

## WARRANTY

WARRANTY to Transbay Joint Powers Authority  
(Owner Name)  
201 Mission, Suite 2100, San Francisco, CA  
(Owner Address)

We hereby warrant and guarantee that the \_\_\_\_\_  
(Description of Work)

which we have installed at Transbay Transit Center has been done in strict accordance with the plans and specifications, and that the work installed will fulfill the requirements of those specifications.

We agree to repair or replace, or cause to be repaired or replaced, any or all of the work which may prove to be defective in workmanship or materials, together with any adjacent work which required repair or replacement because of our defective work within a period of \_\_\_\_\_ year(s) from the filing of the Notice of Completion on all improvements, or acceptance by the Owner of the building, whichever is later.

If we fail to commence to comply with the above paragraph within ten (10) days after receipt of written notice, or fail to pursue such compliance with diligence, we jointly, and severally, do hereby authorize the Owner or the General Contractor to proceed to have the defects repaired and made good at our sole expense, and we will honor and pay the costs and charges for it together with interest at the maximum rate permitted by law upon demand. If we fail to fulfill the preceding obligations, and if Owner or General Contractor bring an action to enforce this Warranty, we agree to pay Owner or General Contractor reasonable attorney's fees incurred in connection therewith.

SUBCONTRACTOR:

CONTRACTOR:

\_\_\_\_\_

WEBCOR/OBAYASHI JOINT VENTURE

BY: \_\_\_\_\_

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

LICENSE NO. \_\_\_\_\_

LICENSE NO. 928731A, B, C-8

LOCAL REPRESENTATIVE TO BE CONTACTED FOR SERVICE:

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_



## Exhibit C

### LIEN RELEASES

#### Form Number

#### Form Title

1034	Conditional Waiver and Release Upon Progress Payment
1035	Unconditional Waiver and Release Upon Progress Payment
1036	Conditional Waiver and Release Upon Final Payment
1037	Unconditional Waiver and Release Upon Final Payment

**CONDITIONAL WAIVER AND RELEASE ON PROGRESS PAYMENT**  
***California Civil Code Section 8132***

NOTICE: THIS DOCUMENT WAIVES THE CLAIMANT'S LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS EFFECTIVE ON RECEIPT OF PAYMENT. A PERSON SHOULD NOT RELY ON THIS DOCUMENT UNLESS SATISFIED THAT THE CLAIMANT HAS RECEIVED PAYMENT.

**Identifying Information**

Name of Claimant: \_\_\_\_\_  
Name of Customer: Webcor/Obayashi Joint Venture  
Job Location: Transbay Transit Center 425 Mission St. San Francisco, California  
Owner: Transbay Joint Powers Authority  
Through Date: \_\_\_\_\_

**Conditional Waiver and Release**

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job through the Through Date of this document. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. This document is effective only on the claimant's receipt of payment from the financial institution on which the following check is drawn:

Maker of Check: Webcor/Obayashi Joint Venture  
Amount of Check: \$ \_\_\_\_\_  
Check Payable to: \_\_\_\_\_

**Exceptions**

This document does not affect any of the following:

- (1) Retentions.
- (2) Extras for which the claimant has not received payment.
- (3) The following progress payments for which the claimant has previously given a conditional waiver and release but has not received payment:

Date(s) of waiver and release: \_\_\_\_\_

Amount(s) of unpaid progress payment(s): \$ \_\_\_\_\_

- (4) Contract rights, including (A) a right based on rescission, abandonment, or breach of contract, and (B) the right to recover compensation for work not compensated by the payment.

**Signature**

Claimant's Signature: \_\_\_\_\_  
Claimant's Title: \_\_\_\_\_  
Date of Signature: \_\_\_\_\_

**UNCONDITIONAL WAIVER AND RELEASE ON PROGRESS PAYMENT**  
***California Civil Code Section 8134***

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Claimant's Title: \_\_\_\_\_  
Date of Signature: \_\_\_\_\_



**CONDITIONAL WAIVER AND RELEASE ON FINAL PAYMENT**  
***California Civil Code Section 8136***

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**Exceptions**

This document does not affect any of the following:  
Disputed claims for extras in the amount of: \$ \_\_\_\_\_

**Signature**

Claimant's Signature: \_\_\_\_\_  
Claimant's Title: \_\_\_\_\_  
Date of Signature: \_\_\_\_\_

**UNCONDITIONAL WAIVER AND RELEASE ON FINAL PAYMENT**  
***California Civil Code Section 8138***

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Owner: Transbay Joint Powers Authority

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Claimant's Title: \_\_\_\_\_

Date of Signature: \_\_\_\_\_

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Name of Customer: \_\_\_\_\_

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**Signature**

Claimant's Signature: \_\_\_\_\_

Claimant's Title: \_\_\_\_\_

Date of Signature: \_\_\_\_\_



## Exhibit D

### SAMPLE CERTIFICATE OF INSURANCE AND ADDITIONAL INSURED ENDORSEMENT

**Form Number****Form Title**

ACCORD 25

Certificate of Liability Insurance

CG 201 10 11 85

Additional Insured - Owners, Lessees or Contractors (Form B) - Commercial General Liability

WC 04 03 06

Waiver of Our Right to Recover from Others Endorsement



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> ANY AGENT OR BROKER STREET ADDRESS CITY, STATE, ZIP PHONE/FAX	<b>CONTACT NAME:</b> <b>PHONE (A/C, No. Ext.):</b> <b>E-MAIL ADDRESS:</b>	<b>FAX (A/C, No.):</b>	<b>INSURER A:</b> <b>INSURER B:</b> <b>INSURER C:</b> <b>INSURER D:</b> <b>INSURER E:</b> <b>INSURER F:</b>	<b>XYZ INSURANCE COMPANY</b> <b>(RATED A-VII OR BETTER BY AM BEST)</b>	<b>NAIC #</b>
<b>INSURED</b> ABC SUBCONTRACTOR STREET ADDRESS CITY, STATE, ZIP	<b>SAMPLE</b>				

**COVERAGES****CERTIFICATE NUMBER:****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<b>GENERAL LIABILITY</b> <input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> <b>CLAIMS-MADE</b> <input checked="" type="checkbox"/> <b>OCCUR</b>	X	X	XYZ123456			<b>EACH OCCURRENCE</b> \$ 1,000,000 <b>DAMAGE TO RENTED PREMISES (Ea occurrence)</b> \$ TBD <b>MED EXP (Any one person)</b> \$ TBD <b>PERSONAL &amp; ADV INJURY</b> \$ 1,000,000 <b>GENERAL AGGREGATE</b> \$ 2,000,000 <b>PRODUCTS - COMP/OP AGG</b> \$ 2,000,000	
	<b>GEN'L AGGREGATE LIMIT APPLIES PER:</b> <input type="checkbox"/> <b>POLICY</b> <input checked="" type="checkbox"/> <b>PRO-JECT</b> <input type="checkbox"/> <b>LOC</b>							
	A	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> <b>ANY AUTO</b> <input type="checkbox"/> <b>ALL OWNED AUTOS</b> <input type="checkbox"/> <b>HIRED AUTOS</b>			XYZ654321			<b>COMBINED SINGLE LIMIT (Ea accident)</b> \$ 1,000,000 <b>BODILY INJURY (Per person)</b> \$ <b>BODILY INJURY (Per accident)</b> \$ <b>PROPERTY DAMAGE (Per accident)</b> \$
		<input type="checkbox"/> <b>SCHEDULED AUTOS</b> <input type="checkbox"/> <b>NON-OWNED AUTOS</b>						
A		<b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> <b>OCCUR</b> <b>EXCESS LIAB</b> <input type="checkbox"/> <b>CLAIMS-MADE</b>			XYZ123456			<b>EACH OCCURRENCE</b> \$ <b>AGGREGATE</b> \$
		<b>DED</b> <input type="checkbox"/> <b>RETENTION \$</b> <input type="checkbox"/>						
A	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	X	XYZ123456			<input checked="" type="checkbox"/> <b>WC STATU-TORY LIMITS</b> <input type="checkbox"/> <b>OTH-ER</b> <b>E.L. EACH ACCIDENT</b> \$ 1,000,000 <b>E.L. DISEASE - EA EMPLOYEE</b> \$ 1,000,000 <b>E.L. DISEASE - POLICY LIMIT</b> \$ 1,000,000	
A	<b>POLLUTION LIABILITY</b> <b>PROFESSIONAL LIABILITY</b>			XYZ123456 XYZ123456				

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

RE: Transbay Transit Center Building

**CERTIFICATE HOLDER****CANCELLATION**Webcor/Obayashi Joint Venture  
951 Mariners Island Blvd., 7th Floor  
San Mateo, CA 94404-2514

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Mary Jane Doe

The ACORD name and logo are registered marks of ACORD

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# WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

This endorsement changes the policy to which it is attached effective on the inception date of the policy unless a different date is indicated below.

(The following "attaching clause" needs to be completed only when this endorsement is issued subsequent to preparation of the policy.)

This endorsement forms a part of Policy No. XYZ 1234567

Issued to: ABC SUBCONTRACTOR

By: XYZ INSURANCE COMPANY

Premium (if any) TBD

We have a right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us).

You must maintain payroll records accurately segregating the remuneration of your employees while engaged in the work described in the Schedule.

The additional premium for this endorsement shall be 2-5% of the California workers compensation premium otherwise due on such remuneration.

## Schedule

Person or Organization	Job Description
WEBCOR/OBAYASHI JOINT VENTURE, Its Officers, Directors and Employees AND TRANSBAY JOINT POWERS AUTHORITY, its Board Members and Commissions, All Authorized Agents and Representatives, and Members, Directors, Officers, Trustees, Agents and Employees of Any of Them.	TRANSBAY TRANSITY CENTER BUILDING.

WAIVER OF SUBRAGATION FOR WORKERS COMPENSATION INSURANCE TO BE INCLUDED.

POLICY NUMBER: XYZ 1234567

COMMERCIAL GENERAL LIABILITY

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

**ADDITIONAL INSURED – OWNERS, LESSEES OR  
CONTRACTORS (FORM B)**

This endorsement modifies insurance provide under the following:

**COMMERCIAL GENERAL LIABILITY COVERAGE PART**

**SCHEDULE**

Name of Person or Organization:

WEBCOR/OBAYASHI JOINT VENTURE,  
Its Officers, Directors and Employees

AND

TRANSBAY JOINT POWERS AUTHORITY, its Board Members  
and Commissions, All Authorized Agents and Representatives, and  
Members, Directors, Officers, Trustees, Agents and Employees of Any  
of Them.

RE:

TRANSBAY TRANSIT CENTER BUILDING.

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of "your work" for that Insured by or for you.

If required by your agreement with such insured, this insurance shall be primary insurance for such Insured. If anyone also provides similar insurance for such Insured, then that insurance will be primary, and this insurance will be excess over, or secondary to that insurance.

"The insurance afforded by this policy for the additional insured(s) is primary insurance and any other insurance maintained by or available to the additional Insured(s) is non-contributory."

**WAIVER OF SUBROGATION - WORKERS COMP**

CG 20 10 11 85

Exhibit "D"



## **TRANSBAY TRANSIT CENTER**

### **LEED Subcontractor Submission Letter and Data Sheet**

**March 4, 2013 Revision 2**

**WEBCOR/OBAYASHI JOINT VENTURE  
SAN FRANCISCO, CA**

**EXHIBIT E**

## Exhibit E – LEED Trade Subcontractor Submission Letter & Data Sheet



Transbay Transit Center  
Webcor/Obayashi Joint Venture  
175 Beale Street  
San Francisco, CA 94105  
T 415-978-5700

To Whom It May Concern:

In our efforts to complete LEED Documentation for the **Transbay Transit Center Project** we will need the following information provided on your official company letter head:

1. Company Name & Contact Information
2. Contract Value
3. Progress Report Date
4. Scope of work included in Contract with specific Division and Sections listed.
5. **List of all materials permanently installed on the project**, within the LEED boundary that were included in the contract. A total estimated weight value and total actual material cost must be provided for each material. Please provide exact Material name & manufacturer, division and specification section number (XX XX XX).
6. Recycled content (**post-consumer and pre-consumer broken out separately**) percentages for each material from CSI Masterformat 2004 Edition Divisions 3-10, 31 (Section 31 6X XX Foundations) and 32 (Sections 32 1X XX Paving, 32 3X XX Site Improvements, 32 9X XX Planting). Please provide cut sheets of each material with the recycled content values posted.
7. List the location of material extraction (city, state, country) and material manufacturing (city, state, country) for all materials from CSI Masterformat 2004 Edition Divisions 3-10, 31 (Section 31 6X XX Foundations) and 32 (Sections 32 1X XX Paving, 32 3X XX Site Improvements, 32 9X XX Planting). Specifically, we are looking for those materials that were **both extracted and manufactured** within 500 miles of the jobsite. If you are sure that your materials do not comply as Regional Material, please note that the material was extracted/manufactured "greater than 500 miles" from the jobsite.
8. If you provided any adhesives, sealants, coatings, paints, carpet systems, etc. – please be sure to include these materials on your spreadsheet with the actual VOC content (g/L). Please provide proof in the form of a cutsheet, or MSDS highlighting the VOC content value.
  - a. All particleboard, MDF, Agrifiber, Veneers, and composite wood products must be **Urea-Formaldehyde free**. Please note "*Urea-Formaldehyde free*" in the VOC column for these material types. All Agrifiber/composite wood products must provide proof of being Urea-formaldehyde free in the form of MSDS, Cut Sheet, or Letter from the Manufacturer.
9. For all materials that contain wood, please specify the FSC Wood **Chain of Custody number (COC)**. The COC Certificate and **original purchasing invoices** must be provided as proof of purchase/certification.

**LEED Submittals:**

- A. **Preliminary LEED Material Spreadsheet Submittal** - Within 30 days of Contract award, assemble and submit the “LEED Material Tracking Spreadsheet” complete with all data described in 4-8 above. Cover letter and back up documentation are required for this submittal. The quantities, costs, products, and LEED metrics should be entered in the spreadsheet as the project/contract scope was bid/ estimated. Please see the sample LEED Material Tracking Spreadsheet that you must complete and submit back to Webcor/Obayashi Joint Venture within 30 days of awarded contract.
- B. **Quarterly LEED Progress Reports (Reference 01 81 13 1.5 E 2)** – Quarterly LEED Progress Reports are due by February 10 (Q1), May 10 (Q2), August 10 (Q3), and November 10 (Q4) of each year. Assemble and submit the “LEED Material Tracking Spreadsheet” in, PDF and Excel formats, complete with all data described in 4-8 above and based on the Preliminary LEED Material Spreadsheet Submittal. All changes from the previous quarter shall be indicated in bold. Update each Material Status with one of the following: Preliminary, Approved, Bought, or Installed.
- a. Preliminary – Indicates the material has been included in its preliminary stage of planning but has yet to be approved by the design team.
  - b. Approved – Indicates the material has been approved by the Design Team as meeting all requirements specified. Include Design Team submittal approval.
  - c. Bought – Indicates the material has been bought out after approval by the Design Team.
  - d. Installed – Indicates the material has been permanently installed on the project within the LEED boundary.
- C. **Final Exhibit E Submittal** – Prior to closeout, assemble and submit all ‘actual’ LEED material information on the “LEED Material Tracking Spreadsheets” and forms provided in the Project Manual, together with all supplemental documentation as required by LEED. Please see the sample LEED cover letter and Material Tracking Spreadsheet that you must complete and submit back to Webcor/Obayashi Joint Venture prior to closeout on the project.

If you have any questions or concerns, please contact Webcor/Obayashi Joint Venture. If there is any information that you are not able to track down please let us know. We are here to support your LEED efforts.

Sincerely,

**WEBCOR/OBAYASHI JOINT VENTURE**

[Insert your company logo]  
[Type the sender address]  
Phone: [Type the sender phone number]

► Document Control  
Transbay Transit Center  
Webcor/Obayashi Joint Venture  
175 Beale Street  
San Francisco, CA 94105  
[docctrl@webcor-obayashi.com](mailto:docctrl@webcor-obayashi.com)

[Date]

To: Webcor/Obayashi Joint Venture,

Please find the following information regarding the scope of work that [subcontractor name] provided to the **Transbay Transit Center project** in San Francisco, CA.

1. Subcontractor's LEED Point of contact information:
  - a. Name: \_\_\_\_\_
  - Title: \_\_\_\_\_
  - Email: \_\_\_\_\_
  - Phone #: \_\_\_\_\_
2. The total contract value of our work is \$ \_\_\_\_\_
3. Final Status of all materials: [use LEED Material Spreadsheet]
4. Scope of work (Division/Section): [use LEED Material Spreadsheet]
5. List of Materials included in contract value (weight): [use LEED Material Spreadsheet]
6. Post-Consumer & Post-Industrial Recycled content values for each material (%): [use LEED Material Spreadsheet]
7. Location of Material Extraction & location of Material Manufacturing: [use LEED Material Spreadsheet]
8. VOC Content (g/L) for each material: [use LEED Material Spreadsheet]
  - a. VOC values only required for: adhesives, sealants, coatings, paints, carpet & flooring systems
  - b. Confirmation of "Urea-Formaldehyde Free" for Agrifiber products: [use LEED Material Spreadsheet]
9. Chain of Custody Number for all FSC Wood Products: [use LEED Material Spreadsheet]

Thank you,

---

[Insert your company logo]  
[Sender Name]  
[Sender Title]  
[Sender Company Name]  
[Date signed]

# TTC - LEED Materials Spreadsheet



Trade Group No.: \_\_\_\_\_

Subcontractor Name: \_\_\_\_\_

Total Contract Value: \_\_\_\_\_

Progress Report Date: \_\_\_\_\_

[illegible]

# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

### *I. Introduction*

Webcor/Obayashi Joint Venture is implementing a virtual building process for this project. This process will include building a digital, three-dimensional Building Information Model (BIM) linked to a project cost and labor productivity database, which will provide a platform for collaboration throughout the project's construction. In implementing this virtual building process as further outlined below, the Subcontractors will have the ability to analyze different construction sequences and methods for construction. In turn, the Subcontractor's provision of accurate virtual building data facilitates analysis and mitigation of potential costs and scheduling impacts.

The participants will adhere to the following guidelines in connection with this virtual building process. The costs of all management, administration, software, modeling, drafting, transmission, submittal, meetings, etc. for this process shall be the responsibility of the subcontractor and are included in this Subcontract.

### *II. 3D Modeling Requirements*

Subcontractors will be a part of a team that will meet at least bi-weekly, but not more than twice weekly, for coordination meetings to model the building and its systems, coordinate the work, and build the project virtually. The objectives of these meetings include the elimination of as many conflicts and clashes as possible and the development of reliable schedules that allow for efficient workflow and effective production control. The coordination meetings will occur in multiple phases and as described for Target Schedule Development (TSD) in Subsection IV, Item a, below, but shall precede the TSD at each listed phase.

Webcor/Obayashi Joint Venture will manage and lead the coordination process and assist the subcontractors in bringing the individual models together, running clash detection reports, and generally coordinating the process. The individual participants will be partners in this process, model their work, coordinate this with other trades and building components, obtain submittal approvals from the architect and engineers of record, and relocate/modify their systems as necessary when conflicts arise.

The 3D model consists of geometry control models generated and provided by Webcor/Obayashi Joint Venture and/or the Owner's design team from the 3D Database and system models generated and provided by the Subcontractors for their respective scopes of work. The system models, when integrated with the geometry control models, are referred to as the "Federated Model."

The Subcontractor's system models are the Subcontractor's sole responsibility. Prior to commencing any modeling, the Subcontractor must coordinate the initial model orientation with Webcor/Obayashi Joint Venture. All information in the system models shall be consistent with and based on the Contract Documents. The system model shall be maintained throughout the duration of the Project and updated to reflect as-built



# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



### Webcor/Obayashi Joint Venture

conditions. The degree of detail and accuracy of the Subcontractor's system models shall be sufficient to enable accurate and complete clash detection as well as shop drawing extraction. Subcontractors will be required to print their shop drawings directly from the Federated Model, including dimensions, elevations and location of specific trade elements, based off of the building grid and/or coordinates. The printed material shall comply with the submittal requirements noted elsewhere in the contract documents. Lastly, to allow for model quantity extraction for cost and schedule information, the Subcontractor shall coordinate breakdown and classification of systems in the systems model with Webcor/Obayashi Joint Venture.

The Subcontractor's system models shall be fully compatible with Autodesk Revit, Tekla, or Graphisoft ArchiCAD in the version contemporaneously current with Subcontractor's initial submission of its system model, or the version immediately preceding the contemporaneously current version. It shall be the responsibility of the Subcontractor to maintain this compatibility at its own expense. If more trade specific software is required for a particular system model, Subcontractor must obtain Webcor/Obayashi Joint Venture's prior consent to utilize such software.

The Subcontractor shall transmit its system model to Webcor/Obayashi Joint Venture's BIM Coordinator who will manage the coordination process. The Subcontractor shall be required to perform clash detections and identify conflicts which shall be communicated to the Project team in a discrepancy report. Subcontractor shall review the identified conflicts as set forth in the discrepancy report and jointly develop conflict solutions and modify their system models accordingly. Trade coordination and model modification shall at all times remain a responsibility of each Subcontractor.

#### a. Modeling Schedule

Webcor/Obayashi Joint Venture will develop a Modeling Schedule showing modeling and coordination efforts required by all subcontractors in order to meet the construction and installation performance shown in the Exhibit I Project construction schedule. Subcontractor will be required to maintain its performance to meet the dates shown in the Modeling Schedule. Subcontractor shall ensure that it provides adequate modeling and coordination manpower to maintain the modeling/coordination schedule.

#### b. Modeling Coordination Meetings

Subcontractor shall participate in BIM coordination and review meetings with Webcor/Obayashi Joint Venture. Subcontractors can expect these meetings to occur at least weekly or biweekly depending on the projects schedule needs. As a result of the information exchanged at such meetings, both the system model and the Work depicted in the Subcontractor's system model may be required to be changed by the Subcontractor to achieve coordination with other elements of the Project being provided by others. In accordance with General Conditions subsection 1.03.G, Subcontractor will be compensated for the associated BIM coordination efforts under the provisions for

# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

Change Orders of Article 6. Subcontractor acknowledges that BIM coordination and review meetings will require attendance of personnel that are familiar with both the data entry aspects of the BIM as well as an understanding of the Work to be performed and its relation to other elements of the Project, and the Subcontractor therefore agrees that personnel conversant in both shall attend all such meetings.

### *III. Cost and Productivity Data*

In addition to the 3-D modeling requirements set forth above, all Subcontractors shall provide accurate cost and productivity information to be imported into a project data base in order to facilitate 4-D (time dimension) and 5-D (cost dimension) modeling. This information shall be broken down such that line items describe work activities for each building system included in Subcontractor's scope of work.

- a. Scheduling Information. Subcontractor shall provide detailed scheduling information including, but not limited to, the following:
  - i. Provide a list of tasks which identify continuous activities that can be performed with other trades.
  - ii. Provide a list of predecessor tasks for each above-defined task that needs to be complete before Subcontractor can start the subject task.
  - iii. Provide a list of preferred minimum work areas breakdown. This breakdown shall be based on the minimum work areas that will be necessary for the Subcontractor to work efficiently.
  - iv. Provide task and specific location-based activity assignments for each item in Subcontractor Submittal Register when submitted in accordance with Exhibit F, Item III.A.12.
  - v. All information noted within this Item 'a.' shall be provided within 15 days of Subcontract award.
- b. Cost Information. Subcontractor shall provide detailed cost estimating information including, but not limited to, the following:
  - i. Provide a cost plan broken down into separate line items for each scheduled task defined as continuous Trade Subcontractor activity without interference from other trades and no less than one task per crew in each work area identified in the Project Schedule and coordinated with Subcontractor's task list per 4-D (time dimension) above.
  - ii. Each estimate line items shall provide labor, material and equipment pricing.
  - iii. Labor components shall include applicable hourly rate(s) and productivity in units per man-hour as well as crew composition.
  - iv. Material component shall be of sufficient degree of detail to provide unit pricing per estimate/schedule line item.
  - v. Equipment component shall include equipment type productivity in unit per machine hour as well as equipment unit cost.
  - vi. General conditions costs shall be listed as a separate line item.

# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

- vii. This information shall be provided within 15 days of Subcontract award.
- c. Production Control Requirements.
  - i. Subcontractor shall participate in Production Control Phase Planning sessions as described at Item IV of this exhibit, below, and commit to certain performance based on production rates. By accepting the provisions of this section, Subcontractor expressly agrees to work collaboratively with other subcontractors to promote a high level of productivity and agrees to timely perform its Work so as not to cause delay or disruption of other subcontractors work.
  - ii. Subcontractor shall provide a written report on task progress for each task and at each location on a daily basis and as described in Exhibit F, Item III.B.10. The written report shall include the following Production Control related information for each task, and at each location:
    - i. Actual man hours worked
    - ii. Actual crew size and composition for each task, at each location.
  - iii. Each week, Subcontractor shall submit a marked-up schedule indicating the actual start and actual finish dates, as applicable, for each task, at each location.
  - iv. If a subcontractor fails to meet its required production rate, the Project Team will evaluate the need for additional resources.
  - v. Subcontractors will be required to commit to actions to restore required production rates (Control Actions) if the production rate is too low due to reasons within its own influence.

#### IV. *Project Scheduling and Production Control Phase Planning*

Project Schedule, is a critical path method (CPM) schedule that shows the initial plan to construct the project. This schedule sets forth certain dates for performance and a general sequence of construction that is subject to change based on project requirements and as set forth in Section G of the Instructions to Bidders.

Because the BIM requirements contained in this exhibit provide an opportunity to develop a schedule that is optimized for subcontractor performance efficiencies, it is the intent of the Project Team to employ production control techniques to manage the day-to-day construction of the Project. This process will proceed generally in the following manner and is affirmatively acknowledged by Subcontractor as follows:

- a. Subcontractor agrees to participate in phased Target Schedule Development (TSD) at completion of each of the following stages of Consolidated Model Development:
  - i. TSD#1 – Foundation & Substructure
  - ii. TSD#2 – Superstructure & Exterior Envelope
  - iii. TSD#3 – Mechanical, Electrical, Plumbing, Sprinkler (Fire) [MEPS]
  - iv. TSD#4 – Interior Finishes
  - v. TSD#5 – Commissioning

# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

- b. Phased Target Schedule Development (TSD) requirements:
  - i. Subcontractor agrees that durations for Subcontractor's tasks at each location will be calculated based on quantities at each location divided by the Subcontractor's crew production rate
  - ii. Subcontractor agrees to assist with optimization of the overall performance schedule for all trades, working from visualization(s) of labor flow using a Flowline chart (a modified Line of Balance schedule), to:
    - i. Balance the number of crews to improve flow
    - ii. Remove labor or material spikes to increase manageability and reduce site conflicts
  - iii. Use risk analysis to determine buffer placement points and durations required to minimize risk
- c. Subcontractor agrees to participate in Mid-Phase Re-optimization Development at least one (1) additional time following each of the TSD for phases of Consolidated Model Development described in Item A, above:
  - i. Mid-Phase Re-optimization Development (MRD) requirements:
    - i. Subcontractor agrees that durations for Subcontractor's tasks at each location will be calculated based on quantities at each location divided by the Subcontractor's crew production rate.
    - ii. Subcontractor agrees to assist with optimization of the overall performance schedule for all trades, working from visualization(s) of labor flow using a Flowline chart (a modified Line of Balance schedule), to enable the following:
      - i. Balance the number of crews to improve flow
      - ii. Remove labor or material spikes to increase manageability and reduce site conflicts
    - iii. Use risk analysis to determine buffer placement points and durations required to minimize risk

### V. *Miscellaneous Provisions*

- a. Model Ownership: In accordance with Article 2, subsection 2.07A, BIM files, and other computer files created for the Project shall be made and remain the property of the TJPA, including all intellectual property rights to all documents or materials.
- b. Protection of Intellectual Property or Proprietary Information: Subcontractors who provide intellectual property and/or proprietary information which is incorporated into their models shall provide notification of the confidentiality of the information.
- c. Other Subcontract Requirements: Subcontractor agrees that neither the BIM nor the use of the BIM is in lieu of nor intended to relieve the Subcontractor of its responsibilities under the Subcontract, including, without limitation, to (i) coordinate its Work with the work of others involved in the Project and (ii) strictly

# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

comply with the other requirements of the Subcontract Agreement and the Contract Documents. It is expressly understood and agreed that, notwithstanding the requirement for submittals in connection with the BIM, other submissions shall be required of Subcontractor as required by the Contract Documents.

- d. BIM Liability: Subcontractor acknowledges and agrees that the TJPA and Webcor/Obayashi Joint Venture shall incur no responsibility or liability with respect to the BIM or the use thereof, including that resulting from errors, omissions or deficiencies in the BIM. In the event that Subcontractor provides deficient information or data that does not represent the Work it will ultimately be providing, or that is corrupted in that the information transmitted contains a virus, and/or that otherwise damages the BIM, Subcontractor shall bear all costs associated with reconstructing the BIM and to otherwise remediate such deficiencies and their effects. In the event Subcontractor discovers an apparent error, inconsistency or omission in its information or submissions it shall notify Webcor/Obayashi Joint Venture within 72 hours and via written correspondence. In the event Subcontractor discovers an apparent error, inconsistency or omission in the information or submissions provided by others Subcontractor shall promptly request clarification of the same from Webcor/Obayashi Joint Venture, with a written Request for Information per General Conditions Article 6.03.

### VI. *Modeling Specification*

- a. The goal, through 3D coordination, is to create fully coordinated shop drawings derived from using the Models produced and coordinated by each discipline. These models would then be used for scheduling (4D) and cost management (5D) purposes. This section describes the **Degree of Detail (DOD)** to which each system will be modeled and whether the system should fall under the standard or high level category.
  - i. DOD 1 indicates standard degree of detail where elements match the approximate space and shape the element occupies or the space required to access equipment for maintenance. Accurate geometry of components with rectangular cross sectional geometry. Components of complex cross sectional geometry are approximated with simplified cross sections and modeled with accurate enveloping geometry. Composite structures are modeled with solids. Symbolic representation of fixtures, equipment, furniture and like.
  - ii. DOD 2 indicates a high degree of detail dimensionally accurate, and where applicable, manufacturer specific element (does not require manufacturing/fabrication detail – exterior envelope is required) Accurate

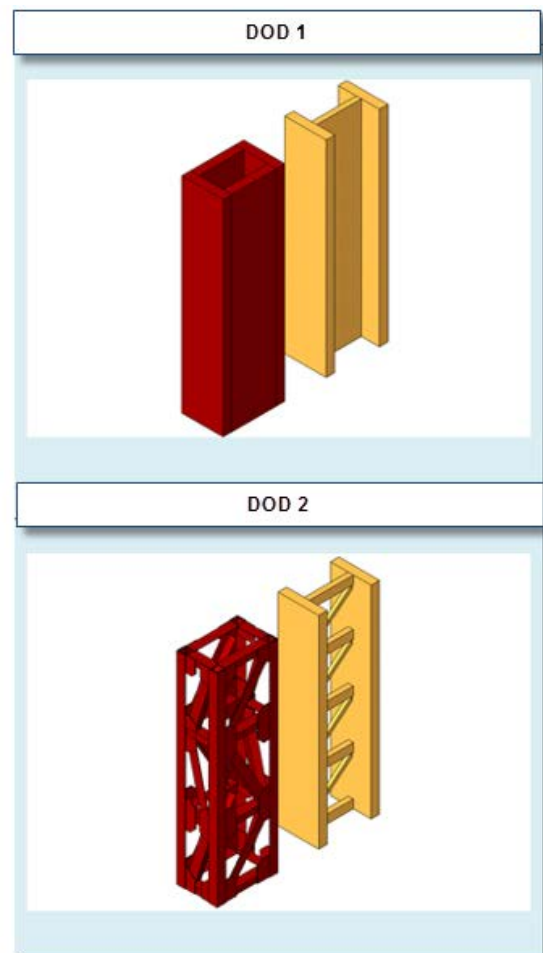
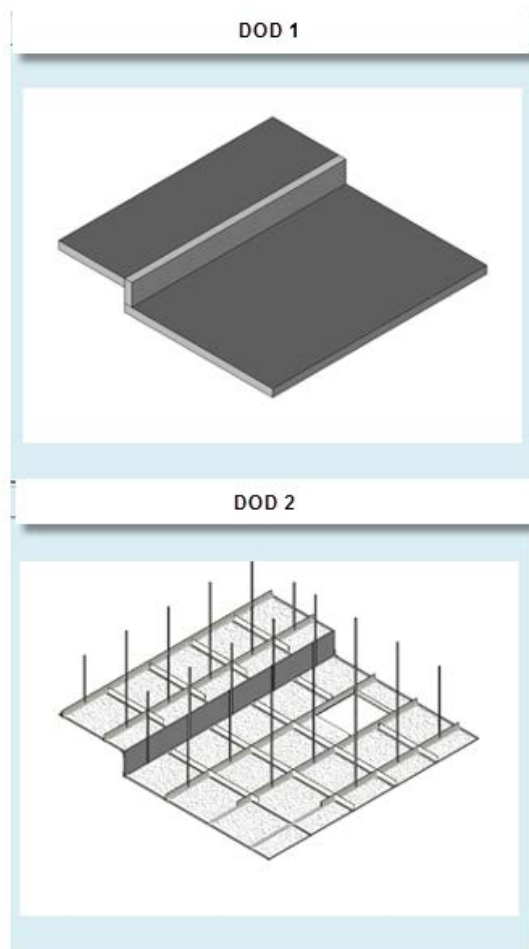
# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

geometry of components with rectangular and complex cross sectional geometry. The individual layers of composites are broken down to smaller components and built up piece by piece. Exact representation of fixtures, equipment, furniture and like. The model will include secondary components that may influence coordination, such as gusset plates, secondary steel members, hangers, braces etc.



