>\$0.00</u>	
Requested C.O.s	13.13%	\$459,635.00	
Subtotal of all Change Orders	13.13%	\$459,635.00 ^(B)	
Options (B&C) Exercised to date			\$ 945,000.00 ^(C)
<u>Revised Contract Amount:</u>			\$4,905,635.00 ^{(A)+(B)+(C)}

SCHEDULE

Original Contract Duration:	545 CD
Time Extension Due to Approved COs:	0 CD
Revised Contract Duration:	545 CD

SUMMARY REASON FOR THESE CHANGE ORDER(S)

Change Order No. 9, in the amount of not of exceed \$459,635 is due to the following:

During the progress of this work, the San Francisco bay mud found above location 29IC was significantly more than anticipated during the design phase of the project. The volume of material to be handled exceeded the Bay Conservation & Development Commission (BCDC) permit allowances and forced the Contractor to demobilize from location 29IC after only a few days of work. The Contractor was given clearance to return to location 29IC a few weeks later, and resumed work removing material above the Top hat. Due to the large volume of material, the Contractor was required to perform significantly increased work in order to place the mud in a stable configuration to avoid any potential collapse or sloughing during diving operations. As a result, the Contractor spent an additional (13) days at location 29IC and this proposed change order is for that increased work.