Please refer to the Trade Specific BIM Requirements below for the list of systems that are required to be modeled.

# Exhibit F – BIM Requirements for Subcontractors

## Transbay Transit Center



Webcor/Obayashi Joint Venture

### *VII. Change Management*

Subcontractor will maintain its system model throughout the project duration, incorporating all changes that impact its Work. Subcontractor will update its Work as required through participation in the 3D coordination process outlined above. Subcontract may be required to re-extract shop drawings and prepare updated submittals to incorporate changes to its Work.

After each model update for a change package (e.g. ASI), Subcontractor shall archive a copy of its model before incorporation of further changes. Using versions of its system model, Subcontractor shall publish quantity deltas per system between models. Subcontractor will apply it's bought out unit rate for a particular changed system to the quantity delta to calculate the value of the change per the original contract. This value will serve as a baseline to enable change orders negotiations.

Exhibit F - Trade Specific BIM Requirements

Trade	System	As-Built Delivery DOD
Bus Ramp (TG18.1)	Cable Stayed Bridge Structure	2
	Steel Box Girder Sections	2
	Cast-in-Place Concrete Viaducts	2
	Cast-in-Place Concrete Overcrossing over Harrison Street	2
	Fremont Off Ramp Connection	2
	MSE (Mechanical Stabilized Earth) Wall Section	2
	On Grade Road Construction	2
	Miscellaneous Structures/Works	2





## Exhibit G

### SUBCONTRACTOR PAYMENT REQUISITION

#### 1. Forms Checklist

#### 2. Forms

Form Number	Form Title
i. 1030	Subcontractor Progress Billing Invoice
ii. 1030A	Schedule of Values
iii. 1031	Subcontractor Final Retention Invoice
iv. 1031A	Schedule of Value Retention Release
v. 00 08 21/AT3-E (modified)	Progress Payment Report (With Additional SBE Columns)

## Forms Checklist

\*\*This checklist is provided as a reference, but may not be a complete list. Refer to the Contract Documents for all required submissions and their frequency.

#	FORMS	FORM	FREQ	REF
1	<b>CityBuild Workforce Projection Form 1 and 2</b> - Non-compliance results in removal from site	00 08 20/AT1 00 08 20/AT2	Initial	Div 00 08 20 1.7
2	<b>Schedule of Values</b>	1030A	Initial / Monthly	Exhibit G
3	<b>Daily Report</b> (must be CURRENT at the time of pay app submission and payment)		Daily / Monthly	Bid Manual IV. A. 4. c.
4	<b>Subcontract Progress Billing Invoice</b>	1030	Monthly	Exhibit G
5	<b>Conditional Waiver and Release Upon Progress Payment</b>	1034	Monthly	Exhibit C
6	<b>Unconditional Waiver and Release Upon Progress Payment</b>	1035	Monthly	Exhibit C
7	<b>TJPA ARRA Jobs Report Form</b>	v 1.2	Monthly	Div 00 08 13, 1.2.E & APF
8	<b>Manpower Projection</b>		Monthly	Bid Manual IV. A. 38. a.
9	<b>Billing Projection / Cashflow Projection</b>		Monthly	Bid Manual IV. A. 37. a.
10	<b>TJPA Progress Payment Report</b>	00 08 21/AT3-D	Monthly	Div 00 08 21, 1.5.B
11	<b>Subcontractor Payment Declaration</b>	00 08 21/AT3-E	Monthly	Div 00 08 21, 1.5.C
12	<b>Project Specific Insurance</b> (Must be CURRENT)		Monthly	Long Form Subcontract 16
13	<b>Certified Payroll</b> , weekly electronic submission (CURRENT at the time of pay app submission and payment) including sub tiers		Weekly / Monthly	Long Form Subcontract 4.2
14	<b>Apprentice Training Fund Contributions</b> proof of payment	a) Copy of trust fund remittance report w/ copy of cancelled check OR b) DAS Form CAC 2 w/ copy of cancelled check	Monthly	Bid Manual II. F. 6. c. & Long Form Subcontract 4.2 & Div 00 08 22 1.2 D.
15	<b>Apprenticeship min/max ratio verification</b> - if under, submit a plan to satisfy requirement by the end of the project without exceeding daily max; if over, provide written explanation for each day of violation		Monthly	Bid Manual
16	<b>Apprenticeship Monthly Trade Subcontractor Affidavit</b>		Monthly	Bid Manual, Exhibit Q
17	<b>Request for Dispatch of an Apprentice (DAS 142 Form)</b> - if any	DAS 142	Monthly	Bid Manual
18	<b>Apprentice documentation</b> - documentation on employed apprentices that are current and properly registered as required by specs		Monthly	Div 00 08 13/APA, Section 23 (d) (1)
19	<b>EIC Form</b> from eligible subcontractor employees		Yearly	Div 00 08 22 1.9 C (all of 1.9)
20	<b>LEED - NC Version 3.0</b> (monthly summaries and deliverables)		Monthly	Bid Manual IV. A. 40. a. and Div 01 81 13 1.5 D.1-4
21	Reconciled Excel submittal form with Trade Package Progress Schedule ( 2 times a month) - NOTE: In Div 01 our updated schedule must be submitted in our Progress Payment Request, see 01 13 10 1.5 E.		Monthly	Bid Manual IV. A. 35. f. and C.1.J
22	<b>Weekly Safety "Tool Box" Meeting Minutes</b> (must be CURRENT at the time of pay app submission and payment)		Weekly / Monthly	Bid Manual IV. B.
23	<b>JHA Reports</b> (Job Hazard Analysis Reports) (must be CURRENT at the time of pay app submission and payment)	H4	Monthly	Bid Manual IV. B.
24	<b>Monthly Disposal and Recycling Summary Report</b> (Waste Management Requirements) (Contractor) <b>CONSTRUCTION AND DEMO DEBRIS RECOVERY MONTHLY SUMMARY REPORT</b>	00 08 15 / APA - 1 and 00 08 15 / APA - 12	Monthly	Div 00 08 15 1.5 C 1 and 2
25	monthly with Pay App		Monthly	Div 01 74 00 1.8 A. B.
26	<b>DBE Trucking Verification</b> , due at end of month, need amount paid by DBE Trucking companies to all firms, including owner-operators, for leasing of trucks - DUE TO TJPA by Contractor on the 15th of the month to TJPA	Monthly DBE Trucking Verification Form	Monthly	Div 00 08 21/AT2 5 b. i. and ii.
27	<b>Up to date As-builts drawings</b> on site at all times		Monthly	Bid Manual IV. K. 1. a.
28	<b>Stored Materials Documentation</b>		Monthly	Div 00 07 00, 1.4.I
29	<b>Daily Sign In and Out Sheet</b> (must be CURRENT at the time of pay app submission and payment)	TJPA Daily Sign-in Sheet	Daily / Monthly	Div 00 07 00 57, Article 11, 11.04
30	<b>Daily Quality Control Reports</b> (must be CURRENT at time of pay app submission and payment)		Daily	Dic 00 14 00 1.12 and Exhibit J
31	<b>Trade Package Progress Schedule</b> update in electronic format (must be CURRENT at the time of pay app submission and payment)		Monthly	
32	<b>LEED Progress Reporting</b> with each pay app		Monthly	
33	<b>Updated Bidders / Proposers Information Request Form</b> - must be submitted whenever subcontractor information is updated, regardless of SBE participation	00 08 21/AT3-B	As-needed	Div 00 08 21 1.3E
34	<b>Conditional Waiver and Release Upon Progress Payment</b> - sub tiers and vendors	1034	Final	Exhibit C
35	<b>Unconditional Waiver and Release Upon Progress Payment</b> - sub tiers and vendors	1035	Final	Exhibit C
36	<b>Subcontractor Final Retention Invoice</b>	1031	Final	Exhibit G
37	<b>Schedule of Values Retention Release</b>	1031A	Final	Exhibit G
38	<b>Conditional Waiver and Release Upon Final Payment</b>	1036	Final	Exhibit C
39	<b>Unconditional Waiver and Release Upon Final Payment</b>	1037	Final	Exhibit C
40	<b>Conditional Waiver and Release Upon Final Payment</b> - sub tiers and vendors	1036	Final	Exhibit C
41	<b>Unconditional Waiver and Release Upon Final Payment</b> - sub tiers and vendors	1037	Final	Exhibit C
42	<b>Final weekly electronic submission of Certified Payroll</b> (must be CURRENT at the time of pay app submission and payment) including sub tiers		Final	Long Form Subcontract 4.2
43	One compact disk containing electronic files in .dwg format and pdf format and three (3) sets of accurate and complete As-built drawings - Complete As-builts are due upon completion. - prior to requesting final payment		Final	Bid Manual IV. K. 1. e and f.
44	<b>Operations and Maintenance Manuals</b> shall be submitted 12 months prior to start of commissioning and prior to requesting final payment		Final	Bid Manual IV. K. 1. f.
45	Evidence of final payment to Unions and Union Trust Funds, State Apprenticeship Programs (subs who are not signatory to unions)		Final	Long Form Subcontract 4.2

## Forms Checklist

\*\*This checklist is provided as a reference, but may not be a complete list. Refer to the Contract Documents for all required submissions and their frequency.

#	FORMS	FORM	FREQ	REF
	<b>Apprenticeship Trade Subcontractor Affidavit</b> - that the required number of apprentices were employed and/or records showing that the apprenticeship committee(s) either denied or failed to respond to a request for the dispatch of apprentices in accordance with Labor Code Section 1777.5		Final	Bid Manual, Exhibit Q
46			Final	Div 01 17 00 1.4 A 3. b.
47	<b>Warranties</b> must be submitted prior to requesting final payment		Final	Div 01 17 00 1.4 A 3. d.
48	Spare Parts and material extra stock		Final	Div 01 74 00 1.8 D.
49	<b>Final (Contractor) CONSTRUCTION AND DEMO DEBRIS RECOVERY SUMMARY REPORT</b>		Final	Bid Manual IV. A. 40. a. and Div 01 81 13 1.5 D.1-4
50	<b>Final LEED Final Reports and Documentation</b>		Final	
51	<b>Final Disposal and Recycling Summary Report</b> (Waste Management Requirements)	00 08 15 / APA - 1 and 00 08 15 / APA - 12	Final	Div 00 08 15 1.5 C 1 and 2



## Subcontractor Progress Billing Invoice

Send invoice to:

**EMAIL:** ap@webcor.com

**FAX:** (510) 748-3474

**MAIL:** 1751 Harbor Bay Parkway, Suite 200 Alameda, CA 94502

### Billing Information

Owner Pay App NO. \_\_\_\_\_

Vendor Number \_\_\_\_\_

Webcor/Obayashi Joint Venture  
Subcontract Number: \_\_\_\_\_

Webcor/Obayashi Joint Venture  
Job Number: 30100.XX

Job Name: Transbay Transit Center

**Pay App Number:** \_\_\_\_\_

**Invoice Number:** \_\_\_\_\_

**Invoice Date:** \_\_\_\_\_

**Sub Job Number:** \_\_\_\_\_

**Period From:** \_\_\_\_\_

**Period To:** \_\_\_\_\_

### Subcontractor Contact Information

Subcontractor Name: \_\_\_\_\_

Remittance Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Contact Email Address: \_\_\_\_\_

Contact Phone Number: \_\_\_\_\_

Contact Fax Number \_\_\_\_\_

Print Signer's Name and  
Title: \_\_\_\_\_

**Signature** \_\_\_\_\_

**Date Signed** \_\_\_\_\_

The following invoice covers work completed through the last day of

Original Contract Amount:	\$0.00
---------------------------	--------

Executed Change Orders (CO) though CO No:	\$0.00
---	--------

Total Revised Contract Amount:	\$0.00
--------------------------------	--------

Gross Amount Complete to Date %	\$0.00
---------------------------------	--------

Less Gross Amount Previously Invoiced:	\$0.00
--	--------

Current Gross Billing Amount:	\$0.00
-------------------------------	--------

Less Current Retention:	\$0.00
-------------------------	--------

Current Net Amount:	\$0.00
---------------------	--------

Webcor/Obayashi Joint Venture Approvals below this line

Schedule of Values

Sub:  
Sub No.:

Sub Application Number:  
Invoice Date:  
Webcor/Obayashi Joint Venture Job No: 30100.XX

Transbay Transit Center

Period From:  
Period To:

In tabulations below, amounts are stated to nearest dollar

Item No.	A		B	C	D	E		F	G	H	I	J
	CSI Division	Spec Section				Work Completed This Application In Place	Work Completed This Application Stored					
1												
2												
3												
4												
5												
6												
7												
8												
			Sub Total									
PCO #	CSI Division	SCO No.	Approved Change Orders									
			Total Change Orders									
			Grand Total									



## Subcontractor Final Retention Invoice

Send Invoice to:

EMAIL: ap@webcor.com

FAX: (510) 748-3474

MAIL: 1751 Harbor Bay Parkway, Suite 200 Alameda, CA 94502

### Billing Information

Vendor Number  
(W/O JV Use Only)

Invoice Number:

RETENTION:

Invoice Date:

Webcor/Obayashi JV

Subcontract Number:

Webcor/Obayashi JV

Job Number:

30100.XX

Job Name:

**Transbay Transit Center**

### Subcontractor Contact Information

Subcontractor Name:

Remittance Address:

City, State, Zip:

Contact Name:

Contact Email

Address:

Contact Phone

Number:

Contact Fax Number

Print Signer's Name

and Title:

Signature & Date

Date Signed

The following invoice covers work completed through the last date of \_\_\_\_\_ (Month), \_\_\_\_\_ (Year):

Contract Amount:

\$

-

Executed Change Orders Through Change Order NO: \_\_\_\_\_

\$

-

Total Revised Contract Amount:

\$

-

Gross Amount Complete to Date % (\_\_\_\_\_ %)

\$

-

Less: Total Net Amount Previously Billed:

\$

-

Total Amount Due:

\$

-

\*\*\*\*\*  
*For Webcor /Obayashi JV Use only*  
\*\*\*\*\*



TRANSBAY JOINT POWERS AUTHORITY  
PROGRESS PAYMENT REPORT  
(WITH ADDITIONAL SBE COLUMNS)

To be completed by Trade Subcontractor and submitted to Project Manager with every monthly invoice.

PART 1: PROJECT SUMMARY

Contract Award Date:		TJPA Contract No.:		Contract Title:	
Trade Subcontractor:		Contact Person:	Contact Phone No.:	Contact Email:	
Trade Subcontractor Address		Signature:			
Invoice Date:		Invoice No.:	For the Period:		

1. Award amount of Trade Subcontract	\$	-
2. Amount of Change Orders, Amendments and Modifications to Date	\$	-
3. Total Contract Amount to Date including Change Orders, Amendments and Modifications (Line 1 + Line 2)	\$	-
4. Total Amount for this Invoice (Less Retention)	\$	-
5. Total Previously Invoiced Awaiting Payment (Less Retention)	\$	-
6. Total Amount Paid to Date (not including Lines 4 and 5)	\$	-
7. Total Invoice Amount Requested to Date (Line 4 + Line 5 + Line 6)	\$	-
8. Total Retention to Date <sup>1</sup>	\$	-
9. Percent Complete (Line 7 + Line 8 / Line 3)		0%



## PART 2: CONSULTANT/SUBCONSULTANT PAYMENT DETAIL SUMMARY

<sup>1</sup> As retention is requested and paid, move out of "Total Retention to Date" and into "Amount Paid to Date"

<sup>3</sup> If SBE participation is Other SBE, SBE Joint Venture Partner or SBE Trucking Company enter lump sum participation in column N in lieu of column M (Refer to TIPA Policy No. 015 Section IV)

<sup>4</sup> If SBE Firm has multiple participation types each type should be listed as separate line item



# **TRANSBAY TRANSIT CENTER**

Site Specific Safety Program  
Revision 6

**August 22, 2012**

**WEBCOR/OBAYASHI JOINT VENTURE  
SAN FRANCISCO, CA**

**EXHIBIT H**

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# WEBCOR/OBAYASHI JOINT VENTURE STATEMENT ON SAFETY

It is the policy of Webcor/Obayashi Joint Venture to provide employees a safe place to work. The personal safety and health of each employee of this company is of prime importance. The prevention of accidents and injury will be given precedence over operating productivity whenever necessary. To the greatest degree possible, management will provide facilities required for personal safety and health.

Our objective is a program that will reduce the number of injuries to a minimum and to surpass the best experience of other operations similar to ours. Our goal is zero accidents and injuries.

Our policy will be implemented as follows:

- Management will continue to develop policies and procedures that will assist in the control of personal injury, property losses, and fleet damage. Direct and indirect costs associated with these types of losses contribute unfavorably to operating expenses. These policies and procedures will be reviewed and updated as needed.
- Safety is the direct responsibility of all personnel. Safety is of prime importance to production and quality.
- Safety on the job in all company facilities and job sites is a priority. In no instance will safety become secondary to any other considerations. Any recognized safety activity or hazard will be corrected.
- It is mandatory that all personnel engaged in work on this project comply with all Federal, State and Local safety codes and regulations throughout the duration of their construction on this project.
- Each site will have a supervisor available to support the safety effort.
- Each supervisor and employee will be assigned various levels of safety responsibility and authority. All employees will be held accountable for the safety policy.
- An established system of communication, measurement, and documentation exists throughout the company.

A Safety Committee is in place to formulate and update the company safety program and policies. This committee operates under the supervision of management.

# HEALTH AND SAFETY COMMUNICATIONS

## Orientation

This training will contain required elements stipulated by Webcor/Obayashi Joint Venture code of safe work practices.

The Webcor/Obayashi Joint Venture site-specific safety orientation will be approximately one half (1/2) hour to 45 minutes in duration. The orientation includes a discussion on site protocol, evacuation procedures and a description of the logistics of the site. Subcontractors are required to provide other task specific orientations as needed.

## Click Safety Program

**Project:** Transbay Transit Center

Notification of Online Contractor Safety Training Initiative

Webcor/Obayashi Joint Venture and ClickSafety have partnered to create a web-based Contractor Safety orientation course for the Transbay Transit Center. All contractors requiring access to the Transbay Transit Center project must complete the Safety Passport orientation-training course online through ClickSafety. This course addresses site-specific safety expectations/requirements that you and your employees are expected to understand and comply with while working on the premises.

## Project Requirements

ClickSafety is the leading provider of web-based safety and risk management systems for the Construction Industry. ClickSafety will be providing the online training and tracking system used to deliver safety orientation. You will be required to have **ALL** your employees successfully complete the online **Safety Passport Orientation, Transbay project specific training** and the **Click Green Construction Practices** through the ClickSafety system prior to their arrival onsite. The average employee should take **30 minutes** to complete the Safety Passport and 15 minutes for Transbay project specific training and 10 minutes to complete Click Green Construction Practices. The course will be available in both English and Spanish.

## Project Fees

The fee structure for ClickSafety services is a .....\***\$100 annual fee per user.**

\*Prorate will apply to those that begin the training after Q1 of the current year.

*The prorate schedule is as follows:*

<i>January 1 – March 31</i>	<i>\$100</i>	<i>Valid January - December 2012</i>
<i>April 1 – June 30</i>	<i>\$75</i>	<i>Valid April 1 – December 2012</i>
<i>July 1 – September 30</i>	<i>\$50</i>	<i>Valid July 1 – December 2012</i>
<i>October 1 – December 31</i>	<i>\$25</i>	<i>Valid October 1 – December 2012</i>

## ClickSafety Account Setup, User Registration and Implementation

Step 1: Go to the project page – <http://www.clicksafety.com/safetypassport-transbay>

Step 2: Create a company account. **If you already have an account with ClickSafety, you will still need to register your existing account for this project.** Click on the ‘Company’ tab above the ‘User’ Step 1 on the home page, and then click on ‘Register Company’.

Step 3: Assign Safety Passport Core Orientation (annual training) along with site specific training.  
Step 4: Prepay for employee training with a credit card and create an access code.  
Step 5: Direct all employees to the project page to self-register with your access code and complete training prior to arrival at the jobsite.

For general information about this project or registration assistance, please contact:  
**ClickSafety Support at (925) 855-SAFE (7233) ext. 629 - cshelp@clicksafety.com**

A ClickSafety representative is available to answer any of your questions about this program. The ClickSafety program administrator is: Christina Parkin, Account Manager, (925) 208-2618, Email: cparkin@clicksafety.com.

Should you have specific questions regarding the project or safety requirements, you may contact:

**Danielle DiRicco**

Safety Engineer

Webcor/Obayashi Joint Venture

T (510) 748-1978

[ddiricco@webcor.com](mailto:ddiricco@webcor.com)

We appreciate your attention in this matter and look forward to a continuing and successful business relationship.

**Disclaimer**

ClickSafety and Webcor/Obayashi Joint Venture make this training material available with the understanding that users exercise their own skill and care with respect to its use. It is the duty of each employer as specified in the Occupational Safety and Health Act of 1970 (P.L. 91-596) to furnish to each of his employees employment and a place of employment which is free from recognized hazards that are causing or likely to cause death or serious physical harm to his employees and must comply with the applicable occupational safety and health standards adopted for his / her type of work. In addition, each employee must comply with occupational safety and health standards and all rules, regulations, and orders which are applicable to his or her own actions and conduct.

**Project Supervisory Requirements**

All supervisory personnel shall have as a minimum the OSHA 30 Hour Construction Safety training within the prior four years and possess a current CPR /First Aid and AED certification. In addition supervisory personnel shall have at a minimum 5 years' experience as a superintendent in a similar type of project.

**Project Safety Staffing Requirements**

Every trade subcontractor shall employ (1) full time on Site Safety Representative (SSR) to coordinate project safety requirements. The SSR shall have at a minimum all the following qualifications:

1. Current CHST certification.
2. Attended the OSHA Standards for the Construction Industry (OSHA 500) training program.
3. (3) Years prior full time safety duty experience working in a like project or condition.
4. Current CPR /First Aid and AED certification.

The SSR shall have no duties other than full time safety and the administration and coordination of the Zone Designated Safety Representative (DSRs).



In addition to the SSR every trade subcontractor shall employ sufficient full time Designated Safety Representative(s) (DSRs) required to have (1) dedicated DSR in every Zone (per sheet SL-004) in which work is in progress regardless of shift, including day shift, off-hours shift work, or weekend work. The DSR shall have at a minimum all the following qualifications:

1. Current OSHA 30 certification
2. Attended the OSHA Standards for the Construction Industry (OSHA 510 or equivalent) training program.
3. (2) Years prior full time safety duty experience working in a like project or condition.
4. Current CPR /First Aid and AED certification.

The DSR shall have no other duties than full time safety and spend 90% of their day in the field at the designated Zone.

The SSR and DSR(s) are subject to Webcor/Obayashi Joint Venture's approval and may be removed at any time with or without cause and replacement personnel shall be provided at the subcontractor's/employer's expense.

### **SafeSiteOne Safety Inspection Program**

**Daily safety inspections using SafeSiteOne are required for all Subcontractors performing labor at the jobsite.** SafeSiteOne is a Web-based safety software product that is used by Webcor/Obayashi Joint Venture to document, track and analyze daily job site safety performance. A version of the product has been designed to provide Webcor/Obayashi Joint Venture subcontractors with an easy to use feature set delivering new safety process efficiencies, safety performance tracking and a convenient, cost-effective means to comply with Webcor/Obayashi Joint Venture subcontractor safety documentation and reporting requirements. A job site safety inspection form and accident form are provided for subcontractors to document their own work area safety inspections and worker accident and injury information for automated distribution to Webcor/Obayashi Joint Venture eliminating the time and cost burdens of maintaining separate manual processes for documentation, reporting and data distribution. Accident and safety violation tracking tools in the way of data tables and charts displayed on an information Dashboard are provided for subcontractors to monitor their job site safety performance, identify and respond to trends and indicators and continuously improve their safety strategies. Using the product, subcontractors can view all job site safety violations to which they are assigned by Webcor/Obayashi Joint Venture during Webcor/Obayashi Joint Venture site safety inspections and be able to respond and track their closure. Subcontractors will be able to track their own safety records relative to the performance of all subcontractors on the job site providing an ongoing assessment and identifying accomplishments of their safety performance. ***Subcontractors shall include \$75.00 per month to cover the costs of the SafeSiteOne Product.***

A SafeSiteOne Daily Inspection is to be completed by each **Trade Subcontractor** DSR and Field Supervisor(s) (Foreman and above) daily. Safety exceptions are to be addressed to the SSR. Traffic control exceptions are to be addressed to the General Superintendent. Observed exceptions / violations are to be recorded under Comments and assigned to the responsible person. Verbal exceptions / violations are unacceptable unless they are also recorded under the Comments column. The cumulative amount of a Trade Subcontractor's exceptions noted under comments for the month shall be no less than Webcor/Obayashi Joint Venture's cumulative exceptions for the month. The SSR, General Superintendent, and or responsible party shall promptly, competently, and completely respond to every

Safety Memo. **Receipt of progress payment may be contingent upon staying current with completed SafeSiteOne Surveys and Safety Memos.**

Additional features, forms and product customizations can be made available to subcontractors by contacting MedicaOne directly at [info@medicaone.com](mailto:info@medicaone.com) or by calling (415)661-7587. More information is also available by visiting the SafeSiteOne Web site at [www.safesiteone.com](http://www.safesiteone.com).

### **Pre-Task Planning/Job Hazard Analysis**

Written, detailed Job Hazard Analysis is required prior to the start, *at a minimum*, for the following activities:

- Chemicals: hazardous & irritant
- Concrete: pre-cast, tilt up, vertical, form work
- Confined Space
- Hoisting/rigging activities: including cranes, derricks, forklifts, straddle buggies, etc.
- Demolition activities & hazardous materials assessment: asbestos, lead, biohazards or other chemicals in the workplace, as well as general demolition hazards assessment
- All framing activities (including drywall)
- Excavation & trenching
- Fall hazards: exposures 6+ feet, overhead work
- Material handling
- Non-routine activities: activities not performed in the last six months
- Public exposure: phased occupancy, partial demolition, traffic control, etc.
- Scaffolding
- Steel erection
- Start Up/Shut Down/System Testing activities: tool hook up, introduction of process chemicals into systems, utility tie ins, lockout/tag out, work on energized equipment

### **General Job Hazard Analysis Guidelines**

- JHA planning is to be led by the supervisor and documented in writing
- **Conducted daily prior to start of work for every task.**
- All crew members participate (at the job location) in JHA planning and should sign the completed plan
- Should include hazards and precautions identified in work activities
- Should be readily available at the work site (posted and/or placed where crew members have knowledge of its location at the work area)

JHA plans should be reviewed and revised whenever work conditions (or crew membership) change that may affect the ability to safely complete the work.

### **Incident Reporting/Root Cause Analysis**

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor /Obayashi's overall project Documentation and Reporting policy and will be submitted to the Joint Transit Power Authority as they are received.**

**This Section will conform to Specification Sections 01 13 40 (1.5 A thru C) 01 15 45 (1.9 A thru C) found in The Transbay Transit Center Contract Number 08-04-CMGC-000**

The TJPA Representative will in writing inform Contractor of any additional hazardous condition encountered. Trade Sub contractor shall respond indicating its action or disposition of the matter by returning an annotated copy of the written communication to the TJPA Representative within 3 days. If death or serious injuries or serious damages occur, the accident shall be reported at once by telephone or messenger to the TJPA as well as to the proper governing authorities. In addition, Contractor shall promptly report in writing to the TJPA all accidents whatsoever arising out of or in connection with the performance of the work whether on or adjacent to the site, giving full details and statements of witnesses. Within 3 days of occurrence, the Sub Trade contractor shall provide the TJPA with 2 copies of the Sub Trade contractor's accident and near-miss reports. A significant accident is defined to include events where personal injury is sustained or tangible property loss is sustained, or where the event posed a significant threat of loss or personal injury. If a claim is made by anyone against the any Trade Subcontractor on account of any accident, the Sub Trade contractor shall promptly report the facts in writing to the TJPA, giving full details of the claim. Contractor shall provide the TJPA Representative copies of any laboratory test data, and medical monitoring results for record and evaluation within 3 days of receipt of the above information or upon the request of the TJPA Representative.

All incidents and accidents shall be immediately reported to Webcor/Obayashi Joint Venture Project Management/Safety and fully investigated. Investigation and root cause analysis should be completed to identify the primary reason the incident occurred with an action plan developed to prevent recurrence. Incident Reporting and Root Cause Analysis guidelines are discussed further in the following Appendices.

**Safety and Health Training/Information**

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor /Obayashi's overall project Documentation and Reporting policy and will be submitted to the Joint Transit Power Authority as they are received.**

**This Section will conform to Specification Section 01 15 45 (1.10A) found in The Transbay Transit Center Contract Number 08-04-CMGC-000**

The Trade Subcontractor shall maintain on-site all training records in accordance with federal, state, and local statutes, regulations, and policies, and provide copies of these records to the TJPA upon request.

New workers will be provided with initial training and/or orientation prior to assignment or when assigned to a new task for which training has not been received. Supervisors are expected to be knowledgeable and informed on hazards and safe work practices in their area of responsibility and to coordinate the disbursement of this information to crews. Training will include general area and specific assignment topics. Documentation of required training will be made available to Webcor/Obayashi Joint Venture Project Management and/or Webcor/Obayashi Joint Venture safety upon request. Training, to include refresher training will be provided in accordance with Federal/State OSHA guidelines (Refer to Appendices for additional information on required training). Training may include, but not be limited to:

- Aerial/Boom Lifts;
- Asbestos awareness

- Confined Space Entry;
- CPR/First Aid;
- Electrical;
- Excavation & Trenching;
- Fall Protection;
- Fire Watch;
- Forklift;
- Hazard Communication;
- Hazardous Chemicals;
- Ladders;
- Lasers;
- Lead awareness
- Lockout/Tag out
- Powder Actuated Tools
- Respiratory Protection;
- Rigging
- Scaffolding: Use & Erection/Dismantle;
- Steel Erection;
- Job Hazard Analysis;
- Accident investigation training for Foremen & Superintendents;

## CODE OF SAFE CONDUCT AND WORK PRACTICES

The following Safety Procedures will be complied with on the Transbay Transit Center project. These Safety Procedures are in accordance with Webcor/Obayashi Joint Venture Safety Program and the division of Industrial Safety Cal/OSHA Construction Safety Orders.

### General

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor /Obayashi's overall project Health and Safety Plan (HASP) and will be submitted to the Joint Transit Power Authority as they are received. All subcontractors must submit their Company's Project Safety Program to the Project Site Safety Manager prior to the start of their work.**

As a minimum, the subcontractor's Safety Program shall meet or exceed Webcor/Obayashi Joint Venture safety requirements, the applicable parts of the Webcor/Obayashi Joint Venture Corporate Safety Manual, the contract documents and federal, state, local or other applicable regulations.

Prior to Subcontractors arrival, measures to identify, monitor and control the worker and the general public from identified hazards shall be included in their safety plans. The Program shall be reviewed by the Site Safety Manager who may require, from time to time, additional written Safety Procedures as may be necessary to address the potential hazards of their operations.

### Contractor Weekly Safety Meetings

Subcontractors and tiered subcontractors are required to hold Weekly Safety "Tool Box" Meetings with their field crews. Submit copies of meetings including Safety subjects discussed and attendance, to the

Webcor/Obayashi Joint Venture Site Safety Manager. Webcor/Obayashi Joint Venture will provide assistance and information to subcontractors and their sub-subcontractors as requested.

In addition, subcontractors and tiered subcontractors are to attend monthly or whenever determined by Webcor/Obayashi Joint Venture all hands safety meeting.

## **Personal Protective Equipment**

### **Hardhats**

All persons employed on this project are required to wear ANSI Z89.1-approved hardhats as a condition of employment. All visitors on the jobsite will be required to wear hardhats while on the project site. **Any person refusing to wear a hardhat will be immediately dismissed from the project site.** Metal hardhats and “Cowboy” hardhats are not allowed to be worn. 100% hardhats are required at all times while on the project.

### **Eye Protection**

The wearing of eye protection will be strictly enforced at all times. 100% safety glasses are required at all times while on the project.

### **Hand Protection**

**Hand protection must be worn 100% of the time on the project. Gloves must be worn in any situation where hand/finger exposure to hazards exist,** unless the manufacture of the equipment being used states gloves should not be worn.

### **Foot Protection and Clothing**

All personnel shall wear safety vests, work boots or acceptable work shoes while employed on this project and keep their footwear in good condition at all times. Long pants and shirts with “T-shirt-length sleeves shall be worn at all times. No sneakers, tennis shoes, soft-suede/canvas hiking boots, tank tops, etc., will be allowed. Foot covers must be used with jumping jack compactors and jackhammers.

### **Hearing Protection**

Each subcontractor shall provide and enforce the use of hearing protection for all workers exposed to noise levels as required by law.

## **Contractor Parking**

**There is no subcontractor onsite parking on the project. Subcontractors and sub-subcontractors in violation of this request will be towed at their expense without further notice. Because of the restricted nature of the project, this rule will be strictly enforced.**

### **Job Vehicular Traffic and Material Deliveries**

Only company-owned vehicles with signage are continuously required for the pursuit of subcontractor’s and sub-subcontractor’s work, and trucks delivering materials will be allowed access to the project site.

All construction vehicle traffic access will be coordinated by Webcor/Obayashi Joint Venture.

Subcontractors are reminded that continuous 2-way vehicular traffic must be maintained at all times for safe public accessibility unless posted otherwise. Two-way traffic control is to be provided by subcontractors prior to delivery vehicles entering the property.

Subcontractors are to notify Webcor/Obayashi Joint Venture 48 hours in advance for approval of material deliveries. Delivery vehicles will unload and depart the project site as soon as possible.

Material storage and layout must be approved by Webcor/Obayashi Joint Venture prior to delivery.

### **Temporary Offices**

Temporary offices will be constructed of fire-resistant materials only. Temporary office locations must be approved by Webcor/Obayashi Joint Venture prior to installation.

### **Fire Protection**

In case of a fire or explosion, notify Webcor/Obayashi Joint Venture immediately so that necessary emergency fire-fighting equipment can be routed to the jobsite. Emergency phone numbers will be posted in such a manner so as to be clearly visible. Each trade is responsible for providing fire extinguishers and a fire-watch program for their work as required in renovation and new construction areas.

Reference Webcor/Obayashi Joint Venture's Fire Prevention Program.

### **Cleanup and Housekeeping**

Subcontractors and sub-subcontractors shall leave the site clean and free of debris and hazardous materials by the end of each working day to the satisfaction of Webcor/Obayashi Joint Venture. Each subcontractor is responsible for removal of debris created by their work. Rubbish containers will be placed at a central location for the removal of trash and debris. Accumulation of trash and debris will not be tolerated. Webcor/Obayashi Joint Venture will perform necessary cleanup of same, at subcontractors' expense, upon failure to comply with cleanup notice request.

In addition to subcontractor's own efforts to maintain a clean work area, subcontractors shall provide Webcor/Obayashi Joint Venture with four man-hours of cleanup for every forty man-hours of work. The use of this composite crew will be directed by Webcor/Obayashi Joint Venture. For more details, reference Webcor/Obayashi Joint Venture's Project Bidding Manual section on composite crew project clean-up.

### **Drinking Water**

Subcontractors shall provide potable drinking water, cups, and trash receptacles for their employees, and all trash shall be removed from the site on a daily basis.

### **Security Services**

Subcontractors and sub-subcontractors shall be responsible for the security of toolboxes, onsite storage materials, etc.

### **Noise Control**

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor /Obayashi's overall project noise control plan and will be submitted to the Joint Transit Power Authority as they are received.**

**This Section will conform to Specification Section 01 35 65 (1.2E) (1.8B), (1.8C) found in The Transbay Transit Center Contract Number 08-04-CMGC-000**

Trade Subcontractors shall conduct noise inspections and noise testing of equipment to ensure that all equipment on the Site is in good condition and effectively muffled per manufacturer's recommendation. Noise control shall be maintained by the subcontractors in all areas of construction, guarding against undue noise. Playing of radios, including headsets, is prohibited.

All motor-drive equipment shall have a proper exhaust system, which shall meet Cal/OSHA Standards on noise levels. Subcontractors are to provide proper hearing protection to employees using chipping guns, jackhammers, rock drills, or similar devices.

### **Combustible Material (Gas, Oil, Oxygen)**

Separate storage areas for acetylene, oxygen, and gasoline will be established by Webcor/Obayashi Joint Venture. The contractor shall post proper warning signs. All gasoline will be in containers that will meet NFPA and Cal/OSHA requirements, and will be stored in designated areas only. All acetylene and oxygen bottles will be attached to a cart when in use, or tied off in a vertical position. All carts must be equipped with a fire extinguisher.

All stored oxygen and acetylene must be separated from each other, by a minimum of 20 feet or a fire-rated barrier, with bottle caps secured in place as required by Cal/OSHA.

### **Ladders**

Fall prevention shall be considered by the competent person if employees work from a ladder 6' or more above a lower level. Metal ladders shall not be used on Webcor/Obayashi Joint Venture projects. When ascending or descending a ladder, employees shall maintain a three-point contact and not carry anything that could cause them to fall. Pull ropes should be placed at all access ladders to lift tools or equipment from level to level. As a minimum, only type 1 or 1-A Heavy/Extra Heavy duty ladders, which carry a minimum of 275 lbs. to 300 lbs., will be allowed on Webcor/Obayashi Joint Venture projects.

### **Scaffolds**

All scaffolds will be constructed and maintained so as to meet all Safety requirements of Cal/OSHA and Webcor/Obayashi Joint Venture. Failure to maintain scaffolds in good condition will result in removal by Webcor/Obayashi Joint Venture. **All scaffolds must have top rails, mid rails, and toe boards at all platform levels.** All scaffolds are to be built under the supervision of a competent person. The person's name and their qualifications shall be submitted in writing to Webcor/Obayashi Joint Venture prior to the start of work. Daily pre-shift inspection checklists shall be performed by a competent person, maintained by the subcontractor and submitted to Webcor/Obayashi Joint Venture upon request.

100% fall protection is required at all heights above 6'. A competent person shall determine if it is feasible to use fall protection devices while erecting/dismantling a scaffold. Rolling scaffold wheels shall be locked when in use. A horizontal, diagonal brace shall be in place to prevent the scaffold from "wracking". Cross bracing shall not be used as a top or mid rail.

### **Fall Protection**

Webcor/Obayashi Joint Venture maintains a **zero tolerance policy** for fall protection infractions. Anyone found violating this policy may be removed from the site immediately.

Subcontractor employees are required to provide and use 100% fall protection systems whenever exposed to a fall 6' or greater, including any leading edge work. This can be accomplished through the use of a safety net system, personal fall arrest system or a guardrail system. **Webcor/Obayashi Joint Venture does not allow the use of a Safety Monitor System.**

Each subcontractor is responsible for providing perimeter tie-off protection for its employees. The building perimeter cable is placed as a guardrail protection, and is not provided for tie-off protection.

### **Electrical**

Ground Fault Circuit Interrupter (GFCI) protection is required for all electrical cords and tools. Each subcontractor shall provide GFCI-protected power strips for use in the building when permanent power has been energized and permanent outlets are placed in service. Each contractor will be responsible for providing and maintaining temporary GFCI's for his or her employees if a GFCI receptacle is not available.

### **Lockout/Tag out Procedures**

Subcontractors shall submit their written LOTO program and documented employee training prior to beginning work on site. The program must include scope of training, pre-planning and specific LOTO procedures. All individuals who are working in or around the hazardous energy shall place their own lock and tag on the disconnect of the energy source. At no time will someone be allowed to remove another employee's lock unless it has been cleared through Webcor/Obayashi Joint Venture competent supervision.

### **Floor Openings/Hole Cover Procedures**

Subcontractor competent person is responsible for identifying any floor opening/hole requiring to be protected. All floor openings/holes shall be covered/protected using appropriate materials. The covers must be able to withstand 2x the load and be secured to the floor and will be inspected daily by the subcontractor competent person. All floor/hole covers shall be clearly marked "Hole Do Not Remove" in a high visible color. All hole covers must be in compliance with OSHA's 29 CFR 1910.23 (a) – 1910.23 (e) 11.

The building perimeter, shafts, and floor openings shall be protected with guard rails and toe boards. Personnel working at a stationary position within 6'-0" of the building perimeter or the edge of a shaft or a floor opening will wear a full body harness and be tied off with an appropriate lifeline. Subcontractors and tiered sub-subcontractors shall not remove any guard rail or fall protection device without the express consent of, Webcor/Obayashi Joint Venture any employee noticed removing such protection without authorization will be removed from the project without recourse. Any area where guardrails and toe boards have been removed shall not be left unattended during a shift. In no case will any guardrail or toe board be left down at the end of a shift.

In locations where temporary protection conflicts with scheduled construction, the subcontractor or the sub-subcontractor shall notify Webcor/Obayashi Joint Venture in advance of the work of necessary modifications. The subcontractor or the sub-subcontractor shall remove the temporary protection and provide other appropriate temporary measures for the performance of their work.

### **Safe Lifting**

All personnel are to be instructed in the proper methods of lifting heavy objects. These instructions will be discussed at Safety and "Tool Box" Meetings.

### **Powder Actuated Tools**

Only low-velocity-type tools will be allowed on this project. Special permission from Webcor/Obayashi Joint Venture must be obtained before high-velocity types can be used, and then only if the job requires it. All personnel working with powder-actuated tools shall be properly instructed and licensed for operation



of the tool and shall be in possession of current certification while using powder-actuated tools. Warning signs shall be posted in the work area where powder-actuated tools are in use.

### **Dismissal From Project**

#### **THE FOLLOWING IS PROHIBITED AND THE INDIVIDUAL CAN BE SUBJECT TO DISMISSAL FROM THIS PROJECT SITE FOR VIOLATION:**

- Fighting and horseplay.
- Alcohol consumption or controlled-substance use on the site.
- Crowding or pushing while accessing work levels on ladders, scaffolds, etc.
- Throwing trash or any objects from the building.
- Using fire equipment (extinguishers, etc.) for other than its intended use.
- Destroying property or the work of other trades.
- Stealing.
- Gambling on the project site.
- Unsafe work habits.
- Persons using prescribed medication must notify his/her employer of such use prior to going to work or taking the medication.
- Working while your ability or alertness is so impaired by illness or fatigue or other causes that it might unnecessarily expose you or others to injury.
- Noncompliance of any Safety rules and regulations.
- Lewd or abusive language towards jobsite personnel, Owner's personnel, or any member of the public.

### **First Aid**

All subcontractors and tiered subcontractors are required to have a **CPR/First Aid certified persons and First Aid Kit** available at the jobsite with contents meeting the requirements of Cal/OSHA. Each subcontractor shall make arrangements for medical aid at a facility as provided through their insurance carrier.

### **Use of Tools and Equipment**

Each subcontractor is responsible to provide proper instructions for their employee's use of all tools and equipment.

When the use portable electric or pneumatic tools is needed, proper safety guards must be in place and operational. Power tool cord "whips" must meet NEC requirements. Air compressor hoses must be "clipped" together. Tools are not to be raised or lowered by their cords or air hoses.

### **Hazardous Material Handling**

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor /Obayashi's overall project Hazardous Material Handling plan and will be submitted to the Joint Transit Power Authority as they are received.**

**This Section will conform to Specification Sections 01 13 50 (1.4B and C) and (1.8D) found in The Transbay Transit Center Contract Number 08-04-CMGC-000**

Currently Webcor/Obayashi Joint Venture does not anticipate based on the scope of work to have any excavations that will require special protection. In the event the situation does arise, The Trade Subcontractor will submit all appropriate documentation (protections, support systems, inspection process, access) preceding the activity.

### **Hazardous Communications Program**

All subcontractors are to comply with Webcor/Obayashi Joint Venture's Hazard Communication Standard Policy. If you are allergic to cement or are susceptible to lime burns or skin disorders, notify your supervisor in order to make sure you are not assigned work with those substances. If you are allergic to or cannot use any other chemicals, notify your supervisor.

### **Confined Space**

No person shall enter a confined space such as manholes, underground vaults, tanks, pipes, tunnels, or other similar places until it is determined that it is Safe to enter the space by an approved method. Subcontractor competent person is responsible for identifying any potential confined space and shall initially determine if a permit required confined space exists. A pre-planning meeting must be held if a confined space exists and proper procedures followed to ensure worker safety.

### **Traffic Work Zone Signaling Requirements**

Due to general liability exposure created by improper traffic control, all flagging, training, lane closures, etc. shall conform to the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD). Local permitting issues shall be addressed by Webcor/Obayashi Joint Venture prior to the start of work. All workers in the traffic control area must be trained according to local, state and federal requirements and wear the appropriate reflective vest or high visibility clothing. Stop/Slow paddles, not flags, must be used to control traffic flow.

### **Equipment**

Machinery and equipment shall be inspected and documented daily in addition operated by authorized, trained personnel only. All operated equipment shall have backup alarms in working order. Operators shall inspect each work area to make sure that it is Safe to operate the equipment in that area. Equipment shall not be serviced or repaired while it is in motion or running, unless there are appropriate Safeguards in place to prevent injury. Fuel-operated equipment, such as generators, air compressors, welders, etc., shall have a dedicated fire extinguisher near the equipment at all times when it is in operation. Fire extinguisher shall be rated 10 ABC, minimum.

### **Excavation and Trenching**

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor /Obayashi's overall project Hazardous Materials Handling plan and will be submitted to the Joint Transit Power Authority as they are received.**

**This Section will conform to Specification Sections 00 07 00 (I), 00 08 14(1.2B), 00 08 14(1.4), 00 08 14(1.5B) and 01 35 65 (1.7C) found in The Transbay Transit Center Contract Number 08-04-CMGC-000**

Pursuant to section 6705 of the California Labor Code, excavation for trenches 5 feet or more in depth shall not begin until Webcor/Obayashi Joint Venture has received acceptance from the TJPA of Webcor

Obayashi's detailed plan for worker protection from the hazards of caving ground during excavation of such trenches. Webcor Obayashi's shoring plan shall be submitted in accordance with the requirements of the Specifications and shall show the details and supporting calculations of the design of shoring, bracing, sloping, or other provisions to be made for worker protection during such excavation.

No plan shall allow the use of shoring, sloping or other protective system less effective than that required by the Construction Safety Orders of the Division of Occupational Safety and Health.

If Webcor/Obayashi Joint Venture shoring plan varies from the shoring system standards established by the Construction Safety Orders, the plan shall be prepared and sealed by an engineer retained by Webcor/Obayashi Joint Venture who is registered as a civil or structural engineer in the State of California. The TJPA's acceptance of Webcor/Obayashi Joint Venture shoring plan shall not be construed to relieve Webcor/Obayashi Joint Venture of its sole responsibility for damage or injuries related to the excavation resulting from unsafe shoring.

Currently Webcor/Obayashi Joint Venture does not anticipate based on the scope of work to have any excavations that will require special protection. In the event the situation does arise, The Trade Subcontractor will submit all appropriate documentation (protections, support systems, inspection process, access) preceding the activity.

The Trade Subcontractor will comply with all requirements of federal OSHA, Cal/OSHA, the California Labor Code, Trade Subcontractor safety requirements, and these Contract Documents. The more stringent requirements shall apply.

Should Trade Subcontractors be notified by the TJPA of any unsafe or unhealthy condition associated with the performance of the Work and be required to take remedial action to correct such conditions, Trade Subcontractors shall take action immediately, if so directed, or within 48 hours after receipt of a notice of violation.

The health and safety plan shall be certified by Trade Subcontractor's competent hazardous materials supervisor and submitted to the TJPA for review and comment prior to implementation.

Prior to commence of earthwork activities the Trade Subcontractor shall review the, SMP. Submit for approval a comprehensive and site specific HASP prepared by a certified industrial hygienist.

Daily, pre-shift inspection of excavations, the adjacent areas and protective systems shall be made by the competent person for evidence of potential cave-ins, hazardous atmospheres or protective system failure. Daily, pre-shift inspection checklists shall be maintained by the subcontractor and submitted to Webcor/Obayashi Joint Venture weekly.

No person shall enter an excavation where protection from ground movement is required until such protection is in place. **100% fall prevention is required when working next to excavations greater than 5' in depth.** Ladders or other means of approved access shall be used for all excavations. Stepladders shall not be used in a "leaning" position to enter or exit excavations.

### **Respiratory Protection**

- Conditions may exist which require the utilization of respiratory equipment to protect employees against exposure to the inhalation of toxic or harmful gasses, vapors, mists, fumes and dust. Each Contractor must implement and enforce a respiratory program in accordance with CAL/OSHA standards to protect employees from these types of exposures.

- Only respirators that are applicable and suitable for the purpose intended will be used. They will be selected on the basis of the hazards to which the employee is exposed.
- Employees required to use respiratory protective equipment approved for use in atmosphere immediately dangerous to life shall be thoroughly trained in the use and limitations of such equipment.
- Respiratory protective equipment will be inspected regularly and maintained in good condition. Chemical cartridges will be replaced per manufacturer's recommended or calculated filter change-out schedule so as to provide complete protection. Dust respirators are to be replaced in accordance with manufacturer specifications.
- Respiratory protective equipment, which has been previously used, shall be cleaned and disinfected before it is issued to another employee.
- Workers required to wear respiratory protection shall have been medically evaluated and approved to wear such devices. A copy of each of its worker's medical approval will be kept by each contractor on site.
- Employee Training (Respirators, Breathing Apparatus, etc.)
- All employees required to use personal protective equipment shall be given individual instruction by contractor regarding PPE prior to its use. This training shall be documented and a record kept on site.
- All employees must be clean-shaven to ensure the proper fitting of the respirator. Each contractor must perform fit testing on each employee to ensure the proper fit of the respirator. The results of the fit test shall be documented and a record kept on site.
- Each contractor must have a written respirator program and this program is to be submitted to the construction manager, General Contractor and Safety Coordinator prior to working at this site.

#### **Crane Lift Plan Process Requirements.**

1. The Crane Use Planning Process has two parts:
  - a. Crane Lift Plan
  - b. Crane Daily Safety Review (Note: Required EVERY DAY a crane is used)
2. A Complete and Competent Crane Lift Plan (reviewed by Webcor/Obayashi Joint Venture) is required prior to any crane lift while working on a Webcor/Obayashi Joint Venture project.
3. Complete and Competent Crane Lift Plans must be submitted to Webcor/Obayashi Joint Venture at least 48 hours (2 business days) prior to mobilization. Neither TJPA nor Webcor/Obayashi Joint Venture shall be held responsible for any delay allegations as a result of the Trade Subcontractor failing to submit Crane Lift Plans on a timely basis.
4. The Trade Subcontractor is responsible to visit the site prior to the lift date to review documentary information pertaining to the site, which is maintained by Webcor/Obayashi Joint Venture.
5. The Trade Subcontractor is responsible to obtain all information that is necessary to develop a power line safety plan.
6. The Complete and Competent Crane Lift Plan may be valid for more than one day, as long as the configuration, location, maximum expected load, and maximum expected radius does *not* change. Use multiple lift plans for multiple locations.
7. Complete and Competent Crane Lift Plans must be based on "worst case" combination of load weight with chart deductions and lift radius for a specific crane configuration in a specific location.
8. The Crane Lift Plan must be *COMPLETE & COMPETANT* (and reviewed by Webcor/Obayashi Joint Venture) along with attachments to include, but is not limited to:
  - a. Plot plan with crane location (identify swing path, delivery truck locations, location of any overhead power lines, etc.).

- b. Elevation plan.
  - c. Crane load charts and calculations including any notes.
  - d. Dimension illustration and specifications for crane and range chart.
  - e. Operator's: License, training information, USDOT medical certificate, OSHA trainings cards as required by the project.
  - f. Rigging plan, lists, and diagram.
  - g. Statement of qualification and competent person designation form for: Crane operator, A/D supervisor, rigger and signal person.
  - h. JHA for: Assembly / disassembly of crane, power line encroachment, truck load / unload, etc.
  - i. Logistics and assembly / dismantle plan.
  - j. 3<sup>rd</sup> party annual inspection, certification, and report (Inspector shall be registered with the CCAA).
  - k. Actual weights of materials.
  - l. Lighting and wind restrictions (from operators manual).
9. Work that is not anticipated in the Complete and Competent Crane Lift Plan, but may arise due to site conditions (moving equipment, loading materials onto floors, etc.) must be reviewed with Webcor/Obayashi Joint Venture prior to hoisting. Changes affecting crane configuration may require the Complete and Competent Crane Lift Plan to be amended.
  10. Lifts exceeding 75% of the cranes stability / structural capacity chart, requiring movement of a crane carriage with the load, personnel platforms, critical loads (long lead time, cost), tripping loads, work over occupied facilities, or work involving encroachment on public rights of way, will also require the preparation, submittal and review of a specific JHA (Note: These lifts are discouraged. These lifts must be reviewed in advance. The Complete and Competent Crane Lift Plan(s) may have to be prepared and stamped by a licensed professional engineer (PE) to be provided by the Trade Subcontractor.
  11. The Trade Subcontractor / Crane Company / Rigging Company is responsible for the accuracy of all calculations and inspections. This planning process has been established to help ensure proper coordination between subcontractors and Webcor/Obayashi Joint Venture. No warranty or certification of the suitability of this plan is accepted by Webcor/Obayashi Joint Venture. It is the responsibility of the Trade Subcontractor and the Crane Operator to ensure that they and their employees are qualified, competent, properly equipped and properly trained to perform the activities outlined in this plan.

## **Cranes, Hoisting and Rigging**

### **Introduction**

The safe operation and proper maintenance of cranes and rigging on the site shall be the overall responsibility of the contractor. Each contractor shall also be held accountable for compliance with CAL/OSHA crane regulations for all cranes or derricks on the site, whether contractor owned, leased or rented. All rigging inspection logs subcontractor and submitted to Webcor/Obayashi Joint Venture monthly.

**Riggers shall meet the qualified rigger requirements of subpart CC – Cranes and Derricks in Construction, as specified in 29 CFR 1926.1401, 1926.1404, and 1926.1425. These provisions are effective November 8, 2010. The more stringent rule shall apply.**

### **Special Provisions**

- Prior to its initial use on the site or after repairs have been made each crane or derrick shall be thoroughly inspected by a certified independent third party. Any deficiencies found shall be corrected before the equipment is placed into service.
- A copy of the annual certification inspection performed by a certified independent third party shall be submitted to the Webcor/Obayashi Joint Venture Safety Manager prior to the crane being operated on site.
- Each contractor shall designate a competent person who shall inspect all cranes and derricks daily as part of the contractor's job site inspection program. Such inspections shall be documented. Defective equipment shall be removed from service and repaired and service/repair shall be documented.
- The contractor or vendor supplying the equipment shall inspect each crane at least monthly and provide a written report as to the results of the inspection. Defective equipment shall be removed from service.
- Loads shall not be passed or suspended over persons.
- Tag lines or guide ropes shall be used to control all loads.
- Barricades for employee safety shall be maintained around the swing radius of the crane cab.
- Crane Operator Qualifications
- Each contractor shall as specified in 29 CFR 1926.1427. State or local government
- licensing is effective November 8, 2010 select only those personnel meeting the following qualifications to operate cranes and other hoisting equipment:
- Designated operators who have been licensed by an approved agency or union and meet the requirements of Chapter 5, ANSI B30.
- Crane operators will meet the minimum requirements by the D.O.T. Physical Examination, as provided in D.O.T. 391, Physical Examination for truck drivers. No crane operator will be allowed to operate a crane until they have passed the Physical Exam conducted by a licensed Physician approved by the D.O.T.
- Coordinators certified for crane inspection;
- Test and maintenance personnel when necessary.
- Only designated operators who have been licensed by an approved agency or union and meet the requirements shall be in, on, the crane during operations.
- Operator's Responsibilities
- Each crane operator will be specifically assigned the responsibility for safe operations and shall be given written instructions as applicable. These responsibilities shall include:
- Verification of a current "annual inspection" certification for the crane.
- Verification that manufacturer's rated load capacities, recommended operating speeds, and special warnings or instructions are posted on the crane and are visible from the operator's station.
- Daily inspection of:
- Condition of brakes under no-load conditions
- Functioning of various safety devices and limiting devices fitted to the hoisting apparatus
- The electric power installation
- The overload controls
- Condition of structural members for cracks, bends, misalignment, etc.
- Fire extinguisher in cab
- Assuring that routine maintenance is performed, as well as necessary repairs.
- Responsibility for assuring that signaling and communications are adequate. This includes making sure that personnel at materials loading and receiving areas use correct hand signals. Where conditions require, radio communications will be used with a clear channel for crane operations.

- Refusing to lift any loads that are not safely rigged. This refusal cannot be overridden by job supervisory personnel.
- Making sure that adequate clearances exist between operating areas and nearby structures, especially power lines.
- Each crane operator shall ensure that good housekeeping is maintained in his or her equipment.
- Operating Procedures
- Each contractor shall ensure that its crane operators:
  - Not engage in any practice, which may divert his attention while engaged in crane operations.
  - Not operate the crane if physically or mentally unfit, or if taking prescription drugs, which may affect judgment.
  - Not respond to any signal, which is unclear or is given by anyone other than appointed signalmen. Exception: The operator shall respond to a stop signal given by anyone.
  - Have final responsibility and control over the crane operations. When there is any doubt as to safety, the operator shall have the authority to stop and refuse to handle the loads until safety has been assured. Any manager, supervisor or person attempting to bypass the crane operator's authority on this issue will be immediately removed from the project.
  - Shall be intimately familiar and have thorough knowledge of the crane and its care, the operators' manual, and load charts. He shall be responsible for notifying its supervisor of any needed adjustments or repairs, and for logging his findings in the crane log.
  - Shall, upon request, demonstrate his ability to determine total load weight and its relationship to the crane load charts.
  - Immediately shut down the crane if any part of the crane, rigging or load strikes any object. The crane will be re-inspected by a qualified person, and if damage is detected, all repairs shall be completed under the guidelines of the manufacturer. The crane must then be re-inspected by a third party agency prior to beginning operations again.
  - Never leave the controls while there is a load on the hook.
  - Stop the crane operation if there are any problems and notify the Safety Coordinator.
- Contractor Responsibilities
- Making sure that rigging equipment is in good condition and provided with safety devices as applicable. This includes such things as:
  - Safety latches on hoisting hooks.
  - Chains, wire rope, slings, etc. are free from defects and conform with standard load ratings for work being done.
  - Eye splices conform to safety standards.
- Employee Training
- Each contractor shall ensure that all of its employees involved in crane activities receive comprehensive training as to their responsibilities. This training shall include hand signals and those authorized to give signals. Said training shall be documented.
- Hoisting and Rigging
- Documented inspections of hoisting and rigging equipment shall be conducted by a competent person before their use to ensure that it is in safe operating condition and that lifts will be conducted in a safe manner.
- Damaged or defective equipment shall be removed from service and removed from the project site.
- Accessible areas within the swing radius of the rotating superstructure shall be properly barricaded to prevent employees from being struck or crushed by the crane.
- Lifts shall not be conducted over employees, visitors, or areas occupied by the public.

- The crane operator shall be responsible for determining the safe operation of their crane and the safety of each lift.
- Routes of suspended loads shall be preplanned to ensure no workers or the public are directly below suspended loads.
- Tag lines shall be used for controlling all loads.

## HAZARD COMMUNICATION STANDARD POLICY

**This Webcor/Obayashi Joint Venture project plan will be developed incrementally as trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of Webcor/Obayashi's overall project Hazardous Material Communication plan and will be submitted to the Joint Transit Power Authority as they are received.**

**This Section will conform to Specification Sections 01 15 45 (1.2A1, 1.2A2),(1.13D),(1.4A), (1.4C) found in The Transbay Transit Center Contract Number 08-04-CMGC-000**

Trade Subcontractors shall submit the following in accordance with this Contract specification:  
A HASP. Upon approval of the HASP, Trade Subcontractor shall provide 2 copies on compact disc in Portable Document Format (PDF) with properly labeled cases. Materials Safety Data Sheet (MSDS) for all chemicals and other hazardous materials to be used. This submittal is only as warranted. Trade Subcontractor's site-specific HASP. Trade Subcontractors shall submit a site-specific environmental HASP in accordance with these specifications and 29 CFR 1910.120, 8 CCR 5192. The HASP shall remain in effect throughout the life of the Contract, and a copy of the HASP must be on site at all times.

Trade Subcontractors shall submit 5 copies of the HASP at least 10 working days before any demolition or any building materials-disturbing activity, and no later than 30 days after the Notice to precede for each Trade Subcontract package. The TJPA will not review the HASP for its content, nor will the TJPA be liable for Contractor's failure to have an adequate HASP or implement it. Receipt of the HASP by the TJPA neither constitutes the legality of the HASP nor incurs liability with Trade Sub contractor.

- Each subcontractor is to submit a copy of its written Hazard Communication Program to the Webcor/Obayashi Joint Venture jobsite. An initial hazardous material/chemical listing for this specific jobsite must accompany the Program.
- All subcontractors are required to maintain MSDSs on the project.
- A complete file of all MSDSs submitted is to be located at the jobsite office for review by all workers during job hours (Webcor/Obayashi Joint Venture Subcontractors, and Sub-subcontractor/Suppliers).
- Noncompliance with this portion of the Webcor/Obayashi Joint Venture Safety Policy will be written up as a Safety violation and may result in a Safety fine and/or nonpayment to the subcontractor(s).
- Webcor/Obayashi Joint Venture is only required to train its employees to comply and observe the policy. It is the responsibility of each subcontractor and each sub-subcontractor to train his employees in the implementation and use of the Hazard Communication Policy.
- Each subcontractor will discuss each new substance introduced on the jobsite at the weekly Safety meetings with his crews and the Superintendents of other subcontractors at the Project Safety Meeting.
- Each subcontractor must label the contents of all containers including secondary containers. The label must identify:



- Substance
- Hazard Warnings
- Name and address of the manufacturer
- Each subcontractor must:
- Train his personnel regarding Hazardous Communications, and specifically as to the dangers of working with these substances, chemicals, materials. Keep copies of training certificates at jobsite.
- Provide proper personnel protective equipment, as required.
- Train employees in the first-aid and medical emergency procedures associated with each material.
- Keep copies of all MSDSs at the jobsite.
- Bulk fuel storage is not allowed onsite.

## EMERGENCY MEDICAL PROCEDURES

The purpose of this program is to establish standard jobsite procedures for reporting accidents, administering first aid, and emergency medical procedures.

Each subcontractor and sub-subcontractor shall maintain a Cal/OSHA-approved First Aid Kit on the Project at all times. Each subcontractor shall designate an employee qualified in first-aid treatment as their Safety Coordinator. It shall be the Safety Coordinator's responsibility to treat minor injuries and complete and submit required accident reports to Webcor/Obayashi Joint Venture.

### Minor Injuries

Minor injuries are those which require only immediate first-aid treatment and do not result in lost work time.

In the event of a minor injury, the subcontractor's Safety Coordinator shall provide first aid and/or take the injured employee to the designated medical center or clinic for treatment and checkup if necessary.

Persons who have sustained head injuries, major impacts, or whose injuries are the result of a fall shall be evaluated and stabilized by professional medical personnel and provided transportation to the medical facility by the subcontractor or EMT.

Upon return from treatment, the employee shall return to work ONLY if so released in writing by the attending physician.

All minor accidents shall be a topic of discussion at the subcontractor's next scheduled Safety Meeting, to include cause of accident and preventive measures to be taken to avoid future similar accidents.

### Major Injuries

Major injuries or illness are those which require extended medical treatment with hospitalization for more than 24 hours resulting in loss of work time, or result in death, disfigurement, or dismemberment.

In the event of a major injury, the first person to encounter the injuries shall summon others to notify the Webcor/Obayashi Joint Venture Field staff and provide the appropriate first-aid treatment if qualified. Any subcontractor or sub-subcontractor may dial 911 to request medical assistance. Emergency vehicles

shall be directed to enter the Project at site entrance that will be determined as conditions change on the logistic map.

Upon entering the project, the emergency vehicle shall be directed to the exact location of the injured.

While awaiting arrival of the Emergency Vehicle(s), the injured shall not be moved unless he/she is in immediate danger of additional injury in his/her current location. Equipment and material involved in or responsible for the accident shall not be disturbed unless it presents an additional danger to the injured person(s).

The closest Emergency Medical Facility is:

**St. Francis Health Center**  
**24 Willie Mays Plaza**  
**San Francisco, CA 94107-2134**  
**(415) 972-2249**

Immediately after the accident, Webcor/Obayashi Joint Venture will meet with the responsible subcontractor's Superintendent and/or Foremen, review the conditions, and direct the appropriate corrective action. The subcontractor's Safety Coordinator shall complete and submit a copy of all required reports to Webcor/Obayashi Joint Venture.

Within 24 hours of a major injury, Webcor/Obayashi Joint Venture shall conduct a Safety Meeting with attendance required of all jobsite personnel. Topics to include: cause of accident, nature of injury, immediate prognosis for full recovery from injury (if available), and preventive measures to be taken to avoid future similar accidents.

## **ACCIDENT / INJURY MANAGEMENT**

### **Accident Reporting**

All on-site incidents and accidents must be reported to Webcor/Obayashi Joint Venture Project Management immediately. All accidents resulting in industrial injuries or illnesses occurring on the jobsite will be thoroughly investigated. The investigation will be conducted by the controlling employer's Project Management, supervisor and Safety Coordinator, under the direction of Webcor/Obayashi Joint Venture Project Management. This includes accidents, injuries and illnesses of workers whether the injury resulted in medical treatment; no claim was filed, or is a non-industrial injury. Completion of appropriate forms, as defined in the Incident Reporting Appendix must be completed immediately after occurrence.

### **Accident Investigation**

The initial accident investigation is to be completed within 24 hours, with immediate notification of Webcor/Obayashi Joint Venture safety (refer to Incident Reporting Appendix). Identification and review process of root causes must be completed. Corrective actions, identification of persons responsible for corrective actions, and date of completion must be established. Follow up documentation verifying corrective action completion is required. Lessons learned from root cause analysis reviews will be shared with the project, regionally and globally.

Investigation reports of accidents or injuries requiring medical treatment must include medical treatment forms and completed first report or injury forms.

This project requires that an Incident Investigation form be completed for all on-the-job accidents. The form is contained with the Incident Reporting Appendix. This form must be completed as soon as possible (limit - within 1 working day) after occurrence of any injury that results in medical treatment or property damage. After completion, the form must be returned to Webcor/Obayashi Joint Venture Project Management/Safety for corrective action and processing.

Copies of all accident investigation documentation must be submitted to the Webcor/Obayashi Joint Venture Regional Safety Director. If required by law, injury notification to OSHA must be coordinated through the Webcor/Obayashi Joint Venture Regional Safety Director and the Corporate Safety Director.

### **Accident Analysis**

Webcor/Obayashi Joint Venture provides a safe and healthful work environment for all workers through progressive, proactive injury prevention planning. Job pre-planning and identification of up-coming potentially hazardous activities is supported by regular review of trend analysis.

To identify root causes of accidents and at-risk behavior Webcor/Obayashi Joint Venture and subcontractor management will be required to, within 48 hours of the incident, conduct a “lesson learned” meeting. The meeting will analyze any injury accidents, environmental incident, or impact to existing facilities and operations. Accident trends will be identified and plans developed to prevent additional incidents. A complete Root Cause Analysis will be performed involving at least the Webcor/Obayashi Joint Venture and Subcontractor Project Teams. The mission of these meetings will be to identify problem areas, develop specific action plan(s) to address root causes and at-risk behaviors, and to immediately implement corrective actions. Webcor/Obayashi Joint Venture will periodically review implemented plans for effectiveness. Lessons learned from root cause analysis reviews will be shared with the project, regionally and globally.

## **RESPONSIBILITIES FOR SAFETY and LOSS CONTROL**

### **Overview**

The objective of this project safety overview (PSO) is to establish that safety and health must be addressed throughout the entire project. The prevention of accidents and protection of property are company values and are integral to our success. All safety issues shall receive active support and participation by the entire project team.

The principles of safety and loss control are intended to prevent injuries on the jobsite and to reduce the potential for damage to property and equipment. No phase of construction is of greater importance than incident prevention. Accidents that result in personal injury or damage to property and equipment represent needless waste and loss.

Planning for safety starts with project design and continues through purchasing, fabrication and construction in all phases of the project. Practical steps will be taken to maintain an Injury Free Environment. All subcontractors must accept responsibility for preventing accidents and be responsible for thorough safety and loss control training and instruction for their workers.

The primary objective of the Webcor/Obayashi Joint Venture PSO is to coordinate the elimination or reduction of risk associated with the construction of the project. Associated missions are to promote safe work practices/behaviors, prevent accidents, prevent worker injuries, prevent damage to property, and promote maximum efficiency and effect savings by reducing unplanned business interruptions.

Active participation by the management of Webcor/Obayashi Joint Venture, subcontractors, tiered subcontractors and all workers will make the program effective and successful by coordinating the participants' efforts in performing the following tasks:

Providing a safe environment in which workers can perform high quality work.

Using job hazard analysis pre-task safety planning as a tool to reduce injury to persons and property.

Conduct jobsite safety audits to locate and abate unsafe work practices/behaviors and unsafe conditions.

Protecting the public and property potentially affected by Webcor/Obayashi Joint Venture sites.

Educating and training workers through:

- **New hire/site specific safety orientation**
- **Safety meetings**
- **Task specific safety training; i.e., hazardous communications (HAZCOM), construction safety practices, excavation and trenching safety, confined space entry, equipment operations, etc.**
- **Mandatory personal protective equipment (PPE) programs**
- **Immediate injury reporting and effective record keeping to maintain an up-to-date accident experience and trends analysis**
- **Use of accident investigation information to abate deficiencies and eliminate any additional losses**

### **Webcor/Obayashi Joint Venture Management Team**

Webcor/Obayashi Joint Venture Management Team is responsible for construction management services for the Transbay Transit Center and for:

- Encouraging, reinforcing and modeling Webcor/Obayashi Joint Venture culture, including Injury Free Environment initiatives
- Participating in the development and assessment of EH&S leading indicators
- Reviewing and approving project corrective action/recovery plans.
- Instituting accountability when action plans and culture are not maintained
- Has the authority to stop any operations that pose a potential threat

### **Webcor/Obayashi Joint Venture Project Manager (Richard Gangitano)**

The Webcor/Obayashi Joint Venture Project Manager is responsible for construction management services for the Transbay Transit Center and for:

- Determining if contract documents and specifications support the project's safety missions and objectives
- Monitoring subcontractor selection process and adherence to established guidelines
- Periodically auditing subcontractor's safety plans for compliance with the Webcor/Obayashi Joint Venture 's EHSP

- Participating in pre-task planning and subcontractor pre-construction safety meetings
- Being aware of loss control and public protection requirements of the project
- Participating in fact finding, root cause analysis, and the implementation of corrective actions associated with injury/incident investigations
- Documenting weekly jobsite safety audits
- Facilitating monthly craft feedback luncheon
- Supporting Webcor/Obayashi Joint Venture EHS personnel and cooperating with all designated personnel in obtaining corrective actions necessary to comply with the Webcor/Obayashi Joint Venture EHSP
- Has the authority to stop any operations that pose a potential threat
- Promoting and supporting our Injury Free culture

### **Webcor/Obayashi Joint Venture Project Superintendents (Michael Poole)**

It is the responsibility of Webcor/Obayashi Joint Venture Superintendents to oversee safety on jobsite.

Their EHS responsibilities include:

- Overseeing the planning and execution of all work in compliance with the Webcor/Obayashi Joint Venture EHSP and contract specifications
- Being aware of loss control and public protection requirements identified in the safety specifications of the contract documents
- Completing daily jobsite safety audits and reviewing completed jobsite safety audits to ensure identified hazards are addressed in a timely manner
- Participating in pre-task planning, and subcontractor pre-bid, pre-construction and/or kick-off meetings
- Monitoring and participating in job hazard analysis and pre-task planning
- Requiring supervisors and workers to use personal protective equipment in accordance with the Webcor/Obayashi Joint Venture EHSP and local, state and federal safety regulations
- Participating in fact finding, root cause analysis and the implementation of corrective actions associated with injury/incident investigations
- Ensuring Injury Accident Investigation Packets are accurately completed and forwarded to designated individuals
- Participating in and encouraging weekly tool box/tailgate safety meetings, and evaluating their effectiveness
- Taking appropriate action to abate identified unsafe conditions and practices and document corrective actions.
- Supporting Webcor/Obayashi Joint Venture EHS, and cooperating with all designated project safety personnel in obtaining corrective actions necessary to comply with the Webcor/Obayashi Joint Venture EHSP
- Has the authority to stop any operations that pose a potential threat
- Promoting and supporting Injury Free culture

### **Webcor/Obayashi Joint Venture Project EHS Manager (Raymond Ramirez)**

The Webcor/Obayashi Joint Venture Project EHS Manager has authority for safety and health on the project. The Webcor/Obayashi Joint Venture EHS Professional is considered to be the program administrator and has the authority delegated by Webcor/Obayashi Joint Venture Corporate EHS to implement and promote safety. Duties of Webcor/Obayashi Joint Venture Project EHS Manager include:

- Helping to familiarize Webcor/Obayashi Joint Venture and subcontractor project managers, superintendents and supervisors with the Webcor/Obayashi Joint Venture EHSP. These individuals must be familiar with safety and health hazards to which all workers may be exposed, as well as applicable laws, regulations and safety rules and policies.
- Supporting project management in achieving an injury, incident and impact free environment.
- Help assure that all workers are trained in accordance with applicable requirements
- Helping to ensure that observation, inspection, recognition, evaluation and abatement of hazards are conducted on a continuing basis
- Continually developing new methods for abating hazards
- Helping to ensure that hazards are abated in a timely and effective manner
- Reporting all injuries immediately to Webcor/Obayashi Joint Venture Project Management. Webcor/Obayashi Joint Venture EHS also has the responsibility for overseeing development, implementation and maintenance of the project's safety program by:
- **Requiring subcontractors to incorporate the requirements of the Webcor/Obayashi Joint Venture's EHS Plan into their safety programs and safety orientation if theirs are less protective than those of. Webcor/Obayashi Joint Venture.**
- **Expediting corrective action(s) to abate any observed or potential safety exposure(s) to workers.**
- **Requiring Webcor/Obayashi Joint Venture Project Management and Safety Coordinators to continuously monitor Webcor/Obayashi Joint Venture and the subcontractor's safety performance and expedite abatement action(s).**
- **Overseeing the implementation of emergency response procedures, and helping to assure that Webcor/Obayashi Joint Venture and subcontractor's personnel are trained to handle onsite emergencies.**
- **Setting project missions and milestones and reporting indicators for all project personnel.**

Webcor/Obayashi Joint Venture EHS is further responsible for monitoring the subcontractor's compliance with the Webcor/Obayashi Joint Venture EHSP. Webcor/Obayashi Joint Venture EHS must help ensure that the guidelines, rules and procedures in this document are followed for site work, being familiar with local emergency services and conducting or taking the necessary steps to help ensure that tool box/tailgate safety meetings are conducted before work startup. Additional meetings may be required for specific job tasks or site activities. Webcor/Obayashi Joint Venture EHS also must help monitor the maintenance and inspection of PPE, onsite hazards, the physical condition of site personnel, and perform daily safety audits of work site activities.

Additional duties include maintaining safety files, which will include training and applicable medical certifications, environmental testing and special associated training, tool box/tailgate meeting notes and rosters, safety observation/audit reports, investigation reports including near-misses, injury summaries, required safety permits, security issues, or other safety and health documentation, as applicable. Webcor/Obayashi Joint Venture EHS has the authority to stop any operations that pose a potential threat to site personnel.

Furthermore, Webcor/Obayashi Joint Venture EHS will:

Report unsafe acts and conditions to the worker's supervisor and/or safety coordinator for prompt corrective action and stop all life threatening situations immediately upon knowledge. Webcor/Obayashi Joint Venture requires prompt correction of safety infractions.

Help monitor the subcontractor selection process and adherence to established environmental safety and health guidelines

If the subcontractor does not make immediate corrections after initial notification, Webcor/Obayashi Joint Venture EHS will:

- **Notify the subcontractor's Project Management in writing to make prompt corrective action to help eliminate construction safety concerns.**
- **Forward copies of the written notice to Webcor/Obayashi Joint Venture Project Management**
- **Develop the direction to help resolve outstanding construction safety issues and maintain documentation of corrective actions**

Help ensure that the proper steps are taken in the case of emergencies when a major event resulting in a fatality, multiple injuries, or property loss occurs. Webcor/Obayashi Joint Venture EHS is responsible for requiring that we preserve the accident scene in an "as is" condition, including any construction equipment involved, to allow for a proper investigation. Webcor/Obayashi Joint Venture EHS must order, if necessary, the area or piece of equipment to be stabilized to preclude further injuries or loss.

Notify Webcor/Obayashi Joint Venture Project Manager should we be subjected to an OSHA (federal or state) inspection. Should citations, warnings or safety violations be issued, we copies to Webcor/Obayashi Joint Venture Corporate EHS manager within 48 hours.

**NOTE:** Webcor/Obayashi Joint Venture EHS manager may assign all or some of these tasks to other responsible persons as appropriate.

#### **Webcor/Obayashi Joint Venture Project Engineer (David Fields)**

The Webcor/Obayashi Joint Venture Project Engineer assists the Webcor/Obayashi Joint Venture Project Manager with his/her responsibilities for construction management services for the project. This person will:

- Complete weekly jobsite safety audits

- Participate in pre-task planning, and subcontractor pre-bid, pre-construction, and/or kick-off meetings
- Assist with jobsite safety startup, safety orientations, and craft feedback luncheons
- Participate in fact finding, root cause analysis, and implementing corrective actions to prevent further occurrences on all injury/incident investigations
- Attend and/or participate in jobsite safety meetings

### **Webcor/Obayashi Joint Venture Supervisor/ Foremen (Michael Poole)**

The Webcor/Obayashi Joint Venture Supervisor/Foreman will interface daily with his/her workers. Therefore, the Webcor/Obayashi Joint Venture Supervisor/Foreman will have a major influence on the effectiveness of the safety program and accident experience. Each Supervisor/Foreman's construction safety responsibilities will include:

- Training and instructing workers in safe work practices for all tasks to which they are assigned
- Helping ensure crew participation in pre-task planning
- Helping ensuring availability of and enforce the proper use of jobsite tools and PPE
- Monitoring the work area for unsafe acts and conditions and instituting immediate corrective action
- Setting a good example for workers
- Pre-planning activities to help ensure workers are properly trained in applicable safety requirements
- Conducting daily pre-job meetings to include review of day's activities and associated hazards
- Ensuring all injury reports are properly completed and submitted to Webcor/Obayashi Joint Venture EHS or designee
- Participating in fact finding, root cause analysis, and the implementation of corrective actions associated with injury/incident investigations, and providing information regarding these actions to Webcor/Obayashi Joint Venture Project Management/Regional Leadership
- Reporting and assisting with the resolution of near miss incidents
- Helping provide first aid care for injured workers
- Promoting and supporting Injury Free culture
- Leading tool box/tailgate safety meetings with the crew to:
- **Encourage participation**
- **Discuss observed accident trends and causes**
- **Plan construction safety into crew's work activities**
- **Take action to correct safety-related concerns**

### **Webcor/Obayashi Joint Venture Project Safety Coordinator (TBD)**

The Webcor/Obayashi Joint Venture Safety Coordinator's primary responsibility is to ensure immediate corrective action of observed unsafe acts and unsafe conditions. This person will:



- Report unsafe acts and conditions to the worker's supervisor and/or safety coordinator for prompt corrective action and stop all life threatening situations immediately upon knowledge
- Orientate all new Webcor/Obayashi Joint Venture workers according to the Project Site-Specific Safety Orientation
- Make twice daily job site safety audits
- Facilitate daily safety coordination meetings with subcontractor safety coordinators (as applicable)
- Provide appropriate materials and conduct weekly tool box/tailgate meetings or safety meetings, as well as:
- **Review meeting reports for attendance**
- **Help implement required training programs for workers**
- Report, in writing to the project EHS manager the names of individuals and their supervisors who are continually observed to violate construction safety requirements, with copies to Webcor/Obayashi Joint Venture Project Management. Webcor/Obayashi Joint Venture Project Management may require that we remove these individuals and/or their supervisors from the job site. Also, Webcor/Obayashi Joint Venture Project Management and/or Webcor/Obayashi Joint Venture EHS is/are authorized to order a work stoppage until present unsafe conditions are abated.
- Report all injuries immediately to Webcor/Obayashi Joint Venture EHS Manager.
- Participate in fact finding, root cause analysis, and resolution on all injury/incident investigations
- Participate in completion and forwarding of all Injury Accident Investigation Packets (injury, liability, property damage, and the like) to Webcor/Obayashi Joint Venture Claims Manager.
- **Promote and support Injury Free culture.**
- **Keep on file the following:**
- **Updated chemical management plan, including chemical inventory lists and Material Safety Data Sheets (MSDSs) for all products used or stored onsite**

### **Subcontractor Responsibilities**

The subcontractor has overall responsibility for accident prevention and implementation of this Webcor/Obayashi Joint Venture EHSP for anyone under their control, including their respective employees, vendors and suppliers. This responsibility is shared with the tiered subcontractors. .

Where subcontractor is not using Safety Professional(s)/Safety Coordinator(s) the subcontractor will assign safety responsibilities to a member of subcontractor Project Management. This assignment is subject to approval by Webcor/Obayashi Joint Venture Management and Webcor/Obayashi Joint Venture EHS, or designee.

Subcontractors will submit a copy of their company's safety program prior to beginning work. All subcontractor workers must be orientated to their company's safety program as well as to applicable sections of this Webcor/Obayashi Joint Venture EHSP.

The subcontractor may be responsible for providing their Safety Professional(s)/Safety Coordinator(s) or designee with a reliable communication method or device in order to contact Webcor/Obayashi Joint

Venture Project Management and Webcor/Obayashi Joint Venture EHS during emergency response and/or other safety related communications.

Although many existing hazards may be corrected through informal communications between the subcontractor's Safety Professional/Safety coordinator or designee and members of Webcor/Obayashi Joint Venture Project Management, all corrective actions must be documented, with copies forwarded to Webcor/Obayashi Joint Venture Project EHS Manager.

### **Subcontractor's Project Manager**

The subcontractor's Project Manager is responsible for:

- **Planning and monitoring all work performed for compliance with the objectives of the Webcor/Obayashi Joint Venture EHSP, subcontractor's safety program, and federal, state and local safety and health regulations**
- **Authorizing immediate correction of any existing construction safety-related concerns**
- **Fully supporting the designated Safety Coordinator and cooperating with all designated project safety personnel in obtaining corrective actions necessary to comply with the Webcor/Obayashi Joint Venture EHSP**
- **Completing weekly safety audits**
- **Participating in pre-task planning and subcontractor kick-off meetings**
- **Participating in fact finding, root cause analysis, and resolution on all injury/incident investigations**
- **When requested, attending special construction safety meetings**

### **Subcontractor Superintendent/Supervision/Foremen**

All supervisory personnel shall have as a minimum the OSHA 30 Hour Construction Safety training within the prior four years and possess a current CPR /First Aid and AED certification. In addition supervisory personnel shall have at a minimum 5 years' experience as a superintendent in a similar type of project. Responsibilities of Subcontractor Superintendent/Supervisor/Foremen are the same as Webcor/Obayashi Joint Venture Superintendent/Supervisor/Foremen, plus:

- **Attending weekly contractors' safety meetings**

### **Subcontractor's Safety Professional**

This person will:

- **Report all incidents and injuries immediately to Webcor/Obayashi Joint Venture Project Management and Webcor/Obayashi Joint Venture EHS**
- **Perform continuous safety audits of all their respective trade contractors and their subcontractors' work areas throughout the entire workday and take immediate action to eliminate all unsafe acts and/or conditions. These observations, along with corrective actions taken will be reported to the appropriate member of Webcor/Obayashi Joint Venture Project Management, the subcontractor's own management, and Webcor/Obayashi Joint**

Venture EHS, using the SafeSiteOne Safety Inspection Report. These forms will be completed daily and submitted to Webcor/Obayashi Joint Venture Project Management/EHS.

- Serve as technical advisors to their project management team on safety and health planning, training and problem resolution issues.
- Ensure that prior to the commencement of any work activity; every Supervisor/Foreman reviews each task assignment with every affected employee to ensure a comprehensive understanding of the safety requirements and precautions to be followed while performing this work. The Safety Professional(s) and Supervisor/Foremen should further ensure that all of the necessary guards are in place, safety equipment is provided, and other required steps are taken prior to starting the work.
- Each Safety Professional has the right and the authority to direct stoppage of any work of any contractor whenever imminent danger to life and health exists.
- Each Safety Professional has the right and authority to stop any and all hazardous work activities being performed by his/her company or their subcontractors until necessary corrective actions are taken.
- Ensure that appropriate personal protective equipment is provided and its use enforced
- Enforce their company's safety program and disciplinary procedures
- Accompany Webcor/Obayashi Joint Venture's supervisory personnel as directed and perform joint inspections of work areas and activities
- Orient all new subcontractor personnel to the site's safety program prior to work commencement
- Complete and forward all claim forms (injury, liability, property damage, and the like).
- Attend and participate in daily Safety Coordination Meetings
- Participate in accident investigations and recommend proper courses of corrective action. When serious accidents occur, this task will be performed in conjunction with Webcor/Obayashi Joint Venture EHS and Webcor/Obayashi Joint Venture and the subcontractor Project Management or their representatives.
- Provide appropriate materials for those conducting weekly tool box/tailgate meetings or safety meetings, as well as:
  - Review safety meeting reports for attendance
  - Attend and periodically conduct tool box/tailgate meetings to evaluate their effectiveness
  - Implement required safety training programs for subcontractor employees and supervisors

No full time Safety Professional shall be assigned any duties other than assuring the safety and health of the personnel employed by their company or their subcontractors.

### **Subcontractor's Safety Coordinator**

The subcontractor's Safety Coordinator's responsibilities include assuring immediate corrective action to eliminate observed unsafe acts and unsafe conditions. This person will:

- **Report all incidents and injuries immediately to Webcor/Obayashi Joint Venture Project Management/EHS.**
- **Orient all new subcontractor personnel to the site's safety program prior to work commencement**
- **Make daily job site safety observations/audits (to be documented daily) and provide copies of documentation to Webcor/Obayashi Joint Venture Project Management and Webcor/Obayashi Joint Venture EHS**
- **Complete and forward all claim forms (injury, liability, property damage, and the like).**
- **Attend and participate in daily safety coordination meetings**
- **Participate in accident investigations and recommend proper courses of corrective action. When serious accidents occur, this task will be performed in conjunction with Webcor/Obayashi Joint Venture Project Management/EHS and subcontractor Project Management or their representatives.**
- **Provide appropriate materials for those conducting weekly tool box/tailgate meetings or safety meetings, as well as:**
  - **Periodically conduct tool box/tailgate meetings**
  - **Implement required training programs for workers and supervisors**
  - **Provide necessary information for the obtaining of motor vehicle records for all crane operators on site**

### **Everyone's Responsibilities**

- Report injuries *immediately* to supervision
- Work according to good safety practices as posted, instructed and discussed
- Comply with Webcor/Obayashi Joint Venture EHSP and subcontractor's safety program
- Use all required safety devices
- Report any unsafe situation or act to supervisor and/or designated Safety Coordinator/designee immediately (unsafe conditions and acts must be corrected when noticed to effectively prevent accidents)
- Maintain a clean and safe work area
- Come to work alert and free of any impairment that may affect safety
- Follow the site's Safe Work Practices
- Promote and support the Injury Free Environment: Agree to be held accountable for your safety, and the safety of others

- In addition, EVERYONE is held accountable for their designated assignments of responsibilities as denoted in their respective definitions; i.e., Project Manager, Superintendent, etc.
- Refrain from performing any work which may feel unsafe or for which proper equipment and/or training have not been provided

## SAFETY DISCIPLINARY POLICY

Under Webcor/Obayashi Joint Venture, all employees are required to follow company safety policies and operating procedures. When needed, employees will be provided with additional training and information, or retraining to maintain their knowledge.

Although Webcor/Obayashi Joint Venture reserves the right to discharge “at will,” we believe that employees found performing work in an unsafe manner that would endanger the employee or another employee shall be subject to discipline or termination by management. Webcor/Obayashi Joint Venture strictly maintains a zero tolerance policy towards violations involving, but not restricted to: fall protection, lock-out/tag-out, and confined space.

The Webcor/Obayashi Joint Venture Project Management/Site Safety Manager will determine the course of action best suited to the circumstances. The steps to be taken at a minimum shall include the following:

- Verbal Warning – As the first step in correcting unacceptable behavior, the Supervisor shall review the pertinent facts with the employee. The Supervisor will consider the severity of the problem, and the employee’s past performance. A verbal warning will be issued to the employee, if necessary; the employee will be placed on probation.
- Written Warning – If the unacceptable performance continues, the next step will be a written warning. The written warning will clearly state the safety policy that was violated. Probation will be a part of the written warning. It may also include time off without pay. At the completion of the probationary period, the supervisor will meet with the employee to determine if the employee has achieved the required level of performance.
- Termination – The employee may be terminated if he does not improve his performance while on probation, or has violated another company safety policy within twelve months.

# LADDER SAFETY RULES

## General:

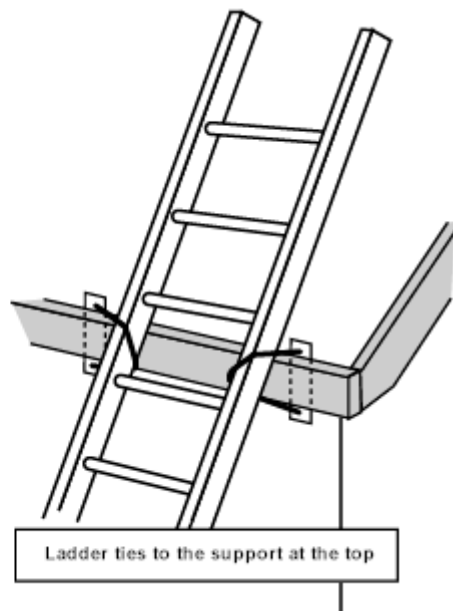
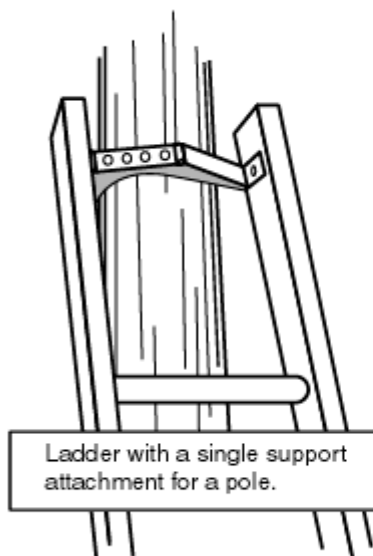
- Inspect before use for physical defects.
- Ladders are not to be painted except for numbering purposes.
- Do not use ladders for skids, braces, workbenches, or any purpose other than climbing.
- When you are ascending or descending a ladder, do not carry objects that will prevent you from grasping the ladder with both hands.
- Always face the ladder when ascending and descending.
- If you must place a ladder over a doorway, barricade the door to prevent its use and post a warning sign.
- Only one person is allowed on a ladder at a time.
- Do not jump from a ladder when descending.
- All joints between steps, rungs, and side rails must be tight.
- Safety feet must be in good working order and in place.
- Rungs must be free of grease and/or oil.

## Stepladders

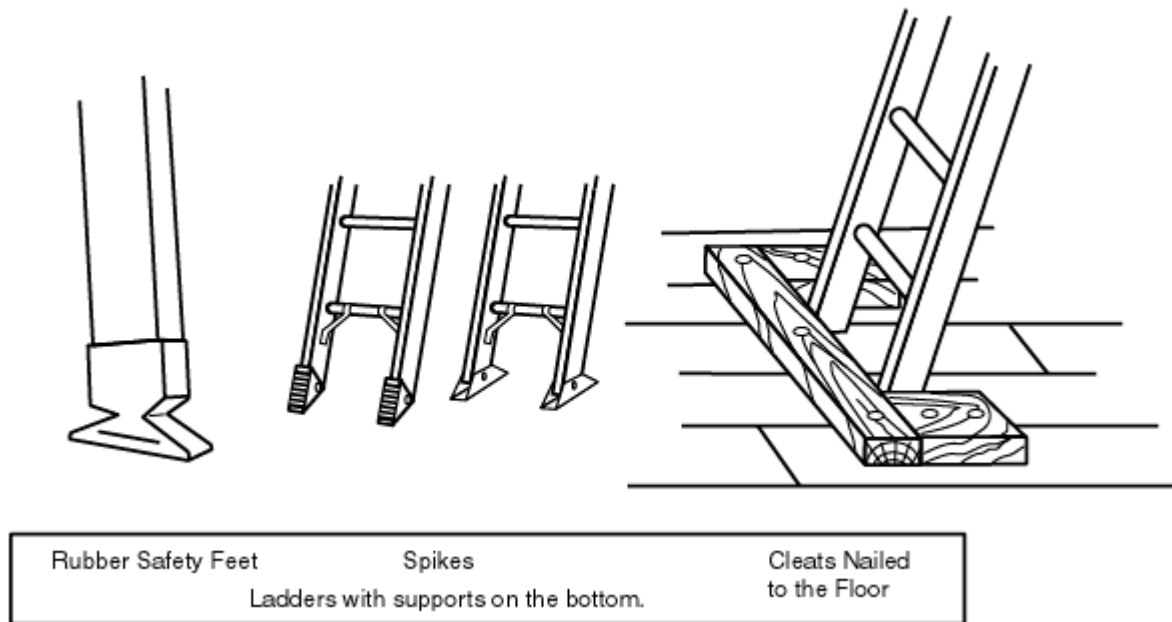
- Do not place tools or materials on the steps or platform of a stepladder
- Do not use the top two steps of a stepladder as a step or stand.
- Always level all four feet and lock spreaders in place.
- Do not use a stepladder as a straight ladder.

## Straight type or extension ladders

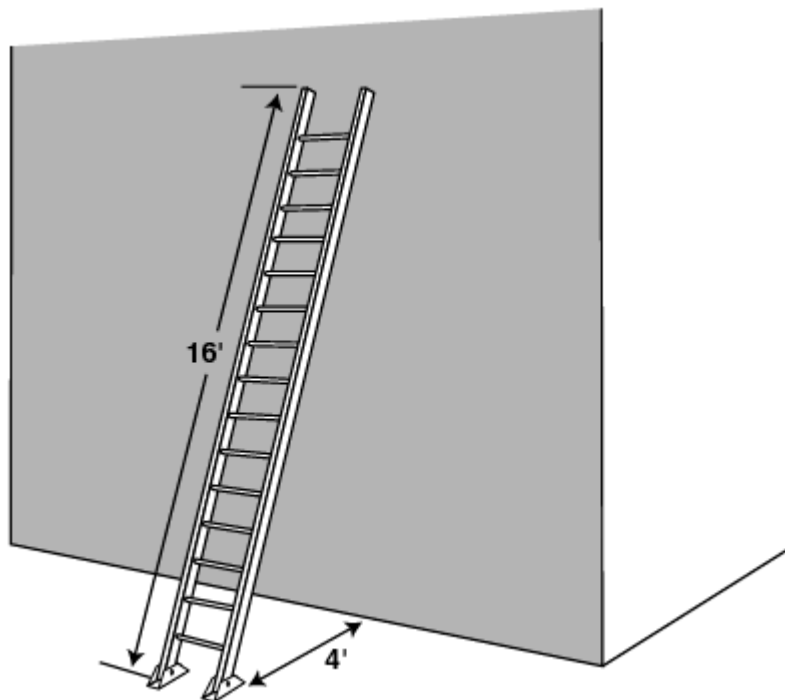
- All straight or extension ladders must extend at least three feet beyond the supporting object when used as an access to an elevated work area.
- After raising the extension portion of a two or more stage ladder to the desired height, check to ensure that the safety dogs or latches are engaged.
- All extension or straight ladders must be secured or tied off at the top.



- All ladders must be equipped with safety (non-skid) feet.



- Portable ladders must be used at such a pitch that the horizontal distance from the top support to the foot of the ladder is about one-quarter of the working length of the ladder.



# GENERAL MATERIALS HANDLING SAFETY

## General material storage safety:

- Make sure that all materials stored in tiers are stacked, racked, blocked, interlocked, or otherwise secured to prevent sliding, falling, or collapse.
- Post conspicuously the maximum safe load limits of floors within buildings and structures, in pounds per square foot, in all storage areas, except for floor or slab on grade. Do not exceed the maximum safe loads.
- Keep aisles and passageways clear to provide for the free and safe movement of material handling equipment or employees. Keep these areas in good repair.
- Do not store materials on scaffolds or runways in excess of supplies needed for immediate operations.
- Use ramps, blocking, or grading when a difference in road or working levels exists to ensure the safe movement of vehicles between the two levels.
- Do not place materials stored inside buildings under construction within 6 feet of any hoist way or inside floor openings, or within 10 feet of an exterior wall which does not extend above the top of the material stored.
- Segregate non-compatible materials in storage.
- Stack bagged materials by stepping back the layers and cross-keying the bags at least every ten bags high.
- Carefully handle cement and lime delivered in paper bags to prevent the bags from bursting.
- Do not pile cement and lime bags more than ten bags high except when stored in bins or enclosures built for the purpose of storage.
- When bags are removed from the pile, keep the length of the pile at an even height and maintain the necessary step backs every five bags.
- When handling cement and lime bags, wear eye protection preventing any contact with the substance (such as goggles or other sealed eye protection) and wear long sleeve shirts with close fitting collar and cuffs.
- Do not wear clothing that has become hard and stiff with cement.
- Make sure to report any susceptibility of skin to cement and lime burns.
- Make sure that a hand cream or Vaseline and eyewash is provided and kept ready for use to prevent burns.
- Store lime in a dry place to prevent a premature slacking action that may cause fire.
- Do not stack bricks more than 7 feet high. When a loose brick stack reaches a height of 4 feet, taper it back 2 inches for every foot of height above the 4-foot level.
- Never stack bricks, for storage purposes, on scaffolds or runways.
- Always stack blocks; do not throw in a loose pile.
- When stacking masonry blocks higher than 6 feet, taper back the stack one-half block per tier above the 6-foot level.
- When stacking inside a building, distribute the piles to prevent overloading the floor.
- Do not drop or throw blocks from an elevation or deliver blocks through chutes.
- Do not stack lumber more than 20 feet high; if handling lumber manually, do not stack more than 16 feet high.
- Remove all nails from used lumber before stacking.
- Stack lumber on level and solidly supported sills, and such that the stack is stable and self-supporting.



- Stack stored lumber on timber sills to keep it off the ground. Sills must be placed level on solid supports.
- Place cross strips in the stacks when they are stacked more than 4 feet high.
- If not racked, stack and block structural steel, poles, pipe, bar stock, and other cylindrical materials as to prevent spreading or tilting.
- Wear heavy gloves when handling reinforcing steel.
- When bending reinforcing steel on the job, use a strong bench set up on even dry ground or a floor to work on.
- Carefully pile structural steel to prevent danger of members rolling off or the pile toppling over.
- Keep structural steel in low piles, giving consideration to the sequence of use of its members.
- Stack corrugated and flat iron in flat piles, with the piles not more than 4 feet high; place spacing strips between each bundle.
- Frequently inspect stock piles of sand, gravel, and crushed stone to prevent their becoming unsafe by continued adding to or withdrawing from the stock.
- Do not remove frozen material in a manner that would produce an overhang.

#### General Rigging Equipment Safety:

- Inspect rigging equipment for material handling prior to use on each shift and as necessary during its use to ensure that it is safe. Remove defective rigging equipment from service.
- Never load rigging equipment in excess of its recommended safe working load.
- Remove rigging equipment when not in use from the immediate work area so as not to present a hazard to employees.
- Mark special rigging accessories (i.e., spreader bars, grabs, hooks, clamps, etc.) or other lifting accessories with the rated capacity. Proof tests all components to 125% of the rated load prior to the first use. Maintain permanent records on the job site for all special rigging accessories.

#### Disposal of waste materials:

- Whenever materials are dropped more than 20 feet to any point lying outside the exterior walls of the building, use an enclosed chute of wood or equivalent material.
- When debris is dropped without the use of chutes, make sure that the area onto which the material is dropped is completely enclosed with barricades at least 42 inches high and 20 feet back from the projected edge of the opening above. Post at each level warning signs of the hazard of falling materials. Do not remove debris in this lower area until debris handling ceases above.
- Remove all scrap lumber, waste material, and rubbish from the immediate work area as the work progresses.
- Make sure to comply with local fire regulations if disposing of waste material or debris by burning.
- Keep all solvent waste, oily rags, and flammable liquids in fire-resistant covered containers until removed from the work site.

# FIRE PREVENTION PROGRAM

## Purpose:

To reduce to a minimum the possibility of fire damage and associated losses incurred during the construction of the Project.

The following program, by no means complete, is the guide to be used on the Project to aid in preventing the spreading of materials loosed by fires and gases associated with combustion, etc.

## Fire Protection

- All temporary electric service, equipment, and wiring must be in accordance with **Cal OSHA and NFPA 70, National Electric Code (NFPA 241, Section 4-1.1)**.
- Storage of any material within 10 feet of fire hydrants is strictly prohibited.
- Work areas shall be policed on a regular basis to prevent accumulation of material. All combustible waste material, dust, and debris shall be removed from the building and its immediate vicinity at the end of each work shift, or more frequently as necessary, for Safe operations **(NFPA 241, Section 3-4.1)**.
- No motors or machinery shall be left running during nonworking hours except as specifically directed by Webcor/Obayashi Joint Venture.
- All heating equipment shall have necessary Safety devices and shall be wired, piped, and operated according to all applicable codes, rules and regulations, and manufacturers' instructions.
- All tarps and blankets shall be of fire-retardant material.
- All fuel and solvent containers shall be in approved containers and placed on drip pans. Storage of these materials shall be in accordance with product Material Safety Data Sheets, statutory Hazardous Material requirements, and Fire Department requirements.
- No open or burning fires shall be permitted onsite. Anyone doing so will be subject to immediate dismissal.
- No solid fuel shall be permitted on the site.
- Fire extinguishers shall be placed and maintained on the job in conspicuous and identified locations **per Cal/OSHA Title 8 Construction Safety Orders, Article 36, Section 1922, (a), (1). These fire extinguishers shall not be moved or discharged, except for fighting a fire. Anyone discharging an extinguisher as a prank will be subject to immediate dismissal.**
- All gas bottles, such as propane, oxygen, and acetylene, shall be stored and secured in a vertical position in areas designated by Webcor/Obayashi Joint Venture. All stored bottles shall be capped. Oxygen and acetylene will not be stored within 20 feet of each other or must be separated by a one-half-hour-rated fire barrier. At no time during construction shall propane or LPG be stored inside of a structure or building.
- All oxygen and acetylene in use shall be in proper carts with required separations and with an attached 10 BC, minimum, fire extinguisher.
- During welding or cutting operations, a fire watch with fire extinguisher will be required and shall be the responsibility of the subcontractor or its sub-subcontractor performing the work. The need of a hot work permit may be needed, depending on location and circumstances for such. Permits will be obtained from the Project Safety Manager.

## **Fire Fighting**

- Appropriate action is the key to the prevention of loss of life and property damage. This action in the first minute is worth gallons of water ten minutes later.
- If a fire occurs, notify the local fire department and Webcor/Obayashi Joint Venture immediately.
- Extinguish fire with a noncombustible, such as sand, or an available fire extinguisher.
- Remove or shut off fuel supply, such as removing debris or stored material, or shutting off fuel supply.

## **Welding and Cutting Permit Program for “Hot Work”**

- The Site Safety Manager will act as the Fire Safety Manager.
- Each subcontractor shall notify Webcor/Obayashi Joint Venture of proposed “Hot Work” through a “Welding/Cutting Permit” application to the Fire Safety Manager.
- The Fire Safety Manager shall review the Permit form with the subcontractor to assure that all areas of concern are accounted for in fire protection.
- The Fire Safety Manager shall keep a log of all Permits.
- Permissible Areas:
  - New construction: When all fire prevention measures are taken, permits shall be authorized for the work.
    - New construction work shall require the presence of a dedicated fire extinguisher (20 lb, ABC), provided by the subcontractor performing the work, and any other preventive measures as may be necessary for protection of life and property, such as fire blankets, water supply, etc.
    - The subcontractor and the Fire Safety Manager shall ensure that the surrounding area(s) are free of combustible material per NFPA 51B.
    - When the work is of the nature that “hot” material may fall to areas below, the subcontractor and the Fire Safety Manager shall ensure that those areas are free of combustible material or material that may otherwise be damaged. Work in place must be protected by the subcontractor performing the work.
    - When “Hot Work” is performed in Permit Required Confined Spaces, the applicable Standards will be followed for Permit Required Confined Space work.
    - “Hot Work” shall not be performed near fuel storage areas or other areas where combustible vapors may accumulate.
  - Occupied Buildings: “Hot Work” shall not be performed in occupied buildings without notification of the local Fire Department responding agency (local Engine Company).
    - The fire suppression system for the building must be in operation.
    - The appropriate Building or Department Managers must be notified and the work coordinated with their operations.
    - Preparation for the work and clearing of combustible materials shall be in accordance with NFPA 51B. Combustible material shall be cleared from the work area by a distance of 35 feet.

## **Office, Tool Sheds, Etc.**

- Shall be constructed of fire-resistive materials and heated with approved fire-safe heating devices in accordance with manufacturers’ instructions.
- Shall be separated from materials which present extraordinary fire hazards in accordance with NFPA 241, 241, Table 2-1.1).

- Shall be equipped with a minimum of one 20-lb. ABC fire extinguisher each, in accordance with Cal/OSHA Title 8 Construction Safety Orders, Article 36, Section 1922, (a), (1).
- Shall have a 40-gallon waste container adjacent to it.
- Shall not be used to store oily rags, oily clothes, or fuels.

The principles outlined above should provide a reasonable change for a fire-free job. Strict adherence to the intent of this program is to be considered a contractual requirement. (See attached appendix for Hot Work Permit.)

# APPENDIXES

## ASBESTOS ABATEMENT PROGRAM

### THE CHARACTERISTICS OF ASBESTOS

There are no visible signs that asbestos is particularly hazardous. Also, no immediate side effects are experienced by workers after exposure. But this common mineral can cause lung disease, cancer and even death if not handled safely. This is why the Standard requires that workers who don't really work directly with asbestos, but who may have incidental exposure, must receive at least "Asbestos Awareness" training.

To help address OSHA's concerns, and provide the awareness training needed by employees under the regulation, this program is designed to present fundamental information.

Employees should understand how long-term exposure to asbestos can harm the human body. Employees should recognize the areas where asbestos may be located in their project.

Employees should know which asbestos and asbestos-containing materials should be repaired and/or removed.

Employees should understand how to avoid potential hazardous maintenance and custodial activities that could lead to asbestos exposure.

Employees should know what personal protective equipment to use to protect against asbestos exposure.

Employees should understand which safe work practices should be used when helping with a minor asbestos clean-up.

Employees should understand why, when there is the potential for exposure to asbestos, air monitoring and medical surveillance can be important elements in providing a safer workplace.

Employees should be familiar with certain requirements in the OSHA Asbestos Standard...especially those concerning workplace controls and personal protective equipment.

### **Outline of Major Program Points**

*The following outline summarizes the major points of information employees should be familiar with.*

- Asbestos is a mineral which has many positive qualities. It is:
  - Fireproof.
  - Heat resistant
  - Lightweight.
  - Resistant to most chemicals.
  - Sound-absorbing.
  - And it does not conduct electricity.

- Products that contain Asbestos can be helpful, but they can also be very harmful.
- Asbestos has hidden dangers that you need to know about.
- While most rocks break down into tiny particles, like grains of sand... Asbestos breaks down into small fibers, like strands of rope.
  - These fibers are invisible to the human eye.
  - You need a powerful microscope to see them.
  - These fibers have the strength of steel.
- The biggest problem when dealing with Asbestos fibers is that you cannot:
  - See them.
  - Taste them.
  - Smell them.
- If Asbestos fibers enter your body, they can cause severe damage.
- Asbestos has been used throughout the building and construction industry. It was:
  - Mixed with plaster and wallboard for strength and support.
  - Sprayed onto wall, ceilings, and steel girders for fireproofing.
  - Wrapped around pipes, boilers and heating ducts for insulation.
  - Even in floor and ceiling tiles.
- Several types of workers need to know about the hazards of working with or near Asbestos:
  - Custodial.
  - Engineering.
  - Maintenance.
- Asbestos hazards are so serious that OSHA has issued a Standard requiring that employees be:
  - Trained
  - Monitored.
  - Protected.
- As part of the training in this program, you will learn:
  - The health risks and effects of long-term Asbestos exposure.
  - How to recognize and deal with possible Asbestos hazards.
  - The content of your employer's Asbestos Management Plan.
- Asbestos fibers can float in the air for long periods of time, and can be easily inhaled.
  - They can cause severe damage to the lungs.
  - Yet in most instances there are not any immediate side-effects.
- This exposure to Asbestos fibers can lead to a disease known as "Asbestosis."
  - It can cause shortness of breath.
  - It may cause enlargement of the heart.
  - In extreme cases, it can even cause death.
- Long-term exposure to Asbestos fibers can also lead to cancer.
- People who smoke are especially vulnerable to Asbestos.
  - Cigarette smoke breaks down the lungs' defensive system, and leaves them vulnerable to Asbestos fibers.
  - Smokers are over 50 times more likely to become sick after long-term exposure to Asbestos.
- Some of the ways to reduce your exposure to Asbestos including knowing:
  - Where it is located in your work areas.

- How to recognize potential problems.
- What to do if you find damaged Asbestos materials.
- If Asbestos-Containing materials are located in your workplace, your facility will have an Asbestos Management Plan.
  - The plan will contain a list of Asbestos materials.
  - There should also be a sign or a label at each location to warn you about Asbestos.
  - Notify your supervisor if there is not a sign where Asbestos may be present.
- Asbestos materials that you may encounter generally fit into two categories:
  - Friable.
  - Non-Friable.
- “Friable” Asbestos material can be easily damaged or broken:
  - This can release dangerous fibers into the air.
- “Non-Friable” material is not damaged as easily, but can also release asbestos fibers.
- The three most common materials that contain Asbestos are:
  - Thermal system insulation.
  - Floor tiles.
  - Sprayed-on materials.
- Thermal system insulation is the most common type of friable Asbestos material, and can be found on:
  - Boilers.
  - Utility pipes.
  - Ductwork.
  - Heating systems.
- Keep a look-out for possible problems with this Asbestos material.
  - Even a small tear in the insulation is a potential hazard
- If you encounter damaged insulation, minimize the chance of exposure by acting immediately.
  - Secure the area, even if you are not sure that the material contains Asbestos.
  - Post a warning sign.
  - Notify your supervisor, your facility’s environmental manager or an outside company (if appropriate).
- If you cannot fix the situation immediately, you may be asked to temporarily patch the damaged area.
  - Before starting work, put on appropriate personal protective equipment.
  - This may include gloves, a respirator and disposable overalls.
  - Wrap the damaged material with strong plastic.
  - Secure it with duct tape.
- The professionals will find a more permanent solution.
  - When they arrive, keep clear and let them do their work.
- Never handle or remove any Asbestos material unless authorized and properly equipped.
  - If Asbestos material needs to be removed, first talk to your supervisor to find out who in your facility is qualified.
- Floor tiles, as well as the glue used to stick the tiles to the ground, can also contain Asbestos.
  - Although floor tiles are non-friable, if they are damaged they can still release fibers.
  - Look for cuts, grooves or cracks in the material.

- If you notice damage, seal off the area and notify your supervisor.
- Do not grind, cut or break apart floor tiles, since this could release fibers.
- If you need to strip a floor's finish, use the "Wet Method."
  - Dampen the floor so fibers are less likely to become airborne.
  - Use a Low Abrasion Pad, at speeds of less than 300 rpm, for safe cleaning.
- Ceiling tiles may also contain Asbestos.
  - Be careful when changing light bulbs or replacing tiles.
  - Look for broken corners or other damaged areas.
  - Both are signs that the tiles may be releasing fibers.
- Asbestos may also be found sprayed onto ceilings and walls.
  - They are friable materials.
  - They must be handled with extreme caution.
- Sprayed on materials can also peel away from a surface, and the dust and debris could contain Asbestos.
  - Do not sweep or shovel material while "dry."
  - This stirs up fibers into the air where they can be inhaled.
  - Report the problem to your supervisor, who will arrange for clean-up and disposal.
- Depending on the job, you may be asked to assist in the repair or removal of Asbestos at your facility.
  - Make sure that you use proper personal protective equipment.
  - Although Asbestos is not a skin contact hazard, by wearing disposable overalls your decontamination will be much easier.
- You will also need to wear a respirator fitted with special filters, to help prevent you from inhaling fibers.
  - The respirator must be the right size and shape for your face.
  - "Fit test" the respirator to prevent gaps between your face and the mask, so Asbestos fibers cannot "leak" through.
  - You'll be trained to clean and maintain your respirator, as well as how and when to change the filters.
- When cleaning up any Asbestos-Containing materials, never use an ordinary vacuum.
  - Even a shop-grade vacuum will send fibers into the air.
  - Vacuums used for Asbestos clean-up must be fitted with special HEPA filters.
  - These "High Efficiency Particulate" filters prevent the release of Asbestos fibers into the air.
- Remember to use the "wet method" during clean-up activities.
  - Make sure the Asbestos is wet before, during and after handling, even if a HEPA vacuum is used.
  - After any clean-up, "wet wipe" the area with a damp cloth.
  - Be sure to dispose of the cloth properly.
- Asbestos materials must be properly bagged and labeled.
  - Use only official "Asbestos Disposal Bags" for this purpose.
  - When labeling a bag, use a "Generator Label" which lists the name and address of your facility.
- If an Asbestos Disposal Bag becomes torn, seal it immediately with tape.
  - Place the damaged bag inside a new bag and reseal it.



- Place a Generator label on the new outer bag.
- Remember, Asbestos is a regulated waste (it must be hauled to a licensed landfill).
- When helping with an Asbestos cleanup, you may be asked to wear an Air Sampling Device.
  - It measures the airborne concentration of Asbestos fibers in your work area.
  - An air pump is strapped to your waist, and a sampling cassette is taped to the front of your shoulder.
  - After you turn in the cassette, the air sample is analyzed for Asbestos content.
- After any work with Asbestos materials, you must decontaminate yourself and your equipment.
  - This prevents the spread of Asbestos dust and debris.
  - Always use an official decontamination area.
  - It should be equipped with a HEPA vacuum, as well as a plastic drop cloth (to contain any loose fibers).
- Never eat, drink or smoke in these decontamination areas, or any other area where Asbestos is present.
  - This increases your chance of inhaling fibers.
- When decontaminating your clothing, never brush off dust or debris.
  - This sends Asbestos fibers into the air.
  - Use a HEPA vacuum to remove these materials from your clothing before taking it off.
  - Also vacuum your equipment and Asbestos Disposal Bags.
- Remember that your overalls will be contaminated, and must be disposed of as a regulated waste.
  - Seal them in as Asbestos Disposal Bag.
- Scrub your hands and face with soap and water before leaving work.
  - If possible, shower before leaving your facility as well.
  - If not, shower immediately when you get home.
  - This prevents exposure to your family or friends.
- To provide an additional safeguard, you may be asked to participate in a Medical Surveillance Program.
  - This makes certain that you are not exposed to dangerous amounts of Asbestos.
  - It will also verify that you can safely wear a respirator.
- To provide an additional safeguard, you may be asked to participate in a Medical Surveillance Program.
  - This makes certain that you are not exposed to dangerous amounts of Asbestos.
  - It will also verify that you can safely wear a respirator.
- The Medical Surveillance Program requires regular visits to a doctor.
  - You may be asked to take a “breathing capacity” test, or have X-rays taken of your lungs.
  - This is provided free of charge.
  - If you have any questions, consult with your supervisor.
- A review of the most important points of the program:
  - Asbestos may be a hidden danger, but it is not hard to find ways to protect yourself.
  - Know where Asbestos is located in your facility, and check your Asbestos Management Plan.
  - Inspect all Asbestos locations at least twice a year.
  - Record the results of these inspections in an Asbestos Log Book for future reference.
  - Do not disturb Asbestos-Containing materials unless absolutely necessary.
  - Take steps to prevent contamination during operations involving Asbestos.

- Always remember to decontaminate after coming into contact with any Asbestos material.

# LEAD ABATEMENT PROGRAM

This program has been put in place because Webcor/Obayashi Joint Venture recognizes that some of the work we do has the potential to expose our employees to lead. We want to do as much as is practically possible to protect them from lead exposure.

Prior to the start of a project, professionals/Industrial Hygienist in lead detection and abatement will be brought in to do an exposure assessment to determine whether the work environments Webcor/Obayashi Joint Venture employees will be operating in have the potential to expose them to lead. These professionals will be used to give Webcor/Obayashi Joint Venture direction as to how to proceed. It will be our goal to have lead abatement taken care of by licensed lead abatement professionals prior to the arrival of Webcor/Obayashi Joint Venture employees.

To help address OSHA's concerns and provide the lead awareness training needed by employees, this program is designed to present fundamental information.

Lead can be found in a number of workplace environments. Until recently, lead was a common component in paints of all kinds (which can create exposure whenever sanding, "sandblasting," scraping, or even demolition occurs).

Workplace experience and empirical studies have shown that lead is fairly easily absorbed into the body. Breathing airborne lead dust and fumes is the most common route of entry. Lead can also be absorbed if it comes into contact with the mouth or tongue.

Overexposure to lead can occur both on an "acute" basis, where large amounts of lead are absorbed into the body in a short period of time, or on a "long-term" basis where small amounts of lead are absorbed at any one time, eventually accumulating to cause significant health problems.

On May 4, 1993, OSHA published the Interim Final Rule for Lead Exposure in Construction. The Construction Standard establishes "Interim" procedures and work practices that must be followed in construction environments. The OSHA Standard and its compliance requirements are included at the end of this written program. The Lead Standards are "performance based"; the standard will tell you what you have to accomplish.

There is really only one General Requirement in the Lead Standards. This requirement also essentially defines the objectives of the standards as far as OSHA is concerned. That is:

- Employers must make sure that no employee is exposed to lead concentrations greater than 50 micrograms per cubic meter of air, averaged over an eight-hour period in any 24-hour day.

The rest of the standard addresses how to accomplish that goal.

Typically, OSHA requires that you use the following methods to protect your employees:

- Engineering controls.
- Work-practice controls.
- Respiratory protection.
- Personal protective clothing and equipment other than respirators.
- Hygiene facilities and practices.
- Housekeeping.
- Employee information and training.

OSHA requires that every employer who is covered by these Standards provide “Information and Training.” For employers in the Construction Industry, it requires that they meet the training requirements of the Hazard Communication Standard (“Right To Know”). Information that must be given employees under the Hazard Communication Standard includes:

- The hazards associated with lead exposure.
- Warning signs and labels that can be found on materials containing lead.
- How to find information about materials containing lead on Material Data Safety Sheets (MSDS).
- Use of personal protective equipment.

## THE WRITTEN COMPLIANCE PROGRAM

Prior to the start of a project, professionals/Industrial Hygienist in lead detection and abatement will be brought in to do an exposure assessment to determine whether the work environments Webcor/Obayashi Joint Venture employees will be operating in have the potential to expose them to lead. This policy will be an overall policy with each subcontractor contributing their specific plan as they come on board to the project.

These professionals will give Webcor/Obayashi Joint Venture direction as to how to proceed. It will be our goal to have lead abatement taken care of by licensed lead abatement professionals prior to the arrival of Webcor/Obayashi Joint Venture employees.

## INCIDENT REPORTING INSTRUCTIONS

- ☐ 1. Ensure the safety and security of the individual(s) that were injured or involved, other people on site, the public and the project.
- ☐ 2. If this is a 911 emergency consult your Crisis Management Plan.
- ☐ 3. All incidents requiring clinic visits contact Danielle DiRicco at 510-476-2578 or 650-520-4251.
- ☐ 4. Take photos of the incident scene and surrounding area immediately. Include these photos in the investigation report. Please number, date, use arrows to indicate specific targets, etc.
- ☐ 5. Contact your Area Safety Director/Manager.
- ☐ 6. For Webcor/Obayashi Joint Venture Field and Salaried employees complete the entire Incident Investigation Packet thoroughly. The DWC1 form will need to have signatures by both the employee and employer and a copy of the signed form must be given to the employee. You have a maximum of 24 hours to complete the packet. Send all forms via email or fax to Danielle DiRicco at fax number 510-476-3066.
- ☐ 7. For Subcontractor injuries complete the following forms. You have a maximum of 24 hours to complete the forms. Send all forms via email or fax to Danielle DiRicco at fax number 510-476-3066.
  - a. Incident Investigation Packet
  - b. Injured Worker's Statement
  - c. Supervisor's Statement
  - d. Witness Statement
- ☐ 8. Before leaving the doctor's office, obtain the **Physician's Release/Work Status and the Job Analysis/Work Recommendations Report** from the clinic/hospital doctor after each doctor's visit via email or fax to Danielle DiRicco at 510-476-3066.
- ☐ 9. Provide training certificates, orientation documentation, Job Hazard Analysis for this specific task to include in the Incident Investigation Packet.
- ☐ 10. Contact your Area Safety Director/Manager if the injured worker must be hospitalized over twenty-four (24) hours for more than observation. OSHA must be contacted within eight (8) hours of the incident by the Area Safety Director/Manager or designated person.
- ☐ 11. In the event an incident results in a recordable, lost time or near miss a Root Cause Analysis (RCA) shall be performed. The RCA will be scheduled by the Area Safety Director/Manager and participation by the designated project team members is required. See attached Root Cause Analysis instructions.

## INCIDENT INVESTIGATION REPORT FORM

### #1 Employer Information:

Company Name: \_\_\_\_\_ WC Policy Number: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Nature of Business (type of contractor): \_\_\_\_\_

Job Site Name: \_\_\_\_\_ Project Number: \_\_\_\_\_

Job Site Address: \_\_\_\_\_

### #2 Employee Information:

Employee Name: \_\_\_\_\_

Address: \_\_\_\_\_

Street Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Social Security Number: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ ☐ Male ☐ Female

Phone Number: (\_\_\_\_) \_\_\_\_\_ Date of birth: \_\_\_\_/\_\_\_\_/\_\_\_\_ Date hired: \_\_\_\_/\_\_\_\_/\_\_\_\_

Job Title: \_\_\_\_\_

Employee usually works: \_\_\_\_\_ hours per day, \_\_\_\_\_ days per week, \_\_\_\_\_ total weekly hours

Employment Status: ☐ Full Time ☐ Part Time ☐ Temporary ☐ Seasonal

Gross wages/salary: \$ \_\_\_\_\_ per \_\_\_\_\_

### #3 Injury / Illness Information

Date of Incident: \_\_\_\_\_ Day of Week: \_\_\_\_\_ Time of Incident: \_\_\_\_\_

Time Employee Began Work: \_\_\_\_\_ If Employee Died, Date of Death: \_\_\_\_\_

Type of Injury: \_\_\_\_\_ Part of body injured: \_\_\_\_\_

Exact Location of Incident (Bldg. Level/Area): \_\_\_\_\_

Employee's Direct Supervisor: \_\_\_\_\_ Were they working on a crew? ☐ Yes ☐ No

PPE worn at time of incident (list): \_\_\_\_\_

Were other workers injured in this event? ☐ Yes ☐ No

Date reported to Webcor/Obayashi Joint Venture: \_\_\_\_\_, to whom: \_\_\_\_\_

Was the employee taken to a medical facility offsite? ☐ Yes ☐ No Date: \_\_\_\_\_

Treating Facility & Phone Number: \_\_\_\_\_

## INCIDENT INVESTIGATION REPORT FORM (continued)

Physician's Name: \_\_\_\_\_

Employee Returned to: ☐ Regular Work ☐ Modified Work If not, estimated return date: \_\_\_\_\_

Were they unable to work for at least one day after date of injury? ☐ Yes ☐ No

Date Last Worked: \_\_\_\_\_ Date Returned to Work: \_\_\_\_\_ is employee still off work? ☐ Yes ☐ No

Was the employee paid full wages for date of injury or last day worked? ☐ Yes ☐ No

Is the employee's salary being continued? ☐ Yes ☐ No

Equipment, materials and chemicals the employee was using when event or exposure occurred (i.e., Acetylene, welding torch, tractor, scaffold)? \_\_\_\_\_

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General activity at time of incident (i.e., concrete)? \_\_\_\_\_

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Specific task at time of incident (i.e., Finishing)? \_\_\_\_\_

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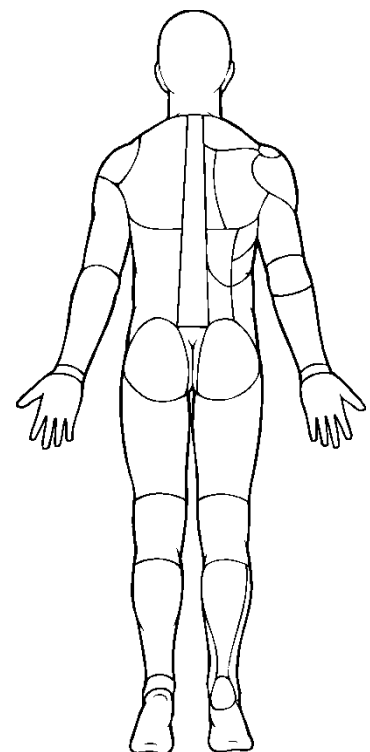
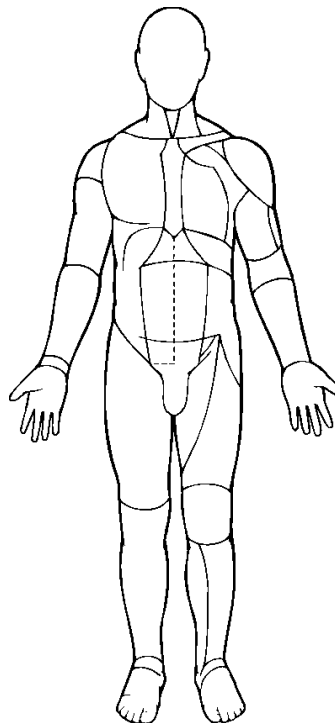
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[illegible]

**For example, for a laceration to the right palm – shade the right hand palm and write laceration next to it connected by a line.**





## INCIDENT INVESTIGATION REPORT FORM (continued)

### #5 Additional Information

Name of witnesses and others working with injured worker (attach witness statements):

\_\_\_\_\_

Object, substance, equipment involved in incident (desc/model/serial #):

\_\_\_\_\_

List PPE worn at time of incident: \_\_\_\_\_

Safety equipment, PPE & training required for job: \_\_\_\_\_

\_\_\_\_\_

Does employee normally operate this equipment? ☐ Yes ☐ No

Was employee instructed in the safe use of this equipment? ☐ Yes ☐ No

When/how? – Describe in detail & attach copies of equipment certifications):

\_\_\_\_\_

Was any defect with the equipment noted or reported prior to accident/incident? ☐ Yes ☐ No

Were standard work procedures followed? ☐ Yes ☐ No If no, why not – describe in detail, attach additional sheets if necessary and attach a copy of the standard site procedures.

\_\_\_\_\_

Was a safety rule or specific instruction violated? ☐ Yes ☐ No If yes, what – describe in detail, attach additional sheets if necessary and attach a copy of the rule/regulation? \_\_\_\_\_

\_\_\_\_\_

When was the last safety meeting conducted? \_\_\_\_\_

When was the last jobsite audit conducted? \_\_\_\_\_

Attach copies of the last safety meeting agenda with sign-in sheet and Job Hazard Analysis for specific task.

### #6 Completing Report:

Supervisor Completing Report:

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date report prepared: \_\_\_\_\_

Management Review By:

Name: \_\_\_\_\_

Signature: \_\_\_\_\_



**WORKERS' COMPENSATION CLAIM FORM (DWC 1)**

**PETITION DEL EMPLEADO PARA DE COMPENSACIÓN DEL TRABAJADOR (DWC 1)**

**Employee:** Complete the "Employee" section and give the form to your employer. Keep a copy and mark it "Employee's Temporary Receipt" until you receive the signed and dated copy from your employer. You may call the Division of Workers' Compensation and hear recorded information at (800) 736-7401. An explanation of workers' compensation benefits is included as the cover sheet of this form.

You should also have received a pamphlet from your employer describing workers' compensation benefits and the procedures to obtain them.

Any person who makes or causes to be made any knowingly false or fraudulent material statement or material representation for the purpose of obtaining or denying workers' compensation benefits or payments is guilty of a felony.

**Empleado:** Complete la sección "Empleado" y entregue la forma a su empleador. Quédese con la copia designada "Recibo Temporal del Empleado" hasta que Ud. reciba la copia firmada y fechada de su empleador. Ud. puede llamar a la División de Compensación al Trabajador al (800) 736-7401 para oír información gravada. En la hoja cubierta de esta forma esta la explicación de los beneficios de compensación al trabajador.

Ud. también debería haber recibido de su empleador un folleto describiendo los beneficios de compensación al trabajador lesionado y los procedimientos para obtenerlos.

Toda aquella persona que a propósito haga o cause que se produzca cualquier declaración o representación material falsa o fraudulenta con el fin de obtener o negar beneficios o pagos de compensación a trabajadores lesionados es culpable de un crimen mayor "felonia".

**Employee—complete this section and see note above      Empleado—complete esta sección y note la notación arriba.**

1. Name. *Nombre.* \_\_\_\_\_ Today's Date. *Fecha de Hoy.* \_\_\_\_\_
2. Home Address. *Dirección Residencial.* \_\_\_\_\_
3. City. *Ciudad.* \_\_\_\_\_ State. *Estado.* \_\_\_\_\_ Zip. *Código Postal.* \_\_\_\_\_
4. Date of Injury. *Fecha de la lesión (accidente).* \_\_\_\_\_ Time of Injury. *Hora en que ocurrió.* \_\_\_\_\_ a.m. \_\_\_\_\_ p.m.
5. Address and description of where injury happened. *Dirección/lugar dónde ocurrió el accidente.* \_\_\_\_\_
6. Describe injury and part of body affected. *Describe la lesión y parte del cuerpo afectada.* \_\_\_\_\_
7. Social Security Number. *Número de Seguro Social del Empleado.* \_\_\_\_\_
8. Signature of employee. *Firma del empleado.* \_\_\_\_\_

**Employer—complete this section and see note below.      Empleador—complete esta sección y note la notación abajo.**

9. Name of employer. *Nombre del empleador.* \_\_\_\_\_
10. Address. *Dirección.* \_\_\_\_\_
11. Date employer first knew of injury. *Fecha en que el empleador supo por primera vez de la lesión o accidente.* \_\_\_\_\_
12. Date claim form was provided to employee. *Fecha en que se le entregó al empleado la petición.* \_\_\_\_\_
13. Date employer received claim form. *Fecha en que el empleado devolvió la petición al empleador.* \_\_\_\_\_
14. Name and address of insurance carrier or adjusting agency. *Nombre y dirección de la compañía de seguros o agencia administradora de seguros.* \_\_\_\_\_
15. Insurance Policy Number. *El número de la póliza de Seguro.* \_\_\_\_\_
16. Signature of employer representative. *Firma del representante del empleador.* \_\_\_\_\_
17. Title. *Título.* \_\_\_\_\_ 18. Telephone. *Teléfono.* \_\_\_\_\_

**Employer:** You are required to date this form and provide copies to your insurer or claims administrator and to the employee, dependent or representative who filed the claim within one working day of receipt of the form from the employee.

**SIGNING THIS FORM IS NOT AN ADMISSION OF LIABILITY**

☐ Employer copy/Copia del Empleador      ☐ Employee copy/Copia del Empleado

**Empleador:** Se requiere que Ud. feche esta forma y que provéa copias a su compañía de seguros, administrador de reclamos, o dependiente/representante de reclamos y al empleado que hayan presentado esta petición dentro del plazo de un día hábil desde el momento de haber sido recibida la forma del empleado.

**EL FIRMAR ESTA FORMA NO SIGNIFICA ADMISION DE RESPONSABILIDAD**

☐ Claims Administrator/Administrador de Reclamos      ☐ Temporary Receipt/Recibo del Empleado

## Workers' Compensation Claim Form (DWC 1) & Notice of Potential Eligibility

### Formulario de Reclamo de Compensación para Trabajadores (DWC 1) y Notificación de Posible Elegibilidad



**Return to Work:** To help you to return to work as soon as possible, you should actively communicate with your treating doctor, claims administrator, and employer about the kinds of work you can do while recovering. They may coordinate efforts to return you to modified duty or other work that is medically appropriate. This modified or other duty may be temporary or may be extended depending on the nature of your injury or illness.

**Payment for Permanent Disability:** If a doctor says your injury or illness results in a permanent disability, you may receive additional payments. The amount will depend on the type of injury, your age, occupation, and date of injury.

**Vocational Rehabilitation (VR):** If a doctor says your injury or illness prevents you from returning to the same type of job and your employer doesn't offer modified or alternative work, you may qualify for VR. If you qualify, your claims administrator will pay the costs, up to a maximum set by state law. VR is a benefit for injuries that occurred prior to 2004.

**Supplemental Job Displacement Benefit (SJDB):** If you do not return to work within 60 days after your temporary disability ends, and your employer does not offer modified or alternative work, you may qualify for a nontransferable voucher payable to a school for retraining and/or skill enhancement. If you qualify, the claims administrator will pay the costs up to the maximum set by state law based on your percentage of permanent disability. SJDB is a benefit for injuries occurring on or after 1/1/04.

**Death Benefits:** If the injury or illness causes death, payments may be made to relatives or household members who were financially dependent on the deceased worker.

**It is illegal for your employer** to punish or fire you for having a job injury or illness, for filing a claim, or testifying in another person's workers' compensation case (Labor Code 132a). If proven, you may receive lost wages, job reinstatement, increased benefits, and costs and expenses up to limits set by the state.

You have the right to disagree with decisions affecting your claim. If you have a disagreement, contact your claims administrator first to see if you can resolve it. If you are not receiving benefits, you may be able to get State Disability Insurance (SDI) benefits. Call State Employment Development Department at (800) 480-3287.

You can obtain free information from an information and assistance officer of the State Division of Workers' Compensation, or you can hear recorded information and a list of local offices by calling (800) 736-7401. You may also go to the DWC web site at [www.dir.ca.gov](http://www.dir.ca.gov). Link to Workers' Compensation.

**You can consult with an attorney.** Most attorneys offer one free consultation. If you decide to hire an attorney, his or her fee will be taken out of some of your benefits. For names of workers' compensation attorneys, call the State Bar of California at (415) 538-2120 or go to their web site at [www.californiaspecialist.org](http://www.californiaspecialist.org).

impuestos. Los pagos por incapacidad temporal son dos tercios de su pago semanal promedio, con cantidades mínimas y máximas establecidas por las leyes estatales. Los pagos no se hacen durante los primeros tres días en que Ud. no trabaje, a menos que Ud. sea hospitalizado(a) de noche, o no pueda trabajar durante más de 14 días.

**Regreso al Trabajo:** Para ayudarle a regresar a trabajar lo antes posible, Ud. debe comunicarse de manera activa con el médico que le atienda, el/la administrador(a) de reclamos y el empleador, con respecto a las clases de trabajo que Ud. puede hacer mientras se recupera. Es posible que ellos coordinen esfuerzos para regresarle a un trabajo modificado, o a otro trabajo, que sea apropiado desde el punto de vista médico. Este trabajo modificado, u otro trabajo, podría extenderse o no temporalmente, dependiendo de la índole de su lesión o enfermedad.

**Pago por Incapacidad Permanente:** Si el doctor dice que su lesión o enfermedad resulta en una incapacidad permanente, es posible que Ud. reciba pagos adicionales. La cantidad dependerá de la clase de lesión, su edad, su ocupación y la fecha de la lesión.

**Rehabilitación Vocacional:** Si el doctor dice que su lesión o enfermedad no le permite regresar a la misma clase de trabajo, y su empleador no le ofrece trabajo modificado o alterno, es posible que usted reúna los requisitos para rehabilitación vocacional. Si Ud. reúne los requisitos, su administrador(a) de reclamos pagará los costos, hasta un máximo establecido por las leyes estatales. Este es un beneficio para lesiones que ocurrieron antes de 2004.

**Beneficio Suplementario por Desplazamiento de Trabajo:** Si Ud. no vuelve al trabajo en un plazo de 60 días después que los pagos por incapacidad temporal terminan, y su empleador no ofrece un trabajo modificado o alterno, es posible que usted reúna los requisitos para recibir un vale no-transferible pagadero a una escuela para recibir un nuevo entrenamiento y/o mejorar su habilidad. Si Ud. reúne los requisitos, el administrador(a) de reclamos pagará los costos hasta un máximo establecido por las leyes estatales basado en su porcentaje de incapacidad permanente. Este es un beneficio para lesiones que ocurren en o después de 1/1/04.

**Beneficios por Muerte:** Si la lesión o enfermedad causa la muerte, es posible que los pagos se hagan a los parientes o a las personas que vivan en el hogar, que dependían económicamente del/de la trabajador(a) difunto(a).

**Es ilegal que su empleador** le castigue o despidan, por sufrir una lesión o enfermedad en el trabajo, por presentar un reclamo o por atestiguar en el caso de compensación para trabajadores de otra persona. (El Código Laboral sección 132a). Si es probado, puede ser que usted reciba pagos por pérdida de sueldos, reposición del trabajo, aumento de beneficios, y gastos hasta un límite establecido por el estado.

Ud. tiene derecho a estar en desacuerdo con las decisiones que afecten su reclamo. Si Ud. tiene un desacuerdo, primero comuníquese con su administrador(a) de reclamos, para ver si usted puede resolverlo. Si usted no está recibiendo beneficios, es posible que Ud. pueda obtener beneficios de Seguro Estatal de Incapacidad (SDI). Llame al Departamento Estatal del Desarrollo del Empleo (EDD) al (800) 480-3287.

Ud. puede obtener información gratis, de un oficial de información y asistencia, de la División estatal de Compensación al Trabajador (*Division of Workers' Compensation - DWC*), o puede escuchar información grabada, así como una lista de oficinas locales, llamando al (800) 736-7401. Ud. también puede ir al sitio electrónico en el Internet de la DWC en [www.dir.ca.gov](http://www.dir.ca.gov). Enlázese a la sección de Compensación para Trabajadores.

**Ud. puede consultar con un(a) abogado(a).** La mayoría de los abogados ofrecen una consulta gratis. Si Ud. decide contratar a un(a) abogado(a), sus honorarios se tomarán de sus beneficios. Para obtener nombres de abogados de compensación para trabajadores, llame a la Asociación Estatal de Abogados de California (*State Bar*) al (415) 538-2120, ó vaya a su sitio electrónico en el Internet en [www.californiaspecialist.org](http://www.californiaspecialist.org).

## INJURED WORKER STATEMENT

Date: \_\_\_\_\_ Project Name: \_\_\_\_\_

Name: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip \_\_\_\_\_

Phone: \_\_\_\_\_ Phone 2: \_\_\_\_\_

Date of Incident: \_\_\_\_\_ Time of Incident: \_\_\_\_\_ ☐ AM ☐ PM

***What happened?*** (Explain in Detail)

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List names of co-workers that witnessed the incident:

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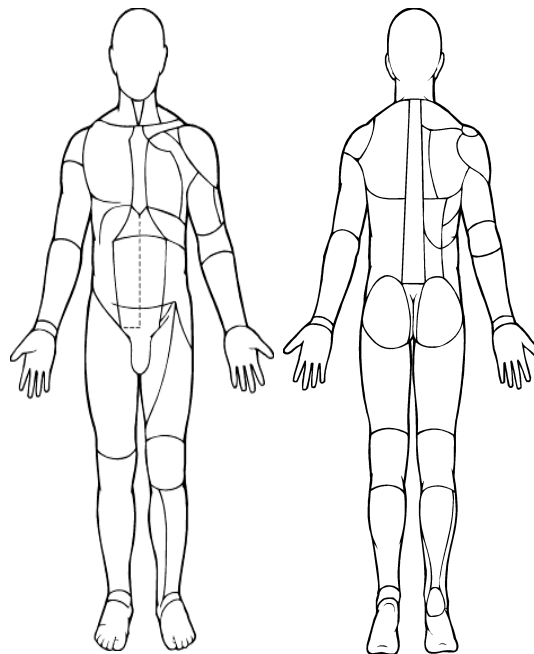
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To what part of the body was the injury sustained?  
(Please print in this space and mark with "X" on diagram)

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**Employee Signature:** \_\_\_\_\_





Date: \_\_\_\_\_ Project Name: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip \_\_\_\_\_

Date of Incident: \_\_\_\_\_ Time of Incident: \_\_\_\_\_ ☐ AM ☐ PM

***What happened?*** (Explain in Detail)

[illegible]

Witness Signature: \_\_\_\_\_

## SUPERVISOR STATEMENT

Date: \_\_\_\_\_ Project Name: \_\_\_\_\_

Name of supervisor \_\_\_\_\_ Company: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip \_\_\_\_\_

Phone: \_\_\_\_\_ Phone 2: \_\_\_\_\_

Date of Incident: \_\_\_\_\_ Time of Incident: \_\_\_\_\_ ☐ AM ☐ PM

Name of injured worker: \_\_\_\_\_

***What happened?*** (Explain in Detail)

[illegible]

I believe the preceding statement to be true to the best of my knowledge.

Supervisor Signature: \_\_\_\_\_

## RETURN TO WORK PROGRAM

*Modified work is defined as the temporary period of time when the employee first comes back to work with restrictions or job modifications, until the time when they are fully functional in their job or the Company determines that it cannot reasonably accommodate the work restrictions.*

Webcor/Obayashi Joint Venture will attempt to provide modified work that allows our injured employees an opportunity to return to work on a modified work status whenever possible. This modified work process will focus on your abilities and we will attempt to make the necessary accommodations for your work restrictions.

When an employee reports an injury, they will be given certain forms and may be taken to a doctor for treatment and/or an examination. If the doctor determines that the employee qualifies for our Return to Work Program, the doctor will complete a work status report with the recommended restrictions for modified duty. Webcor/Obayashi Joint Venture will then review the work status report and to the extent possible provide modified work until the employee is able to return to full duty. Modified work may be offered at any project and/or any shift.

You must inform your doctor that there is modified work available to you, regardless of your work restrictions. You must also report to work immediately if possible, or by the next working day to inform your supervisor in any changes to your work restrictions. You must give your supervisor your written work status from the doctors listing all work restrictions. You may not return to work without release from your doctor.

This letter serves as notice to you that modified work is available to you. Failure to return to the position that is available may affect your employment with Webcor/Obayashi Joint Venture.

Webcor/Obayashi Joint Venture feels it is important to create an environment that allows injured employees an opportunity to recover to their maximum potential and, whenever possible, continue to contribute to the success of our organization.

☐ I have read and fully understand the above policy for Webcor/Obayashi Joint Venture Return-To-Work Program.

Signing this form states that I will accept modified duty.

\_\_\_\_\_  
Employee Name (Printed)

\_\_\_\_\_  
Employee Signature

\_\_\_\_/\_\_\_\_/\_\_\_\_  
Date



## RETURN TO WORK AGREEMENT

Webcor/Obayashi Joint Venture has modified work available that allows our injured employees an opportunity to return to work on a modified work status whenever possible. This modified work process will focus on your abilities and we will attempt to make the necessary accommodations for your work restrictions.

Information received from Dr. \_\_\_\_\_ indicates that although you are not able to perform all of your customary job duties, you may perform other modified duties as of \_\_\_\_/\_\_\_\_/\_\_\_\_ that are within the following restrictions/capabilities:

We request that you report on:

Date: \_\_\_\_\_  
Time: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_

Report to: \_\_\_\_\_  
Days Per Week: \_\_\_\_\_  
Hours Per Day: \_\_\_\_\_

*\* Wages will not be affected by this agreement.*

*Modified work is defined as the temporary period of time when the employee first comes back to work with restrictions or job modifications, until the time when they are fully functional in their job or the Company determines that it cannot reasonably accommodate the work restrictions.*

This letter serves as notice that modified work is available to you. Failure to return to the position that is available may affect your workers' compensation benefits and may be grounds for termination.

Webcor/Obayashi Joint Venture feels it is important to create an environment that allows injured employees an opportunity to recover to their maximum potential and continue to contribute to the success of our organization.

☐ I \_\_\_\_\_ agree to the restrictions given to me by the doctor and will report For modified duty on \_\_\_\_/\_\_\_\_/\_\_\_\_.

☐ I declined this modified work position.

\_\_\_\_\_  
Employee Signature

\_\_\_\_/\_\_\_\_/\_\_\_\_  
Date

If you have any questions or concerns, please contact Danielle DiRicco at 510-476-2578 or 650-520-4251.

## MODIFIED DUTY OFFER LETTER

3/20/2008

Jane Doe  
1234 Happy Lane  
San Francisco, CA 94105

Re: Bona Fide Offer for Modified Duty  
Dear Jane Doe:

Webcor/Obayashi Joint Venture has offered you modified duty to accommodate the restrictions given by your doctor. Our records show that you have not shown up to work or called your Supervisor in 3 days, we would like to offer you once again modified duty to help you transition back to your full capacity.

We believe this assignment is within your capabilities as described by your doctor. You will only be assigned tasks consistent with your physical abilities, skills and knowledge. If any training is required to do this assignment, it will be provided.

Job title: \_\_\_\_\_

Description of physical requirements of this position \_\_\_\_\_

Address: \_\_\_\_\_

Work Hours: From: (\_\_\_\_\_) To: (\_\_\_\_\_) \_\_\_\_\_

(Wages will not be affected)

Job: \_\_\_\_\_ Supervisor \_\_\_\_\_

-Attached is a copy of the letter you signed at the doctor's appointment when you were put on modified duty, stating you agreed to accept modified/light duty.

-Attached is a copy of the doctor's status report with your restrictions.

This job offer will remain open for 48 hours from your receipt of this letter. If we do not hear from you within 48 hours, we will assume that you have refused this offer and this may be grounds for termination.

We look forward to your return. If you have any questions, please do not hesitate to contact me at: 510-476-2578 or 650-520-4251 or email me at [ddiricco@webcor.com](mailto:ddiricco@webcor.com)

Sincerely,

Danielle DiRicco  
Safety Project Assistant

WEBCOR/OBAYASHI JOINT VENTURE  
Site Specific Safety Program Rev 6, 8/22/2012

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**DO NOT USE.**  
**FOR USE BY SAFETY SPECIALIST ONLY.**

# ELEVATED WORK

## Policy & Scope

All contractors have the duty to provide fall protection for all workers potentially exposed to a fall situation. Safety harness is the only acceptable means of personal fall arrest system permitted on this site, the use of safety body belts is not acceptable and violates federal OSHA standard 1926.502 (d).

## Pre-Task Planning/Job Hazard Analysis

Work activities that expose worker(s) to fall hazards of 6 feet or more, work on/around scaffolding, as well as overhead work requiring the worker to be 6 feet or more above the work platform are activities defined by Webcor/Obayashi Joint Venture to be High Hazard and therefore require detailed, written pre-task planning.

## Duty to have Fall Protection

All workers must be protected from the hazard of falls whenever work is being completed at heights of six feet (6') or greater measured from the work platform to the bottom of the sole of the foot. The six-foot rule, at minimum, applies to the following conditions:

- Ladders
- Walking and working surfaces
- Unprotected sides and edges
- Hoist areas
- Holes
- Formwork and reinforcing steel
- Ramps, runways, and other walkways
- Excavation and trenching
- Dangerous or large pieces of equipment
- Overhand bricklaying and related work
- Precast concrete erection
- Wall openings
- Floor openings
- Leading edge
- Scaffolding erection/dismantle
- Any additional circumstance that may be deemed necessary by Webcor/Obayashi Joint Venture.

## Fall Protection Systems

Anytime a potential fall hazard of 6 feet or more exists, a suitable fall protection system must be provided to protect the worker. Examples of suitable systems include the following:

- Guardrail Systems
- Warning Line Systems
- Safety Net Systems
- Positioning Device Systems
- Personal Fall Arrest Systems

## **Falling Object Protection Systems**

Anytime a potential hazard of falling objects exists, suitable systems must be provided to protect workers. Examples of suitable fall object protection systems include the following:

- Covers
- Toe boards
- Canopies
- Debris Nets

## **Safety Monitoring Systems**

Webcor/Obayashi Joint Venture does not recognize the use of safety monitors as an effective means of ensuring the safety of persons at elevated heights; hence, the use of a safety monitor is only allowed when all other means have been demonstrated to be infeasible. A member of Webcor/Obayashi Joint Venture Project Management, competent in fall protection, will make the final determination, and then only after a written fall protection plan limited to the actual work to be performed is approved by Webcor/Obayashi Joint Venture.

## **Personal Fall Arrest Systems**

Personal fall arrest systems are designed to control the fall of a worker and minimize the injury once a worker has fallen. Personal fall arrest systems consist of the following components:

- Full body harness (body wear)
- Shock absorbing lanyard or retractable (connecting device)
- Tie off point (anchorage)
- Training

## **Specific Requirements**

- Safety harness is the only acceptable means of personal fall arrest system permitted on any Webcor/Obayashi Joint Venture project; the use of body belts is not acceptable for fall protection (including positioning systems).
- Retractable lanyards are the most preferred fall protection systems for this project.
- Each subcontractor and tiered subcontractor is responsible for providing and requiring the use of safety harnesses, lifelines and lanyards when workers are exposed to a fall of 6 feet or greater.
- All subcontractors must provide safety harness at their cost when fall protection is required.
- All lanyards must be equipped with locking snap hooks.
- Appropriate shock absorbing lanyards will be used for fall protection when they do not create a greater hazard due to the length of the potential fall.
- Shock absorbing lanyards are not to be used in combination with a retractable lanyard.
- Any safety harness, lifeline or lanyard actually subjected to in-service loading MUST be immediately removed from service and should not be used again for worker safeguarding.
- Fall arrest equipment should be removed from service when evidence of wear is detected.
- Retractable lifelines are preferred where direct anchorage is not available.
- All safety harnesses, lifelines and lanyards must have a nominal breaking strength of 5,000 lbs (5,400 lbs in CA).

- The anchorage (tie off point) must be capable of withstanding a minimum 5,000 lbs (5,400 lbs in CA) tensile strength per worker attached.
- Anchorage used for attachment of personal fall arrest equipment should be secured above the point of operation whenever possible
- Anchorage, tie off, must generally be above the worker's head.
- Anchorage must be high enough that the worker will not strike any lower level surface or object should a fall occur.
- All fall protection equipment shall be inspected daily/monthly and before each use, with documentation made available upon request that it is in proper working order.

### **Rescue Plans**

Specific plans for rescue of workers should be developed and rehearsed prior to initiating work requiring the use of fall protection. Rescue plans and the basic work plan should be submitted to the Webcor/Obayashi Joint Venture Project Management for review and comment. Concerns expressed by Webcor/Obayashi Joint Venture Project Management or any other reviewing authority shall be addressed fully prior to exposing any worker to the elevated work area.

### **Floor & Wall Openings and Guard Rail Systems**

To control conditions where there is a danger of workers or materials falling through floor, roof, perimeter edges or wall openings, such openings should be covered/protected and marked with a warning sign (i.e., DANGER HOLE, DO NOT REMOVE).

All protection systems are to be maintained at all times. Any violation that is not rectified immediately will result in removal of the responsible supervisor. Further violations will result in termination for cause of the responsible subcontractor's contract.

### **Floor Openings**

Floor opening covers should be capable of supporting the maximum intended floor load and installed so as to prevent accidental displacement. Covers should be distinctively marked and anchored. For purposes of covering, a floor opening is defined as any opening from 2" up to 16 square feet. All others must be protected with top and intermediate rail and toe board.

### **Rail Systems**

- **Standard Railing:** A standard railing should consist of a top rail, intermediate/mid-rail, toe board and posts:
  - The top rail should be approximately 42 inches from the upper surface of the rail to the floor, platform, or ramp level. The top rail should have a smooth surface throughout its length and be made of at least 2-inch by 4-inch stock, 3/8-inch double clamped wire rope or its equivalent. It should be secured to withstand a 200-pound, horizontal force with minimum deflection.
  - The midrail should be halfway between the top rail and the floor, runway, platform, or ramp. The ends of the rail should not overhang the terminal posts except when it does not constitute a projection hazard. The midrail sill should be made of at least 1-inch by 6-inch stock or its equivalent.

- The toe board should have a 4-inch minimum height and should be securely fastened in place with no more than 1/4 inch clearance above the floor level.
- Wooden railing posts (verticals) should be made of at least 2-inch by 4-inch stock or its equivalent, and be spaced so as not to exceed 8 feet on center.
- Other Railings: Other types, sizes and arrangements of railing construction are acceptable, provided they meet the following requirements:
  - A smooth surfaced top rail approximately 42 inches above the floor.
  - Strength to withstand the minimum of 200 pound top rail pressure with a minimum of deflection.
  - For specific material requirements, refer to applicable regulations.

### **Guard Rail Openings**

- Work that requires the opening of guardrails or the removal of hole covers shall be approved in advance by the Webcor/Obayashi Joint Venture Project Management.
- Particular attention shall be given to the alternate means of fall protection required to safely perform the work and protect other workers in the vicinity of the fall exposure.
- Those who remove the rail, are responsible for replacing it in a manner meeting or exceeding local, state, federal, or Webcor/Obayashi Joint Venture practices, whichever may be more stringent.

### **Safety Nets**

Safety nets will comply with CFR 1926.502 requirements. The use of safety nets may be allowed only after a written fall protection plan limited to the actual work to be performed is reviewed and approved by Webcor/Obayashi Joint Venture. Below are guidelines for Safety Nets:

- Safety nets should be provided by the subcontractor or tiered subcontractor when work places are more than 25 feet above the ground or other surfaces where the use of ladders, scaffolds, catch platforms, temporary floors, safety lines or safety harnesses are impractical. When safety net protection is required, operations should not be undertaken until the net is in place and has been thoroughly tested.
- Safety nets should extend 8 feet beyond the edge of the work surfaces where workers are exposed and should be installed as close under the work surface as practical. In no case should the safety net be more than 25 feet below the work surface. Nets should be hung with sufficient clearance to prevent the user's contact with surfaces or structures below. Clearances should be determined by impact load testing.
- The mesh size of the nets should not exceed 6 inches by 6 inches. All nets should meet accepted standards of 17,500 foot pounds minimum impact resistance, as determined and certified by the manufacturer, and should bear a label of proof test. Edge ropes should have a minimum breaking strength of 5,000 pounds. Forged steel safety hooks or shackles should be used to fasten the net to its supports. Connections between net panels should develop the full strength of the net.

### **Fall Protection Training**

Subcontractors and all tier subcontractors must provide as a minimum, by a competent person, the following training. Documentation of training must be forwarded to Webcor/Obayashi Joint Venture upon request. Training must include, at a minimum:

- The nature of the fall hazards in the work area.

- The correct procedure for erecting, maintaining, disassembling and inspecting the fall protection systems to be used (the installation of personal fall protection systems cannot in themselves create a fall hazard exposure to the worker installing the system).
- The use and operations of guardrail systems, personal fall arrest systems, safety net systems, warning line systems, safety monitoring systems (refer to section 2.3 of this Appendix), controlled access zones and any other methods of protection to be used.
- The role of each worker in the safety monitoring system (refer to section 2.3 of this appendix) when this system is approved for use.
- The limitations on the use of mechanical equipment during the performance of roofing work on low-sloped roofs.
- The correct procedures for the handling and storage of equipment and materials and the erection of overhead protection.
- The role of workers in fall protection plans.

### **Aerial Lifts**

- Lifts should be inspected each day prior to use to verify they are in safe working condition. (Refer to Scissor/Boom Lift Inspection form at the end of this Appendix or use manufacturer's inspection guidelines.)
- Only authorized persons should operate an aerial lift, and must be trained on the equipment they will be operating.
- Always stand on the floor of the basket, do not sit or climb on the edge of the basket or use planks, ladders, or other devices for a work position.
- A body harness should be worn and a shock absorbing lanyard attached to the boom or basket when working from an aerial lift. Tying off to an adjacent pole, structure or equipment is not permitted.
- Boom and basket load limits specified by the manufacture should not be exceeded.
- The brakes should be locked and when outriggers are used, they should be positioned on pads or a solid surface. Wheel chocks must be used before using an aerial lift on an incline provided they can be safely installed.
- An aerial lift truck should not be moved when the boom is elevated with personnel in the basket.
- Aerial lifts should have both platform (upper) and lower controls. Upper controls should be in or beside the platform within easy reach of the operator. Lower controls should provide for overriding the upper controls. Controls should be plainly marked as to their function. Lower level controls should not be operated unless permission has been obtained from the employee in the lift, except in case of emergency.
- Lifts must be thoroughly inspected to determine if they require two hands or a hand and a foot to operate. Any lift that does not meet these conditions must immediately be removed from service and either returned, replaced, or modified to meet this requirement.
- A spotter may be needed when there is a potential for operator injury due to physical contact with facility systems or structures or in congested areas. Spotters may also be needed when there is a potential for damage to sensitive facility systems or structures.

### **Scissor Lifts**

- Lifts should be inspected each day prior to use to determine that they are in safe working condition (refer to Scissor/Boom Lift Inspection form at the end of this Appendix or use manufacturer's inspection guidelines).

- Only authorized persons should operate a scissor lift, and must be trained on the equipment they will be operating.
- Lifts should be operated in accordance with manufacturer's recommendations.
- Lifts must be thoroughly inspected to determine if they require two hands or a hand and a foot to operate. Any lift that does not meet these conditions must immediately be removed from service and either returned, replaced, or modified to meet this requirement. If the requirement cannot be met for a two-hand controlled scissor lift, and a lift is unavailable to meet this requirement, a spotter will be needed for all equipment movement (other than incidental movement where there is no potential for operator injury due to physical contact with facility systems or structures).

Note: A spotter may be needed when there is a potential for operator injury due to physical contact with facility systems or structures and in congested areas. Spotters may also be needed when there is a potential for damage to sensitive facility systems or structures.



# RESPIRATORY PROTECTION PROGRAM

## Purpose

The purpose of this plan is to establish a program and procedures for wearing respiratory protection at **WEBCOR/OBAYASHI JOINT VENTURE**.

This program supports compliance with the Occupational Safety and Health Administration Respiratory Protection Standard as found in 29 CFR 1910.134. This program applies to all company employees who work in areas whose exposures to airborne contaminants require the use of respirators.

## Definitions

*Dusts:* Particles released during work operations such as grinding and sawing.

*Fit Testing:* The process of making sure that an employee's respirator fits properly and will provide the necessary protection without any leaks.

*Fumes:* Vaporized, condensed metals such as lead that may be present during welding operations.

*Gases:* Examples include nitrogen, methane, and carbon monoxide.

*IDLH:* An OSHA hazard classification—"Immediately Dangerous To Life & Health." An atmospheric condition that poses an immediate hazard to life or poses immediate irreversible debilitating effects on health.

*Mists:* Particles of liquid released during operations such as spray painting.

*NIOSH:* National Institute for Occupational Safety and Health; an agency that establishes minimum performance standards for respirators and tests and approves respirators for various uses.

*Vapors:* Gaseous forms of a liquid such as paint solvents.

## Responsibilities

### The Program Administrator

Responsible for:

- Issuing and administering this program and making sure that the program satisfies the requirements of all applicable federal, state, or local respiratory protection requirements.
- Providing initial and periodic training to employees on respiratory protection requirements.
- Conducting hazard assessments where respiratory hazards may be present.
- Assisting managers and supervisors in the selection of appropriate respiratory protection for use on their jobsites.
- Auditing the respiratory protection program to ensure its continued effectiveness.

The Purchasing Agent will be the Jobsite Superintendent.

Responsible for:

- purchasing respiratory protection equipment.
- Assuring that all equipment purchased is approved by NIOSH/MSHA.

Superintendents Whose Jobsites Are Required To Wear Respiratory Equipment.

Responsible for:

- Knowing the hazards in their areas that require respiratory protection.
- Knowing the types of respirators that need to be used.
- Enforcing the wearing of respiratory protection in the areas where it is required.
- Making sure employees are knowledgeable about the respiratory requirements for the areas in which they work.
- Providing training on hazardous chemicals to employees.

Employees Who Are Required To Wear Respiratory Protection.

Responsible for:

- Wearing appropriate respiratory protection.
- Properly maintaining their respiratory protection equipment and keeping it in a clean and operable condition.

Program Activities

*General*

- Respiratory hazards will be assessed on the jobsite and appropriate protection will be provided for all affected employees.
- Employees are required to wear respiratory protection wherever respiratory hazards exist.
- Respiratory protection is stored and issued from the jobsite office.
- Efforts will be made to minimize the use of hazardous chemicals in the workplace.
- If the use of hazardous chemicals creates an imminent-danger situation, the operation will be discontinued.

*Selection and Use of Respirators*

- Respirators will be selected according to the type of activity for which they will be used and the type of potential air contaminants associated with these activities.
- Only NIOSH/MSHA approved respirators will be used.
- All respirator protection equipment will be used in accordance with the manufacturer's recommendations.
- In areas in which maintenance and sanitation services are unavailable or respiratory usage is limited, disposable respirators will be used.
- Non disposable respirators which are used exclusively by one person will be maintained and cared for by the wearer.
- All non disposable respirators which are used by more than one person will be cleaned and sanitized between each use.
- Jobsite Superintendents will be responsible for re-issuing of respirators.
- Chemical cartridge respirators will be stored in airtight, labeled containers between each use. All other respirators will be stored in a clean and sanitary manner and labeled with the wearer's name.

- Disposable respirators will be used until the cartridge or filter media requires replacement or when the face piece is dirty.

#### *Respirator Inspection and Maintenance*

- Respirators will be inspected by the wearer prior to each use.
- Supervisors on jobsites where respirators are used will verify that appropriate respirator protection is being used, inspected, and maintained properly.
- Non disposable respirators will be inspected according to the manufacturer's instructions.

#### *Fit Testing*

- All users of respirators will be fit tested to ensure a proper face piece-to-face seal.
- Employees whose facial hair interferes with the face piece-to-face seal will not be allowed to wear negative-pressure air-purifying respirators.

#### *Training*

- All employees who are required to wear respirators will receive training in their use, selection and appropriate maintenance.
- Training will provide an opportunity for the employee to handle the respirator, have it fitted properly, test the face piece-to-face seal, wear it in normal air, and wear it in a test atmosphere.

#### *Wearing Respirators In Emergency Situations*

- Respiratory protection designated for emergency use will be inspected monthly.
- All employees who are expected to use emergency equipment will be trained in its use.

## **SILICA EXPOSURE PROGRAM**

### **Purpose**

The purpose of this policy is to establish procedures to protect employees from the health hazards associated with exposure to airborne crystalline silica generated by various construction activities. Due to the amount of work we do with concrete and masonry on almost any project; our workers have the potential for silica exposures through abrasive blasting, chipping, hammering, sawing, grinding or demolition of concrete.

Silicosis is a lung disease marked by hardening of lung tissue and symptoms such as shortness of breath, possible fever, fatigue and eventual respiratory failure. Silicosis also renders a person more susceptible to disease of the lungs, such as tuberculosis. Where there is concrete, there is a potential silica exposure so it is essential to monitor our work activities and take the necessary corrective actions to protect our employees.

### **Responsibilities**

Project Supervision shall:

- Evaluate all work activities for silica exposures
- Institute engineering controls as a first line of protection to reduce silica exposures

- Institute all administrative/work practice controls to reduce silica exposures when feasible and when engineering controls have been explored and ruled out.
- Institute the use of respirators to reduce exposures when the above mentioned controls fail to reduce silica exposure levels
- Provide training identified in this policy when employees are exposed to silica hazards
- Provide necessary respirator protection as well as training in its proper use, when deemed necessary.

**Craftsmen shall:**

- Follow all work plans that identify engineering and administrative work practice controls to reduce their exposure to crystalline silica
- Wear respiratory protection to reduce their exposure to crystalline silica when deemed necessary by their supervisor
- Not eat, drink, use tobacco products or apply cosmetics in areas where there is dust containing crystalline silica

**Procedure**

**Exposure Assessment**

- Work tasks that must be monitored for crystalline silica exposure include by are not limited to:
  - Jack hammering and chipping
  - Grinding concrete
  - Tunneling
  - Sandblasting
  - Dry sweeping or blowing concrete debris, sand or rock dust
  - Demolition of concrete/masonry structures
  - Crushing, loading, dumping rock or concrete
  - Saw cutting concrete or rock
  - Crystalline silica exposures must be maintained below the OSHA PEL of 10mg/m<sup>3</sup> (Percentage Quartz) +2
  - Historical data from similar operations producing silica exposure can be used as exposure monitoring when feasible
  - Assessment of worker exposure to respirable crystalline silica dust during various tasks associated with concrete finishing and demolition activities is performed annually by an Industrial Hygienist. Specific job tasks monitored include:
    - Grinding and Patching
    - Chipping
    - Demolition
    - Segregation, stockpile, and loading of concrete rubble

**Engineering Controls**

- When it has been determined that employees will be exposed to crystalline silica in excess of the PEL, engineering controls will be used as a first line of defense.
- Engineering controls include, but are not limited to:

- Use of dust collection systems which are available for many dust generating tools and equipment
- Wetting down the grinding or cutting surface to reduce dust emissions
- During saw cutting, use equipment that provides water to the blade
- During rock drilling, use water through the drill stem to reduce the amount of dust in the air
- During abrasive blasting use abrasives with a low silica or no silica content
- Use local exhaust ventilation to prevent dust from being released into the air
- In the event engineering controls fail to reduce worker silica exposure below the PEL administrative controls will be the next line of defense.

### **Administrative/Work Practice Controls**

- When engineering controls cannot be utilized or are not effective to sufficiently reduce exposure to the inhalation of silica, administrative controls will be used when feasible to reduce the time of exposure for the employees
- Where work crews are of sufficient size, the pool of workers skilled in the operation of applicable tools, and job duration is sufficient to accommodate worker rotation, develop a program to reduce the exposure time of individual workers to silica.

### **Respirator Protection**

- When engineering and administrative/work practice controls cannot be utilized or are not effective to sufficiently reduce exposure to inhalation of silica, respirators must be used to reduce employee exposures.
- Select respirators based on the criteria identified in the respirator protection section of this manual.

### **Follow-up Monitoring**

- After initial assessment and institution of exposure controls, follow-up air monitoring will be conducted to assess the effectiveness of the controls put in place
- In the event that the follow-up monitoring reflects that instituted controls have not yet reduced employee exposures, the operations will cease, be re-evaluated and alternative controls will be explored to reduce employee exposures to silica

### **Training**

- Employees will be trained in the following
  - Hazards of silica exposure
  - The requirements of this program
  - Engineering and administrative/work practice controls, if any, that have been instituted to control silica exposures
  - Personal protective equipment specific to their work assignments
  - The employees right of access to exposure monitoring and medical records.

### **Emergency Procedures**

- |                               |  |
|-------------------------------|--|
| • Call 911                    | • Utilize the eye wash station                   |
| • Identify the injury         | • Stabilize the person, wear PPE                 |
| • Provide necessary first aid | • Don't move injured unless absolutely necessary |
| • Ventilate the area          |  |

- Secure scene, make sure no one else can be hurt
- Release care of injured to emergency personnel
- Get medical screening if you come into contact with blood

# CONCRETE CODE OF SAFE PRACTICES

## Introduction

The concrete appendix is established to assist in conforming to the requirements for all construction activities involving concrete performed on Webcor/Obayashi Joint Venture projects. This includes, but is not limited to:

- Cast in Place
- Shoring & Reshoring
- Formwork/False work
- Post Tensioning
- Placing & Finishing
- Etc.

## Definitions

*Bull float* means a tool used to spread out and smooth concrete.

*Formwork* means the total system of support for freshly placed or partially cured concrete, including the mold or sheeting (form) that is in contact with the concrete as well as all supporting members including shores, reshores, hardware, braces, and related hardware.

*Limited access zone* means an area alongside a masonry wall, which is under construction and which is clearly demarcated to limit access by employees.

*Precast concrete* means concrete members (such as walls, panels, slabs, columns, and beams) which have been formed, cast, and cured prior to final placement in a structure.

*Reshoring* means the construction operation in which shoring equipment (also called reshores or reshoring equipment) is placed, as the original forms and shores are removed, in order to support partially cured concrete and construction loads.

*Shore* means a supporting member that resists a compressive force imposed by a load.

## Fall Protection

Workers working more than 6 feet above any adjacent working surface or placing reinforcing steel in walls, piers, columns, etc. should be protected by personal fall arrest system, guardrail system or equivalent device. In addition to the above general guidelines, the following specific guidelines will also apply

- Unless otherwise provided by a site specific fall protection plan, the placing of frames and stringers should be from below via appropriate ladders, temporary work platforms, false decks, scaffolds, or other similar work platforms.
- Unless otherwise provided by a site specific fall protection plan, the first several joists spread should be from below via appropriate ladders, temporary work platforms, false decks, scaffolds, or other similar work platforms. Once the first several joists are positioned, a work platform (e.g. 4x6 sheet of

plywood or similar) should be placed on top of a placed joists and all further spreading of joists should take place from this work platform or successive sheets of plywood laid to extend this platform. Work should take place from the center of the bay, with joists spaced no greater than 24" on center. Any work within 6' of the leading edge and greater than 6' above a lower working surface should be protected by a suitable fall protection system.

- Workers inside a Cunningham beam for, where the form leading edge is less than 39" in height and the worker is greater than 6' above a lower working surface, should be protected by a suitable fall protection system consisting of a catenary or similar pendant type line and personal fall arrest system.
- As soon as practical, a perimeter guardrail system should be established. For more information on guardrail systems refer to the Elevated Work Appendix.
- Special attention and consideration should be given to workers on ladders within 6' of leading edge such as when working on columns or wall forms. Additional fall protection measures may be required.
- When working on vertical reinforcing steel columns or false work, fall protection should be set in advance from ladders, manually propelled elevated work platforms, or similar means so that 100% fall protection can be utilized.
- Workers on wall forms greater than six (6) feet above any adjacent working surface should be protected from falling by a personal fall arrest system or equivalent system. Ensure appropriate anchorage points are provided and utilized. Where applicable, a two hook system for 100% fall protection should be utilized.
- Workers who are placing or tying reinforcing steel more than six (6) feet above any adjacent working surface should be protected from falling by personal fall arrest system or equivalent system.
- When workers are exposed to falls greater than six (6) feet above any adjacent working surface while erecting or dismantling shoring systems, they should have suitable fall protection as necessary utilize an appropriate anchorage point
- In addition to the above fall protection requirements, when erecting and dismantling shoring, a minimum of two scaffold grade planks should be used or other similar means, such as mobile scaffolding, lifts, etc. Planks should rest on horizontal frame members and not on cross bracing.
- The use of positioning systems as a sole means of fall protection is not permissible.

For additional information on fall protection requirements, refer to the Elevated Work Appendix.

## **Formwork/False work**

### **General Guidelines**

- Formwork, false work and shoring should be designed, fabricated, erected, supported, braced and maintained so that it will be capable of supporting without failure all vertical and lateral loads that may reasonably be anticipated to be applied to the formwork. Formwork which is designed, fabricated, erected, supported, braced and maintained in conformance with ANSI A10.9-1983 Construction and Demolition Operations – concrete and masonry work, will be deemed to meet the requirements of this paragraph.



- Drawings or plans, including all revisions, for the jack layout, formwork (including shoring equipment), working decks, and scaffolds, should be available at the jobsite.
- Procedures for safe installation, removal, lifting etc., should be available at the jobsite and all workers appropriately trained in these procedures as applicable.
- Work areas should be clear of all unauthorized personnel during installation, concrete placement and removal. Appropriate barricading, delineation and/or signage should be placed to limit access and alert other workers of hazards associated with the work area.
- At no time should workers place themselves underneath a live load.
- When hoisting material, the worker should be positioned to the side of the hoisted material and never into the pinch point between the hoisting equipment and the material or in the area where an operator would land material in the event of an emergency.
- Appropriate tag lines should be utilized as required and two tag lines may be necessary to help align/control panels or forms.
- Safe means of access and egress should be maintained at all times.

#### Removal

- Forms and shores (except those used for slabs on grade and slip forms) should not be removed until the employer determines that the concrete has gained sufficient strength to support its weight and superimposed loads. Such determination should be based on compliance with one of the following:
  - The plans and specifications stipulate conditions for removal of forms and shores, and such conditions have been followed, or
  - The concrete has been properly tested with an appropriate ASTM standard test method designed to indicate the concrete compressive strength, and the test results indicate that the concrete has gained sufficient strength to support its weight and superimposed loads.
- Prior to dismantling, the entire system should be inspected to determine if there are any hazards from displacement, weakening, alterations etc. of the shoring and false work.
- Shores, cross braces etc. should only be removed in the immediate work areas and as appropriate.
- All nails should be removed or bent over immediately upon stripping.
- Shoring, formwork and all other equipment being removed should be stacked, consolidated or placed in an orderly manner as soon as practicable during the removal operation and egress/access paths maintained at all times.
- Only appropriate tools should be used for removal of shoring and formwork. i.e. pry bars, cats paws, etc. versus the claw end of hammers, screwdrivers etc.

#### Shoring and Reshoring

##### General Guidelines

- All shoring and reshoring operations should comply with all federal, state local and manufacturers regulations.
- All shoring equipment (including equipment used in reshoring operations) should be inspected prior to erection to determine that the equipment meets the requirements specified in the formwork drawings.

- Shoring equipment found to be damaged, severely rusted, missing locking devices etc. should not be used for shoring. Shoring equipment that is in place and is found to be damaged or weakened, should be immediately reinforced.
- Erected shoring equipment should be inspected immediately prior to, during and immediately after concrete placement.
- The sills for shoring should be sound, rigid and capable of carrying the maximum intended load.
- Base plates should be attached to a minimum of 12' square, 2" plywood or equivalent.
- All base plates, shore heads, extension devices, and adjustment screws should be in firm contact, and secured when necessary, with the foundation and the form.
- Existing ground should be level, adequately compacted and loads distributed. Consideration should be given to adverse weather conditions such as washouts, rain impact to slopes etc. Special precautions such as hardwood wedges or bracing should be utilized on sloped surfaces.
- All clamps, screws, pins and other similar components should be in a closed or engaged position.
- Eccentric loads on shore heads and similar members are prohibited unless these members have been designed for such loading. Ensure stringers are centered on these members to minimize eccentric loading.
- Adequate access should be provided to all form deck surfaces. If access ladders are required these should be secured and extend at least 36" above the form deck surface.
- When horizontal shoring is required, these should be engineered and special consideration should be given to installation and conformance to the completed design.
- Ensure all stringers and joists are fully supported and centered over shoring heads/top plates and adequately secured. Further, ensure that all stringers and joists are fully upright and not rolled.
- All horizontal shoring should be installed and erected in compliance with manufacture's requirements as well as federal, state and local regulations.

#### Frame Shoring

- The design of the shoring should be prepared by a qualified designer and the erected shoring should be inspected by an engineer qualified in structural design.
- The shoring design or layout drawing should be followed with no omissions of required components, or alteration in frame spacing's, types used, towers heights, locations or sizes.
- Shoring loads should be carried on all legs.
- All shoring frames should be plumb and level. This should be checked and corrected at a minimum of during erection and just prior to the pour. Adjustment of shoring frames should not be made once the pour begins.
- When shoring height exceeds a minimum of four (4) times the minimum base width, additional bracing and securing of the frames should be performed.
- Cross braces should never be climbed and workers should climb frames from the inside.

#### Screw Jacks

- Screw jacks should not exceed the manufactures recommended extension height at any time.

- Screw jack extension should be kept to a minimum for maximum load carrying capacity.
- All screw jacks should be in firm contact with the foundation and frame legs.

#### Post Shoring

- The single post shores should be vertically aligned/plumbed. This should be checked and corrected at a minimum of during erection and just prior to the pour.
- Adjustment of post shores for any reason, including but not limited to raising formwork, should not be made once the pour begins.
- Refer to the manufacture's guidelines for additional stability measures and bracing requirements of each system used.
- Post shores should be adequately secured at top and bottom to prevent displacement.
- Whenever single post shores are used one on top of the other (tiered), they should comply with the following specific guidelines in addition to the general guidelines for formwork:
  - The single post shores should be spliced to prevent misalignment.
  - The single post shores should be adequately braced in two mutually perpendicular directions at the splice level.
  - Each tier should also be diagonally braced in the same two directions.

#### Ellis Shores

- Ensure shores are erected with the proper length of timbers allowing a minimum of 24" overlap between shore members.
- The shore clamps should be attached 12" apart with the upper clam at a minimum of 2" from the top of the lower shore. Each clamp should be secured with the appropriate number of type of duplex nails.
- Shores should be raised to the desired height by sliding the upper shore member upwards being careful to avoid pinch points.
- Shore hand jacks should not be used to raise decks, lift formwork or elevate concrete.
- Ensure all shores, jacks and clamps are inspected prior to use and any damaged or defective materials are removed or repaired prior to use.
- Safety nails should be secured above each clamp of the upper shore member casting to prevent uplift or movement during vibration.

#### Reshoring

- Shores should not be removed, including cross bracing, until the concrete has gained sufficient strength to support its weight and superimposed loads. Such determination shall be based on compliance with one of the following:
  - The plans and specifications stipulate conditions for removal of forms and shores, and such conditions have been followed, or
  - The concrete has been properly tested with an appropriate ASTM standard test method designed to indicate the concrete compressive strength, and test results indicate that the concrete has gained sufficient strength to support its weight and superimposed loads.

- Stripping and removal of shoring equipment should be performed in conformance to the approved stripping sequencing plan.
- Reshoring should be erected, as the original forms and shores are removed, whenever the concrete is required to support loads in excess of its capacity.
- The design of the shoring should be prepared by a qualified designer and the erected shoring should be inspected by an engineer qualified in structural design.
- The shoring design or layout drawing should be followed with no omissions of required components, or alterations in spacing's, types used, heights, locations or sizes.
- Reshoring should not be removed until the concrete being supported has attained adequate strength to support its weight and all loads in place upon it.
- Reshores should be placed directly below load carrying legs to avoid punch through, stress reversals or other undesirable forces on the poured concrete.
- Slabs or beams should be allowed to take their permanent deflection before final adjustment of reshoring equipment is made.
- Horizontal shoring should never be used as part of a reshoring system.

#### **Bracket Scaffolds**

- Bracket scaffolds should only be used when through bolted walls, with at least 5/8" diameter bolts.
- Scaffolds should be solidly secured to the walls or the supporting structure.
- Scaffolds should be able to support at least 4 times the maximum intended working load.
- Spacing of brackets should not be greater than 10' apart.
- Railings should be installed on all scaffolds 6' or greater in height.
- Platforms should consist of at least two 2"x10" planks that extend at least 6" over each bracket and no more than 18".
- Platforms should be solidly planked with no more than 7" gap under the back rail and 14" gap to the face of the form.
- Planking should be scaffold grade lumber or equivalent and should be free from damage, defects, cracks, splits etc. Damaged planks should not be used.

#### **Reinforcing Steel**

- All protruding reinforcing steel, onto and into which employees could fall, should be guarded to eliminate the hazard of impalement. When working at grade, impalement hazards from 4" to 6' in height, at a minimum, should be protected.
- Reinforcing steel for walls, piers, columns, and similar vertical structures should be adequately supported to prevent overturning and to prevent collapse.
- Employers should take measures to prevent unrolled wire mesh from recoiling. Such measures may include by are not limited to securing each end of the roll or turning over the roll.

- Reinforcing steel should be stockpiled as close as practicable to work areas. Additionally special attention should be taken towards access and egress to work areas, excavations and ensuring work areas are free from tripping hazards or other surface encumbrances.

## **Concrete Placement and Finishing**

### **General**

- Appropriate PPE should be utilized during concrete placement. This includes but is not limited to; safety glasses, fall protection, gloves, boots, hardhat, and long sleeves. Refer to the Personal Protective Equipment appendix for more information.
- Appropriate respiratory protection should be used for all concrete cutting, grinding, sanding, and blasting, scabbling, dry mixing, jack hammering etc. operations or any other operation involving respiratory hazards. Refer to the Respirator Protection Appendix for more information.
- When discharging concrete on a slope, the wheels of ready-mix trucks should be blocked, the brakes set to prevent movement and the operator with the vehicle at all times.
- All washout activities should be completed in the designated washout area.
- All concrete cutting, finishing and cleanup should be done in such a manner that all residue or waste water will be properly contained and disposed of.
- Appropriate precautions should be taken for specialty applications (e.g. acid washing, dyes, stains etc.); in their handling, storage use and disposal.
- Powered and rotating type concrete troweling machines that are manually guided should be equipped with a control switch that will automatically shut off the power whenever the hands of the operator are removed from the equipment handles.
- Bull float handles used where they might contact energized electrical conductors, should be constructed of nonconductive material or insulated with nonconductive sheath that's electrical and mechanical characteristics provide the equivalent protection of a handle constructed of nonconductive material.
- Masonry saws should be guarded with a semicircular enclosure over the blade.
- When operation air guns for cleaning off decks, inside forms etc., these guns should have a maximum of 30 psi nozzle pressure and be equipped with a safety release valve.
- Air guns should have pressure valves, and extension tube and the hoses well maintained with appropriate whip checks.
- Employee operating air guns should have appropriate PPE, including but not limited to, chip protection (i.e. face shield, goggles etc.), ear plugs and respiratory protection as required.
- No employee should be permitted to perform maintenance or repair activity on equipment (such as compressors mixers, screens, pumps used for concrete and masonry construction activities) where the inadvertent operation of the equipment could occur and cause injury, unless all potentially hazardous energy sources have been locked out and tagged.

### **Concrete Buckets**

- No employee shall be permitted to ride concrete buckets.

- No employee should be permitted to work under concrete buckets while buckets are being elevated or lowered into position.
- To the extent practical, elevated concrete buckets should be routed so that no employee or the fewest number of employees are exposed to the hazards associated with falling concrete or falling buckets.
- Concrete buckets equipped with hydraulic or pneumatic gates should have positive safety latches or similar safety devices installed to prevent premature or accidental dumping.
- Concrete buckets should be designed to prevent concrete from hanging up on top of the sides.

#### **Pumpcrete Systems**

- No employee should be permitted to apply a cement, sand and water mixture through a pneumatic hose unless the employee is wearing appropriate personal protective equipment.
- Concrete pumping systems using discharge pipes should be provided with pipe supports designed for 100 percent overload.
- Compressed air hoses used on concrete pumping systems should be provided with positive failsafe joint connectors to prevent separation of sections when pressurized.
- Movement of concrete hoses should be planned to limit the amount of manual positioning of hose as much as practicable. When necessary, the use of hooks, ropes or other similar devices should be utilized when handling the concrete hose.

#### **Buggies and Wheelbarrows**

- Concrete buggy handles should not extend beyond the wheels on either side of the buggy.
- Handles should be guarded or equipped with knuckle guards.
- All buggies, wheelbarrows or other similar conveyances should be properly maintained and repaired/replaced immediately if damaged, in poor repair or otherwise.
- Paths of access and travel should be level, free of debris and other surface encumbrances and ramps or other access ways should be appropriately built, maintained, and protected.
- Buggies, wheelbarrows etc. should not be overloaded.

#### **Post-Tensioning Operations**

- No employee (except those essential to the post-tensioning operations) should be permitted to be behind the jack during post-tensioning operations.
- Signs and barriers should be erected to limit employee access to the post-tensioning area during tensioning operations.
- Appropriate fire protection measures should be taken during burning operations, including but not limited to spark control or blankets, fire extinguishers, wetting formwork etc.

#### **Emergency Response Procedures**

In the event of a collapse or failure of formwork, false work or an excavation, the following general emergency procedures should be initiated:

Initial Stage of a collapse (before rescue recovery)

- Get other exposed individuals out of the area.

- Call 911
- Secure the area
- Shut down all equipment that might cause vibration (with the exception of dewatering equipment) or additional loading. Reroute traffic to eliminate vibration if necessary.
- Do not enter a failed excavation or area of collapse without adequate protection
- Do not remove hand tools, personal protective equipment, or other material from the scene that may be used to locate a victim.
- Begin removing standing or seeping water
- Find out if the failure damaged a utility. If so, take appropriate action.
- Consider tying a digging tool to a rope and tossing it to a conscious and able victim so that he or she may dig out without having another person enter the excavation.
- Account for everyone
- Follow standard emergency procedures as detailed in the Crisis Management Plan.

#### Rescue or recovery

- Do not attempt to pull a partially trapped/buried victim out by a rope or sling. This may cut the victim in half or pull limbs from the body. It may also loosen dirt or material enough to create a secondary cave-in/collapse.
- If equipment is used to remove material from around a victim, remove/dig so that loosened material will fall away rather than toward the victim. It is generally bad practice to use equipment to dig someone out because the vibration and surcharge can cause further failures. In the case of an excavation, a better option might be to locate and use a vacuum truck.
- Assist all emergency response personnel as needed.
- Ensure that adequate equipment is available for a sustained rescue effort (e.g. shoring materials, equipment, generator, lighting, supplies, personnel etc.)
- Control traffic and crowds. Reroute traffic as necessary.

#### **Permitting/Documentation**

Before a contractor is on site, the following items should be obtained in writing:

- Permit for excavation/trenching activities (Cal OSHA Excavation Notification Form as applicable) for all trenches/excavations that are equal to or greater than 5' in depth where an employee is required to enter.
- Permit for any false work or scaffolding 36' in height or greater total.
- Excavation and trenching plan
- Shoring/False work design or plan
- Name(s) of competent person(s)
- Soils analysis report
- Copy of their Safety Manual

## FORMS





# MANAGEMENT INSPECTION REPORT

Job #

Job Location/Name

Date  
Month / Day / Year

Time

Jobsite Supervisor

Safety Manager

Last First

Last First

Webcor/Obayashi Joint Venture Principal

Insurance Representative

Last First

Last First

**X** – Corrective Action Required ☐

**O** – No Corrective Action Required ☐

	WEBCOR/ OBAYASHI	SUB	N/A	CORRECTED
<b>1. PERSONAL PROTECTIVE EQUIPMENT</b>				
1. Hard Hats				
2. Eye Protection				
3. Ear Protection				
4. Respirators				
5. Proper Clothing				
6. Footwear				
7. Safety Belts				
<b>2. HOUSEKEEPING</b>				
1. Exits & Stairs Clear				
2. Piling & Stacking				
3. Debris Removal				
4. Nails Bent or Removed				
<b>3. LADDERS &amp; STAIRS</b>				
1. Ladder Condition				
2. Ladders Tied Off				
3. Ladder 3' Above Landings				
4. Stairs				
<b>4. RAILINGS / FLOOR OPENINGS</b>				
1. Perimeter				
2. Floor Openings / Shafts				
3. Stairs / Ramps				
4. Walkways				
5. Elevator Door Openings				
<b>5. SCAFFOLDS</b>				
1. Railings & Kickboards				
2. Tied to Building				
3. Planks & Platforms				
<b>6. ELECTRICAL</b>				
1. Lighting				
2. Grounding				
3. Cords, Plugs & Receptacles				

	WEBCOR/ OBAYASHI	SUB	N/A	CORRECTED
<b>7. FIRE PROTECTION</b>				
1. Extinguishers				
2. Flammable Materials				
3. Welding / Cutting Equipment				
<b>8. TOOLS</b>				
1. Condition				
2. Guarded				
3. Power Cords				
4. Temp. Power Boxes				
<b>9. SITE &amp; PUBLIC PROTECTION</b>				
1. Excavation / Trenches				
2. Earth Moving Equipment				
3. Forklift / Cranes				
4. Fences				
5. Lighting				
6. Barricades				
7. Signage				
8. Rebar Caps				
<b>10. FIRST AID</b>				
1. Trained Personnel				
2. Kits / Supplies				
3. Sanitation / Water				
<b>11. PROGRAM / INFORMATION</b>				
1. Twice Daily Inspections				
2. Orientation: New Employee / Haz. Sub.				
3. Safety Meetings				
4. Required Signs Posted				
<b>12. OTHER (LISTS)</b>				
1. Safety Manual				
2. MSDS Book				
3. CAL-OSHA 200 Log (Posted Every February)				

Comments:

Title / Signature:



## DAILY PROJECT INSPECTION

Job #

Job Location/Name

Week Ending  
Month / Day / Year

**X** – Corrective Action Required ☐

**O** – No Corrective Action Required ☐

	M	T	W	T	F	
<b>A. BASICS</b>						COMMENTS
1. Workers are wearing personal protective equipment						
2. Exits and stairways are clear						
3. Construction material stored properly						
4. Site debris removed						
5. Nails bent or removed						
6. Ladder condition and placement						
7. Permanent & temporary rails						
8. Cylinder storage						
9. Hazardous material storage						
10. Electrical Cords and grounding						
11. Extinguishers in place where needed						
12. Excavation / trenches						
13. First aid kit is accessible & stocked						
14. Required signs posted						
15. Construction equipment						
<b>B. CRANES</b>						
1. Crane certification						
2. Load chart						
3. Operator maintenance reports updated						
<b>C. MANLIFT</b>						
1. Ramps, rails, phones & doors are maintained properly						
2. Personnel stretcher stored on top of the man lift						
3. Fire extinguisher in place						
4. Weekly maintenance check reports						
<b>D. BACKHOES</b>						
1. Back-up bell working						
2. Wearing safety equipment						
3. Personnel working with the backhoe a safe distance from the backhoe bucket at all times						
<b>E. TRUCKS</b>						
1. Back-up bell working						
2. Driver wearing safety equipment						
<b>F. COMPRESSOR</b>						
1. Properly maintained						
2. Air tools working properly						
3. Personnel wearing correct safety equipment and have been instructed how to use the equipment						
4. All air hose connectors are wired together						
<b>G. SHORING / SCAFFOLDING</b>						
1. Railings & kick boards						
2. Tied off / braced correctly						
3. Planking is the correct size						

Supervisor \_\_\_\_\_  
Last First

## EQUIPMENT SAFETY INSPECTION CHECKLIST

Date: \_\_\_\_\_

Project: \_\_\_\_\_

Equipment: \_\_\_\_\_

All guards and fenders	_____	OK	_____	Needs Repair
Brakes	_____	OK	_____	Needs Repair
Lights – front, rear, side, dash	_____	OK	_____	Needs Repair
Back-up alarm – horn	_____	OK	_____	Needs Repair
Ladders, stairs, hand holds	_____	OK	_____	Needs Repair
ROPS (Roll-over protection)	_____	OK	_____	Needs Repair
Seat belts	_____	OK	_____	Needs Repair
Fire extinguisher	_____	OK	_____	Needs Repair
Glass	_____	OK	_____	Needs Repair
Tires	_____	OK	_____	Needs Repair
Electrical cords	_____	OK	_____	Needs Repair
Ground fault circuit interrupters	_____	OK	_____	Needs Repair
Electrical hand tools	_____	OK	_____	Needs Repair
Powder actuated tools	_____	OK	_____	Needs Repair
Pneumatic condition of all hand tools	_____	OK	_____	Needs Repair

### **Other Items Checked:**

Oil level and leaks	_____	OK	_____	Needs Repair	_____	Add	_____	Change
Hydraulic oil level and leaks	_____	OK	_____	Needs Repair	_____	Add	_____	Change
Anti-freeze level and leaks	_____	OK	_____	Needs Repair	_____	Add	_____	Change
Fuel level and leaks	_____	OK	_____	Needs Repair	_____	Add	_____	Change
First aid kit	_____	OK	_____	Needs Repair	_____	Add	_____	Change

Repaired by: \_\_\_\_\_

Checked by: \_\_\_\_\_

WEBCOR/OBAYASHI JOINT VENTURE  
Site Specific Safety Program Rev 6, 8/22/2012

[illegible]

## WELDING / CUTTING “HOT WORK” PERMIT

Permit # \_\_\_\_\_

Date: \_\_\_\_\_

Subcontractor: \_\_\_\_\_

Floor: \_\_\_\_\_

Room: \_\_\_\_\_

Area: \_\_\_\_\_

### CONDITIONS FOR PERFORMANCE OF THE WORK

1. A Designated Fire Watch shall be furnished by the subcontractor performing the work. The Fire Watch shall have no other assigned duties but to ensure a Safe environment in the area during and after the activity of welding, cutting, or open-flame operations.
2. The Fire Watch shall clear the work area, and ensure that it be kept free, of all combustible materials. In occupied buildings, the fire suppression system shall be in operation.
3. Fire-retardant tarpaulins are acceptable and shall be used where applicable.
4. All welding/cutting equipment shall be removed from the building daily. This provision applies to work performed in an existing, occupied portion of the facility.
5. The Fire Watch shall be equipped with appropriate personal protective equipment, such as eye protection, gloves, head protection, welder's jacket, etc.
6. Equipment shall be located so that exhaust fumes are naturally ventilated from the building. Where such locations are not possible, mechanical ventilation shall be provided by the subcontractor performing the work.
7. All oxygen/acetylene equipment shall be transported, used, and stored in strict compliance with WISHA Construction Safety Orders. A separate fire extinguisher (10 B: C minimum) is required at each oxygen/acetylene setup.
8. Appropriate fire extinguishers shall be kept in the work area while all work is in progress. Fire extinguishers are to be provided by the subcontractor performing the work as follows:

<u>WORK AREA</u>	<u>FIRE EXTINGUISHER TYPE</u>	<u>NUMBER REQ'D</u>
Equipment Spaces	ABC (20 lbs)	2
Other Spaces	ABC (20 lbs)	1

9. Welding/cutting shall not be performed until the area has been approved by the Fire Safety Manager.
10. Upon completion of the “Hot Work,” the Fire Watch shall inspect the work area and ensure that there are no lingering sparks, smoldering materials, etc. The fire watch shall be maintained a minimum of ½ hour after work has been completed.

11. The Fire Safety Manager shall be notified when the “Hot Work” is complete.

12. Permits are valid for a one (1) week period.

Subcontractor hereby agrees to perform the work in accordance with the requirements noted above.

Permit valid from \_\_\_\_\_ to \_\_\_\_\_.

Comments/Special Requirements:

Subcontractor's Representative: \_\_\_\_\_ Work Complete: \_\_\_\_\_

Fire Safety Manager: \_\_\_\_\_ Work Complete: \_\_\_\_\_

## **HEAT ILLNESS PREVENTION POLICY**

### **Purpose**

The purpose of Heat Illness Prevention Policy is to meet the requirements set forth in the Heat Illness Prevention Standard, Title 8, California Code of Regulations, Section 3395 and also to serve as a supplement to Webcor/Obayashi Joint Venture's Injury and Illness Prevention Program (IIPP). This information is intended and must be used in conjunction with the IIPP. The Heat Illness Prevention Policy establishes procedures and provides information which is necessary to ensure that Webcor/Obayashi Joint Venture's staff is knowledgeable in the prevention and recognition of heat illness to ensure their own safety and the safety of others.

### **Procedures and Guidelines**

In compliance with Heat Illness Prevention Standard, Title 8 regulations, Webcor strives to provide a safe and healthful work environment. To do so the following Procedures are required for all employees of Webcor/Obayashi Joint Venture:

- Provide training to all employees by their supervisors. All trainings should be documented with an employee sign in sheet. Topics include:
  - Types of Heat Illness and their symptoms.
  - Environmental and personal risk Factors for Heat Illness.
  - Webcor/Obayashi Joint Venture's Heat Illness Prevention Policy.
  - The importance of drinking water frequently throughout the day.
  - The importance of reporting symptoms of Heat Illness to their employer/supervisor
  - The importance of allowing the body to adjust gradually to working in high heat.
  - Webcor Procedures for responding to Heat Illness symptoms.
  - Webcor/ Obayashi's Procedures for contacting emergency services.
  - Webcor/Obayashi Joint Venture's Procedures for emergency communication.
- Provide training to all Supervisors. Topics include:
  - All information to be provided to employees.
  - The procedures the supervisor is to follow in implementing this Policy.
  - The Procedures to follow when an employee's begins to show symptoms of heat illness.
- Webcor /Obayashi Joint Venture is to provide access to potable drinking water meeting the requirements of Sections 1524, 3363, and 3457 as applicable to all employees. Where it is not plumbed or otherwise continuously supplied, it shall be provided in sufficient quantity at the beginning of the work shift to provide one quart per employee per hour for drinking for the entire shift. Employers may begin the shift with smaller quantities of water if they have effective procedures for replenishment during the shift as needed to allow employees to drink one quart or more per hour. The frequent drinking of water shall be encouraged.
- Webcor/Obayashi Joint Venture is to provide access to an area with shade that is either open to the air or provided with ventilation or cooling for a period of no less than five minutes for employees suffering from heat illness or believing a preventative recovery period is needed. Such access to shade shall be permitted at all times.

- During the designated warmer months of the year (April through September) all jobsites are required to incorporate heat illness prevention and awareness training into the Tailgate Safety Meetings. Shade and plenty of water shall be provided in sufficient amount to each and every employee.

## Heat Illness Prevention

Heat related illnesses are avoidable if the employees are trained and the right actions are taken before, during, and after working in either indoor or outdoor hot conditions. High temperatures, humidity, air velocity and radiant heat from the sun or a furnace can stress the body's ability to cool itself making heat illness a big concern during hot weather months. These would be considered environmental risk factors. Every employee whose job duties require them to work in the outdoors during summer months, are exposed to elevated heat conditions and therefore are susceptible to heat illness. The three major forms of heat illnesses are: **heat cramps**, **heat exhaustion**, and **heat stroke**. Heat stroke can be a life threatening condition. This document will outline those actions as well as describing the three major forms of heat illness, how to recognize them, and what an action to take to provide first aid before medical care is provided.

- Heat Cramps
  - Description:  
Heat cramps are the most common type of heat related injury and probably have been experienced by nearly everyone at one time or another. Heat cramps are muscle spasms which usually affect the arms, legs, or stomach. Frequently they do not occur until sometime later after work, at night, or when relaxing. Heat cramps are caused by heavy sweating, especially when water is not replaced quickly enough. Although heat cramps can be quite painful; they usually don't result in permanent damage.
  - Prevention/First Aid:  
Drink electrolyte solutions such as Gatorade or plenty of water during the day and try eating more fruits such as bananas to help keep your body hydrated during hot weather. Call 911 and contact your supervisor immediately if the Person becomes ill.
- Heat Exhaustion
  - Description:  
Heat exhaustion is more serious than heat cramps. It occurs when the body's internal temperature regulating system is overworked, but has not completely shut down. In heat exhaustion, the surface blood vessels and capillaries, which originally enlarged to cool the blood, collapse from loss of body fluids and necessary minerals. this happens when you do not drink enough fluids to replace what you are sweating away symptoms Include: Headache, heavy sweating, intense thirst, dizziness, fatigue, loss of coordination, nausea, impaired judgment, loss of appetite, hyperventilation, tingling in hands or feet, Anxiety, cool moist skin, weak and rapid pulse (120-200), and low to normal blood
  - Prevention/First Aid:  
The employee suffering these symptoms should be moved to a cool location such as a shaded area or air-conditioned building. Have them lie down with their feet slightly elevated. Loosen their clothing, apply cool, wet clothes or fan them. Have them drink water or electrolyte drinks. Try to cool them down, and have them checked by medical personnel. Victims of heat



exhaustion should avoid strenuous activity for at least a day, and they should continue to drink water to replace lost body fluids. Call 911 if the person becomes non-responsive, refuses water, vomits, or loses consciousness.

- **Heat Stroke**
  - **Description:**

Heat stroke is a life threatening illness with a high death rate. It occurs when the body has depleted its supply of water and salt, and the victim's core body temperature rises to deadly levels. A heat stroke victim may first suffer heat cramps and/or heat exhaustion before progressing into the heat stroke stage, but this is not always the case. It should be noted that, on the job, heat stroke is sometimes mistaken for a heart attack. It is therefore very important to be able to recognize the signs and symptoms of heat stroke and to check for them anytime an employee collapses while working in a hot environment. Symptoms of heat stroke include: A high body temperature (103 degrees F); a distinct absence of sweating (usually); hot red or flushed dry skin; rapid pulse; difficulty breathing; constricted pupils; any/all the signs or symptoms of heat exhaustion such as dizziness, headache, nausea, vomiting, or confusion, and possibly more severe systems including; bizarre behavior; and high blood pressure. Advance symptoms may be seizure or convulsions, collapse, loss of consciousness and a body temperature of over 108 degrees F.
  - **Prevention/First Aid:**

It is vital to lower a heat stroke victim's body temperature. Quick actions can mean the difference between life and death. Pour water on them, fan them, or apply cold packs. Call 911 to get the person medical aid as soon as possible.

### **Guidelines for Preventing Heat Illness**

- If you are coming back to work from an illness or an extended break or you are just starting to a job working in the heat, it is important to be aware that you are more vulnerable to heat stress until your body has time to adjust. Let your supervisor know you are not used to the heat. It takes about 5 – 7 days for your body to adjust.
- Drinking plenty of water frequently is vital to workers exposed to the heat. An individual may produce as much as 2 to 3 gallons of sweat per day. In order to replenish that fluid the worker should drink 3 to 4 cups of water every hour starting at the beginning of your shift.
- Taking your breaks in a cool shaded area and allowing time for recovery from the heat during the day are effective ways to avoid heat illness.
- Avoid or limit the use of alcohol and caffeine during periods of extreme heat. Both dehydrate the body.
- If you or a co-worker start to feel symptoms such as nausea, dizziness, weakness or unusual fatigue, let your supervisor know and rest in a cool shaded area. If symptoms persist or worsen seek immediate medical attention.
- Whenever possible wear clothing that provides protection from the sun but allows airflow to the body. Protect your head and shade your eyes if working outdoors.
- When working in the heat be sure to pay extra attention to your coworkers and be sure you know how to call for medical attention.

## **END OF SITE SPECIFIC SAFETY PLAN**

Activity ID	Activity Name	OD	Start	Finish	2014												2015												2016												2017												2018																																			
					A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
TTC - ***TG18.1 EXHIBIT I***		2368	01-Apr-08 A	31-Jan-18																																																																																				
MAJOR MILESTONES		1825	01-Apr-08 A	31-Jan-18																																																																																				
CONSTRUCTION SUMMARY		1825	01-Apr-08 A	31-Jan-18																																																																																				
	MS-200002 DESIGN	1459	01-Apr-08 A	03-Apr-14																																																																																				
	MS-200010 PRECONSTRUCTION	1443	17-Mar-09 A	22-Jan-15																																																																																				
	MS-200040 UTILITY RELOCATION (NON-FRANCHISE & FRANCHISE)	959	08-Mar-10 A	20-Mar-14																																																																																				
	MS-200001 BUILDING CONSTRUCTION (FROM NTP TO SC)	1831	26-Oct-10 A	02-Nov-17																																																																																				
	MS-200050 BUTTRESS/SHORING/EXCAVATION (BBII)	837	28-Mar-11 A	22-Apr-14																																																																																				
	MS-200060 BELOW GRADE STRUCTURE (SHIMMICK)	659	23-Jan-13 A	11-Jun-15																																																																																				
	MS-200070 BUS RAMPS	706	24-Jun-14	27-Apr-17																																																																																				
	MS-200080 SUPERSTRUCTURE (INCL. ROOF AND STRUCT WALLS)	434	15-Jul-14	14-Apr-16																																																																																				
	MS-200090 SITE CIVIL	594	21-May-15	12-Oct-17																																																																																				
	MS-200110 ROOFTOP LANDSCAPING	534	10-Sep-15	02-Nov-17																																																																																				
	MS-200100 EXTERIOR SKIN (AWNING)	322	03-Nov-15	21-Feb-17																																																																																				
	MS-200120 SUBSTANTIAL COMPLETION	0		02-Nov-17																																																																																				
	MS-200130 FINAL COMPLETION MILESTONE	0		31-Jan-18																																																																																				
PRECONSTRUCTION		282	08-Feb-13 A	27-Mar-14																																																																																				
TRADE GROUP PLANNING AND IFB PROCESS		282	08-Feb-13 A	27-Mar-14																																																																																				
TG18 - BUS RAMPS		282	08-Feb-13 A	27-Mar-14																																																																																				
TG18.1 - TTC BUS RAMPS		282	08-Feb-13 A	27-Mar-14																																																																																				
TG18.1 - BID & AWARD PROCESS (IFB)		282	08-Feb-13 A	27-Mar-14																																																																																				
	CA-142610 PREPARE BID PACKAGE - TG18.1	40	08-Feb-13 A	28-Oct-13																																																																																				
	CA-202110 TJPA REVIEW IFB PKG - TG18.1	5	29-Oct-13	04-Nov-13																																																																																				
	CA-142710 FINALIZE BID PACKAGE - TG18.1	5	05-Nov-13	11-Nov-13																																																																																				
	CA-146610 ADVERTISE IFB - TG18.1	1	12-Nov-13	12-Nov-13																																																																																				
	CA-205510 PRE-BID MEETING - TG18.1	6	12-Nov-13	19-Nov-13																																																																																				
	CA-142810 ISSUE BID PACKAGE & FIRST HALF OF BID PERIOD - TG18.1	30	12-Nov-13	27-Dec-13																																																																																				
	CA-317710 VALUE ENGINEER PROPOSAL PREPARATION (A) - TG18.1	30	12-Nov-13	27-Dec-13																																																																																				
	CA-143310 QUALIFICATION OF (N) SUBCONTRACTORS - TG18.1	32	12-Nov-13	31-Dec-13																																																																																				
	CA-202210 W/O PREP & SUBMIT ROUGH DRAFT STAFF REPORT & PROPOSED CONTRACT MODIFICATION - TG18.1	15	30-Dec-13	20-Jan-14																																																																																				
	CA-319760 SECOND HALF OF BID PERIOD - TG18.1	30	30-Dec-13	10-Feb-14																																																																																				
	CA-320070 VALUE ENGINEER PROPOSAL PREPARATION (B) - TG18.1	30	30-Dec-13	10-Feb-14																																																																																				
	CA-202410 TJPA REVIEW ROUGH DRAFT STAFF REPORT & PROPOSED CONTRACT MODIFICATION, FOR TJPA APPRVL ...	15	21-Jan-14	10-Feb-14																																																																																				
	CA-208010 BID PERIOD CLOSED - TG18.1	1	10-Feb-14	10-Feb-14																																																																																				
	CA-202310 W/O EVALUATE BIDS, PREP & SUBMIT FINAL DRAFT STAFF REPORT & PROPOSED CONTRACT MODIFICATI...	5	11-Feb-14	18-Feb-14																																																																																				
	CA-317410 VALUE ENGINEERING REVIEW - TG18.1	5	11-Feb-14	18-Feb-14																																																																																				
	CA-317850 PUBLIC BID OPENING - TG18.1	1	19-Feb-14	19-Feb-14																																																																																				

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[illegible]



Activity ID	Activity Name	OD	Start	Finish	2014												2015												2016												2017												2018											
					A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J												
BEALE ST		30	02-Jun-16	14-Jul-16																																																												
SX-BB41300	REMOVE BRIDGE - BEALE STREET	30	02-Jun-16	14-Jul-16																									REMOVE BRIDGE - BEALE STREET																																			
ZONE 4 MICROPILE AND MUD SLAB		60	26-Dec-13	24-Mar-14																																																												
BUTTRESS AREA (WEST OF STRUT 62)		18	26-Dec-13	22-Jan-14																																																												
BG-BB42000	INSTALL MICROPILES - GEO F12 (26.5-28.8) (WEST OF STRUT 62)	4	26-Dec-13	31-Dec-13																									INSTALL MICROPILES - GEO F12 (26.5-28.8) (WEST OF STRUT 62)																																			
SI-0353-4A	POST GROUT MICROPILES - GEO F12 (26.5-28.8) (last installed) (WEST OF STRUT 62)	3	02-Jan-14	06-Jan-14																									POST GROUT MICROPILES - GEO F12 (26.5-28.8) (last installed) (WEST OF STRUT 62)																																			
BG-BB42020	INSTALL MICROPILES - GEO F13 (28.8-31.2) (WEST OF STRUT 62)	4	02-Jan-14	07-Jan-14																									INSTALL MICROPILES - GEO F13 (28.8-31.2) (WEST OF STRUT 62)																																			
SI-0353-4B	CURE MICROPILE POST GROUT - GEO F12 (26.5-28.8) (last installed) (WEST OF STRUT 62)	3	07-Jan-14	09-Jan-14																									CURE MICROPILE POST GROUT - GEO F12 (26.5-28.8) (last installed) (WEST OF STRUT 62)																																			
SI-0353-4D	POST GROUT MICROPILES - GEO F13 (28.8-31.2) (last installed) (WEST OF STRUT 62)	3	08-Jan-14	10-Jan-14																									POST GROUT MICROPILES - GEO F13 (28.8-31.2) (last installed) (WEST OF STRUT 62)																																			
SI-0353-4C	TEST MICROPILES - GEO F12 (26.5-28.8) (last installed) (WEST OF STRUT 62)	3	10-Jan-14	14-Jan-14																									TEST MICROPILES - GEO F12 (26.5-28.8) (last installed) (WEST OF STRUT 62)																																			
BG-BB42001	BBII FINAL GRADE - GEO F12 (26.5-28.8) (WEST OF STRUT 62)	6	10-Jan-14	17-Jan-14																									BBII FINAL GRADE - GEO F12 (26.5-28.8) (WEST OF STRUT 62)																																			
SI-0353-4E	CURE MICROPILE POST GROUT - GEO F13 (28.8-31.2) (last installed) (WEST OF STRUT 62)	3	11-Jan-14	13-Jan-14																									CURE MICROPILE POST GROUT - GEO F13 (28.8-31.2) (last installed) (WEST OF STRUT 62)																																			
SI-0353-4F	TEST MICROPILES - GEO F13 (28.8-31.2) (last installed) (WEST OF STRUT 62)	3	14-Jan-14	16-Jan-14																									TEST MICROPILES - GEO F13 (28.8-31.2) (last installed) (WEST OF STRUT 62)																																			
BG-BB42021	BBII FINAL GRADE - GEO F13 (28.8-31.2) (WEST OF STRUT 62)	6	14-Jan-14	22-Jan-14																									BBII FINAL GRADE - GEO F13 (28.8-31.2) (WEST OF STRUT 62)																																			
BG-BB42022	BBII FINAL GRADE MILESTONE - ZONE 4 (WEST OF STRUT 62) - 27-JAN-14	0		22-Jan-14																									BBII FINAL GRADE MILESTONE - ZONE 4 (WEST OF STRUT 62) - 27-JAN-14																																			
EAST OF BUTTRESS AREA (BETWEEN STRUT 63 AND 68)		17	17-Jan-14	11-Feb-14																																																												
BG-BB42100	INSTALL MICROPILES - GEO F14 (31.2-33.5) (BETWEEN STRUT 63 AND 68)	7	17-Jan-14	28-Jan-14																									INSTALL MICROPILES - GEO F14 (31.2-33.5) (BETWEEN STRUT 63 AND 68)																																			
SI-0353-4G	POST GROUT MICROPILES - GEO F14 (31.2-33.5) (last installed) (BETWEEN STRUT 63 AND 68)	3	29-Jan-14	31-Jan-14																									POST GROUT MICROPILES - GEO F14 (31.2-33.5) (last installed) (BETWEEN STRUT 63 AND 68)																																			
SI-0353-4H	CURE MICROPILE POST GROUT - GEO F14 (31.2-33.5) (last installed) (BETWEEN STRUT 63 AND 68)	3	01-Feb-14	03-Feb-14																									CURE MICROPILE POST GROUT - GEO F14 (31.2-33.5) (last installed) (BETWEEN STRUT 63 AND 68)																																			
SI-0353-4J	TEST MICROPILES - GEO F14 (31.2-33.5) (last installed) (BETWEEN STRUT 63 AND 68)	3	04-Feb-14	06-Feb-14																									TEST MICROPILES - GEO F14 (31.2-33.5) (last installed) (BETWEEN STRUT 63 AND 68)																																			
BG-BB42101	BBII FINAL GRADE - GEO F14 (31.2-33.5) (BETWEEN STRUT 63 AND 68)	6	04-Feb-14	11-Feb-14																									BBII FINAL GRADE - GEO F14 (31.2-33.5) (BETWEEN STRUT 63 AND 68)																																			
BG-BB42102	BBII FINAL GRADE MILESTONE - ZONE 4 (BETWEEN STRUT 63 AND 68) - 06-MAR-14	0		11-Feb-14																									BBII FINAL GRADE MILESTONE - ZONE 4 (BETWEEN STRUT 63 AND 68) - 06-MAR-14																																			
NE AND SE CORNERS (WEST OF STRUT 68)		18	27-Feb-14	24-Mar-14																																																												
BG-BB42200	INSTALL MICROPILES - GEO F15 (33.5-35.2) (WEST OF STRUT 68)	6	27-Feb-14	06-Mar-14																									INSTALL MICROPILES - GEO F15 (33.5-35.2) (WEST OF STRUT 68)																																			
SI-0353-4K	POST GROUT MICROPILES - GEO F15 (33.5-35.2) (last installed) (WEST OF STRUT 68)	3	07-Mar-14	11-Mar-14																									POST GROUT MICROPILES - GEO F15 (33.5-35.2) (last installed) (WEST OF STRUT 68)																																			
SI-0353-4L	CURE MICROPILE POST GROUT - GEO F15 (33.5-35.2) (last installed) (WEST OF STRUT 68)	3	12-Mar-14	14-Mar-14																									CURE MICROPILE POST GROUT - GEO F15 (33.5-35.2) (last installed) (WEST OF STRUT 68)																																			
SI-0353-4M	TEST MICROPILES - GEO F15 (33.5-35.2) (last installed) (WEST OF STRUT 68)	3	17-Mar-14	19-Mar-14																									TEST MICROPILES - GEO F15 (33.5-35.2) (last installed) (WEST OF STRUT 68)																																			
BG-BB42201	BBII FINAL GRADE - GEO F15 (33.5-35.2) (WEST OF STRUT																																																															

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**TG18.1 EXHIBIT I SCHEDULE**

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**TG18.1 EXHIBIT I SCHEDULE**

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Activity ID	Activity Name	OD	Start	Finish	2014												2015												2016												2017												2018											
					A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J												
	<div></div> BGS06-5140	STRIP LC - DECK A - Z1 A6	14	08-Apr-14	25-Apr-14			<div></div> STRIP LC - DECK A - Z1 A6																																																								
	<div></div> BGS06-5150	STRIP LC - DECK B - Z1 A6	14	23-Apr-14	12-May-14			<div></div> STRIP LC - DECK B - Z1 A6																																																								
	<div></div> BGS ZONE 1 AREA 6 - WALLS (LOWER CONCOURSE)		253	23-Apr-14	30-Apr-15																																																											
	<div></div> BGS06-6000	BRACING REMOVAL - LEVEL B - BBII - Z1 A6 (WB 7-9 / WB 63-65) (was BG-BB56420 w/A5)	5	23-Apr-14	29-Apr-14			<div></div> BRACING REMOVAL - LEVEL B - BBII - Z1 A6 (WB 7-9 / WB 63-65) (was BG-BB56420 w/A5)																																																								
	<div></div> BGS06-6010	WALL WATERPROOFING - 3RD LIFT - Z1 A6	7	30-Apr-14	08-May-14			<div></div> WALL WATERPROOFING - 3RD LIFT - Z1 A6																																																								
	<div></div> BGS06-6020	WALL REBAR (PHASE 1 OF 2) - Z1 A6 (WB 7-9)	2	09-May-14	12-May-14			<div></div> WALL REBAR (PHASE 1 OF 2) - Z1 A6 (WB 7-9)																																																								
	<div></div> BGS06-6030	WALL REBAR (PHASE 2 OF 2) - Z1 A6 (WB 63-65)	2	13-May-14	14-May-14			<div></div> WALL REBAR (PHASE 2 OF 2) - Z1 A6 (WB 63-65)																																																								
	<div></div> BGS06-6040	FORM - 1ST SECTION - Z1 A6	6	15-May-14	21-May-14			<div></div> FORM - 1ST SECTION - Z1 A6																																																								
	<div></div> BGS06-6070	FORM - 2ND SECTION - Z1 A6	10	15-May-14	27-May-14			<div></div> FORM - 2ND SECTION - Z1 A6																																																								
	<div></div> BGS06-6050	POUR - 1ST SECTION - Z1 A6	2	22-May-14	23-May-14			<div></div> POUR - 1ST SECTION - Z1 A6																																																								
	<div></div> BGS06-6060	CURE & STRIP - 1ST SECTION - Z1 A6	4	24-May-14	29-May-14			<div></div> CURE & STRIP - 1ST SECTION - Z1 A6																																																								
	<div></div> BGS06-6080	POUR - 2ND SECTION - Z1 A6	2	28-May-14	29-May-14			<div></div> POUR - 2ND SECTION - Z1 A6																																																								
	<div></div> BGS06-6090	CURE & STRIP - 2ND SECTION - Z1 A6	4	30-May-14	03-Jun-14			<div></div> CURE & STRIP - 2ND SECTION - Z1 A6																																																								
	<div></div> BGS06-6120	CURE - 2ND SECTION - Z1 A6	21	30-May-14	19-Jun-14			<div></div> CURE - 2ND SECTION - Z1 A6																																																								
	<div></div> BGS06-6100	REBRACE LOWER CONCOURSE LEVEL - BBII - Z1 A6 (was BG-BB56620 w/A5)	5	04-Jun-14	10-Jun-14			<div></div> REBRACE LOWER CONCOURSE LEVEL - BBII - Z1 A6 (was BG-BB56620 w/A5)																																																								
	<div></div> BGS06-6110	BRACING REMOVAL - LEVEL A - BBII - Z1 A6 (was BG-BB56520 w/A5)	5	12-Nov-14	18-Nov-14			<div></div> BRACING REMOVAL - LEVEL A - BBII - Z1 A6 (was BG-BB56520 w/A5)																																																								
	<div></div> BGS06-6130	REMOVE REBRACE STRUT - LEVEL RA - Z1 A6	10	17-Apr-15	30-Apr-15			<div></div> REMOVE REBRACE STRUT - LEVEL RA - Z1 A6																																																								
	<div></div> BGS ZONE 1 - APPURTENANCES		431	13-May-14	10-Feb-16																																																											
	<div></div> BG-116200	ELEVATOR, MECHANICAL AND STAIR PLATFORMS TRAIN BOX - ZONE 1	20	13-May-14	11-Jun-14			<div></div> ELEVATOR, MECHANICAL AND STAIR PLATFORMS TRAIN BOX - ZONE 1																																																								
	<div></div> BG-116100	FORM AND PLACE PADS AND CURBS TRAIN BOX - ZONE 1	20	13-May-14	11-Jun-14			<div></div> FORM AND PLACE PADS AND CURBS TRAIN BOX - ZONE 1																																																								
	<div></div> BS-132000	FORM AND POUR GRAY WATER RETENTION TANK (TRAIN PLATFORM ZONE 1)	20	13-May-14	11-Jun-14			<div></div> FORM AND POUR GRAY WATER RETENTION TANK (TRAIN PLATFORM ZONE 1)																																																								
	<div></div> BG-116000	FORM AND POUR FIRE WATER TANK TRAIN BOX - ZONE 1	20	29-Oct-14	25-Nov-14			<div></div> FORM AND POUR FIRE WATER TANK TRAIN BOX - ZONE 1																																																								
	<div></div> BG-132200	HOIST #1 BLOCKOUT POUR BACK	5	04-Feb-16	10-Feb-16			<div></div> HOIST #1 BLOCKOUT POUR BACK																																																								
	<div></div> BGS ZONE 2 (AREAS 7-9 / BUILDING LINES 10.5 TO 18.5)		565	24-Oct-13 A	10-Feb-16																																																											
	<div></div> BGS ZONE 2 AREA 7 (BUILDING LINES 10.5-13.5)		361	28-Oct-13	14-Apr-15																																																											
	<div></div> BGS ZONE 2 AREA 7 - MAT SLAB		5	28-Oct-13	01-Nov-13																																																											
	<div></div> BGS07-1120	BRACING REMOVAL - LEVEL D - BBII - Z2 A7 (WD 9-12 / WD 60-63) (was BG-BB48920)	5	28-Oct-13	01-Nov-13			<div></div> BRACING REMOVAL - LEVEL D - BBII - Z2 A7 (WD 9-12 / WD 60-63) (was BG-BB48920)																																																								
	<div></div> BGS ZONE 2 AREA 7 - WALLS/COLUMNS (TRAIN PLATFORM)		144	04-Nov-13	04-Jun-14																																																											
	<div></div> BGS ZONE 2 AREA 7 - WALLS (TRAIN PLATFORM)		144	04-Nov-13	04-Jun-14																																																											
	<div></div> BGS07-4000	WALL WATERPROOFING - 1ST LIFT - Z2 A7	8	04-Nov-13	14-Nov-13			<div></div> WALL WATERPROOFING - 1ST LIFT - Z2 A7																																																								
	<div></div> BGS07-4010	WALL REBAR - 1ST LIFT (1 OF 2) - Z2 A7 (WD 9-12)	2	15-Nov-13	18-Nov-13			<div></div> WALL REBAR - 1ST LIFT (1 OF 2) - Z2 A7 (WD 9-12)																																																								



**TG18.1 EXHIBIT I SCHEDULE**

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

























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**TG18.1 EXHIBIT I SCHEDULE**

Activity ID	Activity Name	OD	Start	Finish	2014												2015												2016												2017												2018											
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 <b>DEMobilize TG07.1 (CENTRAL TRADE SUBCONTRACTOR)</b>					5	26-Jan-15	30-Jan-15																																																									
	SS-319090	DEMobilize CRANE ON TRESTLE TG07.1 CENTRAL AREA TRADE SUBCONTRACTOR		5	26-Jan-15	30-Jan-15													 DEMobilize CRANE ON TRESTLE TG07.1 CENTRAL AREA TRADE SUBCONTRACTOR																																													
 <b>SUPERSTRUCTURE EAST ZONE (E) (BUILDING LINES 20 - 34)</b>					656	30-Dec-14	18-Aug-17																																																									
 <b>MOBilize TG07.1 (EAST TRADE SUBCONTRACTOR)</b>					5	02-Feb-15	06-Feb-15																																																									
	SS-319100	MOBilize CRANE ON TRESTLE TG07.1 EAST AREA TRADE SUBCONTRACTOR		5	02-Feb-15	06-Feb-15													 MOBilize CRANE ON TRESTLE TG07.1 EAST AREA TRADE SUBCONTRACTOR																																													
 <b>SUPERSTRUCTURE AREA E1 (BUILDING LINES 20 - 21)</b>					154	30-Dec-14	11-Aug-15																																																									
 <b>E1 ERECT STRUCT STEEL</b>					35	09-Feb-15	30-Mar-15																																																									
	SS-206001	REMOVE TRESTLE E1		5	09-Feb-15	13-Feb-15													 REMOVE TRESTLE E1																																													
	SS-206040	STEEL ERECTION, SPREAD/TACK DECK (BG/NODES/AG STR.) E1		10	17-Feb-15	02-Mar-15													 STEEL ERECTION, SPREAD/TACK DECK (BG/NODES/AG STR.) E1																																													
	SS-206060	PLUMB/LINE E1		10	03-Mar-15	16-Mar-15													 PLUMB/LINE E1																																													
	SS-318580	STRUCTURAL STEEL WELDING E1		20	03-Mar-15	30-Mar-15													 STRUCTURAL STEEL WELDING E1																																													
 <b>E1 GROUND LEVEL - DECK PHASE - CONC/MEP/CLIPS/SOFP</b>					128	30-Dec-14	06-Jul-15																																																									
	SS-003110	WALL WATERPROOFING - LOWER CONCOURSE 2ND LIFT - E1		5	30-Dec-14	07-Jan-15													 WALL WATERPROOFING - LOWER CONCOURSE 2ND LIFT - E1																																													
	SS-206140	DECKING/CLOSURE MTL/NELSON STUDS - GROUND E1		10	31-Mar-15	13-Apr-15													 DECKING/CLOSURE MTL/NELSON STUDS - GROUND E1																																													
	SS-003120	WALL REBAR - LOWER CONCOURSE 2ND LIFT - E1		10	06-Apr-15	17-Apr-15													 WALL REBAR - LOWER CONCOURSE 2ND LIFT - E1																																													
	SS-003130	WALL FORM AND POUR - LOWER CONCOURSE 2ND LIFT - E1		10	13-Apr-15	24-Apr-15													 WALL FORM AND POUR - LOWER CONCOURSE 2ND LIFT - E1																																													
	SS-206121	EYEBROW FORMWORK - GROUND E1		10	27-Apr-15	08-May-15													 EYEBROW FORMWORK - GROUND E1																																													
	SS-206180	REBAR & MEP: EYEBROW & DECK - GROUND E1		15	28-Apr-15	18-May-15													 REBAR & MEP: EYEBROW & DECK - GROUND E1																																													
	SS-206200	POUR EYEBROW & METAL DECK - GROUND E1		2	19-May-15	20-May-15													 POUR EYEBROW & METAL DECK - GROUND E1																																													
	SS-206240	LAYOUT & CONTROL - GROUND E1		5	21-May-15	29-May-15													 LAYOUT & CONTROL - GROUND E1																																													
	SS-206220	CURE & STRIP EYEBROW - GROUND E1		10	21-May-15	05-Jun-15													 CURE & STRIP EYEBROW - GROUND E1																																													
	SS-206260	INSTALL TRACK, CLIPS & HANGERS - GROUND E1		10	01-Jun-15	12-Jun-15													 INSTALL TRACK, CLIPS & HANGERS - GROUND E1																																													
	SS-206280	SPRAY ON FIREPROOFING - UNDERSIDE OF BUS DECK - E1		10	15-Jun-15	26-Jun-15													 SPRAY ON FIREPROOFING - UNDERSIDE OF BUS DECK - E1																																													
	SS-206300	FORM AND PLACE CURBS E1		5	29-Jun-15	06-Jul-15													 FORM AND PLACE CURBS E1																																													
 <b>E1 BUS DECK - DECK PHASE - CONC/MEP/CLIPS/SOFP</b>					8																																																											

**TG18.1 EXHIBIT I SCHEDULE**

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## TRANSBAY TRANSIT CENTER



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## TRANSBAY TRANSIT CENTER



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## TRANSBAY TRANSIT CENTER



**TG18.1 EXHIBIT I SCHEDULE**

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					A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
STAIR 603 - LINE 28 (GRND TO L2)		196	12-Apr-16	25-Jan-17																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												</

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GREY WATER GARDEN NORTH		80	10-Jul-17	01-Nov-17																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													



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TRANSBAY TRANSIT CENTER

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Activity ID	Activity Name	OD	Start	Finish					2014				2015				2016				2017				2018										
					A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
I-80 CONNECTION ON GRADE		35	04-Apr-16	20-May-16																															
BR-190700	GRADING	20	04-Apr-16	29-Apr-16											GRADING																				
BR-190800	GUARD RAIL	15	02-May-16	20-May-16											GUARD RAIL																				
VIADUCT		521	24-Jun-14	29-Jul-16																															
VIADUCT SUBSTRUCTURE		228	24-Jun-14	27-May-15																															
BR-170900	TEMPORARY ACCESS / FENCING	20	24-Jun-14	22-Jul-14			TEMPORARY ACCESS / FENCING																												
BR-171000	DEMO (E) BENT F	5	23-Jul-14	29-Jul-14																															
BR-173190	DEMO (E) BENT 1	5	30-Jul-14	05-Aug-14			DEMO (E) BENT F																												
BR-173200	DEMO (E) BENT 2	5	06-Aug-14	12-Aug-14			DEMO (E) BENT 1																												
BR-173300	DEMO (E) BENT 3	5	13-Aug-14	19-Aug-14																															
BR-173400	DEMO (E) BENT 5	5	20-Aug-14	26-Aug-14			DEMO (E) BENT 2																												
BR-174100	ABUTMENT 1 EARTH WORK	10	20-Aug-14	04-Sep-14			DEMO (E) BENT 3																												
BR-173500	DEMO (E) BENT 7	5	27-Aug-14	04-Sep-14																															
BR-174400	BENT 2 PILE	5	27-Aug-14	04-Sep-14			DEMO (E) BENT 5																												
BR-173600	DEMO (E) BENT 9	5	05-Sep-14	11-Sep-14			ABUTMENT 1 EARTH WORK																												
BR-174200	ABUTMENT 1 FOOTING	5	05-Sep-14	11-Sep-14																															
BR-174600	BENT 3-1 PILE	5	05-Sep-14	11-Sep-14			DEMO (E) BENT 7																												
BR-173700	DEMO (E) BENT 19	5	12-Sep-14	18-Sep-14			BENT 2 PILE																												
BR-174700	BENT 3-2 PILE	5	12-Sep-14	18-Sep-14																															
BR-174300	ABUTMENT 1 STEM & WING WALL	15	12-Sep-14	02-Oct-14			DEMO (E) BENT 9																												
BR-174000	DEMO (E) BENT 11	5	19-Sep-14	25-Sep-14			ABUTMENT 1 FOOTING																												
BR-173800	DEMO (E) BENT 20	5	26-Sep-14	02-Oct-14																															
BR-173900	DEMO (E) BENT 22	5	03-Oct-14	09-Oct-14			BENT 3-1 PILE																												
BR-175000	BENT 4-1 PILE	5	03-Oct-14	09-Oct-14			DEMO (E) BENT 19																												
BR-174500	BENT 2 COLUMN SEC 1	8	03-Oct-14	15-Oct-14																															
BR-175100	BENT 4-2 PILE	5	10-Oct-14	17-Oct-14			DEMO (E) BENT 11																												
BR-177300	DEMO (E) BENT 17	10	10-Oct-14	24-Oct-14			DEMO (E) BENT 20																												
BR-190930	BENT 2 COLUMN SEC 2	7	16-Oct-14	24-Oct-14																															
BR-174800	BENT 3-1 COLUMN SEC 1	8	16-Oct-14	27-Oct-14			DEMO (E) BENT 22																												
BR-175200	BENT 4-3 PILE	5	20-Oct-14	24-Oct-14			BENT 4-1 PILE																												
BR-175800	BENT 5-1 PILE	5	27-Oct-14	31-Oct-14																															
BR-191030	BENT 3-1 COLUMN SEC 2	7	28-Oct-14	05-Nov-14			BENT 2 COLUMN SEC 1																												
BR-174900	BENT 3-2 COLUMN SEC 1	8	28-Oct-14	06-Nov-14			BENT 3-1 COLUMN SEC 2																												
BR-175900	BENT 5-2 PILE	5	03-Nov-14	07-Nov-14																															
BR-191130	BENT 3-2 COLUMN SEC 2	7	07-Nov-14	17-Nov-14			BENT 3-2 COLUMN SEC 1																												
BR-175300	BENT 4-1 COLUMN SEC 1	8	07-Nov-14	18-Nov-14			BENT 5-2 PILE																												
BR-175600	BENT C1-1 PILE	5	10-Nov-14	14-Nov-14																															
BR-177400	BENT 6-1 PILE	5	17-Nov-14	21-Nov-14			BENT 3-2 COLUMN SEC 2																												
BR-191230	BENT 4-1 COLUMN SEC 2	7	19-Nov-14	01-Dec-14			BENT 4-1 COLUMN SEC 1																												
BR-175400	BENT 4-2 COLUMN SEC 1	8	19-Nov-14	02-Dec-14																															
BR-177500	BENT 6-2 PILE	5	24-Nov-14	02-Dec-14			BENT C1-1 PILE																												
BR-176200	BENT 7-1 PILE	5	03-Dec-14	09-Dec-14			BENT 6-1 PILE																												
BR-191330	BENT 4-2 COLUMN SEC 2	7	03-Dec-14	11-Dec-14																															
BR-175500	BENT 4-3 COLUMN	15	03-Dec-14	23-Dec-14			BENT 4-1 COLUMN SEC 2																												
BR-176300	BENT 7-2 PILE	5	10-Dec-14	16-Dec-14			BENT 4-2 COLUMN SEC 2																												
BR-176600	BENT 8 PILE	20	17-Dec-14	20-Jan-15																															
BR-176000	BENT 5-1 COLUMN SEC 1	8	24-Dec-14	08-Jan-15			BENT 4-3 COLUMN																												

[illegible]

[illegible]



## TRANSBAY TRANSIT CENTER



**TG18.1 EXHIBIT I SCHEDULE**

[illegible]

[illegible]

**TRANSBAY TRANSIT CENTER**

**TG18.1 EXHIBIT I SCHEDULE**

[illegible]



Reviewed by Webcor/Obayashi

951 Mariners Island Blvd  
San Mateo, CA 94404

Review is for general coordination and conformance with design intent only and for submittal in accordance with the contract documents. Review by Webcor/Obayashi does not release the subcontractor and/or supplier of responsibility for full coordination, accurate dimensions, correct quantities and full compliance with the contract documents. In the event subcontractor and/or supplier intends to propose any substitution or deviation to the contract documents, such substitution or deviation must be submitted and approved prior to installing it in a shop drawing or other submittal. Review by Webcor does not imply acceptance of any substitution or deviation.

Submittal Pkg Number: WO-CQC0001.7  
Submittal Number: WO0000-011400W01.7

Webcor Job No.: 20100 Transbay Transit Center

Reviewed By: David Fields

Date: 08/27/2012

Subcontractor: W/O

000114.7



**Transbay Transit Center**

# **Webcor/Obayashi Joint Venture** **Contractor Quality Control Program** **for the** **Transbay Transit Center Project**

**August 27, 2012 Rev 7.0**





# **WEBCOR/OBAYASHI JOINT VENTURE CONTRACTORS QUALITY CONTROL PROGRAM TRANSBAY TRANSIT CENTER PROJECT**

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**This Webcor/Obayashi JV Contractors Quality Control Plan will be developed incrementally as the trade packages are awarded and trade subcontractors are brought on board. Each trade subcontractors plan will become part of the Webcor/Obayashi JV's overall Contractor's Quality Control Plan and will be submitted to the Transbay Joint Power Authority as they are received**

## 1. QUALITY CONTROL ORGANIZATION

- QUALITY CONTROL OVERVIEW
- DEFINITIONS
- ORGANIZATION CHART SHOWING  
LINES OF AUTHORITY



## 1. QUALITY CONTROL OVERVIEW

### OVERVIEW

Project quality is the responsibility of all members of the project team and starts at the highest level of management. This Quality Management Plan details the specific processes by which the Project's quality will be managed and forms the basis upon which Webcor/Obayashi JV will ensure that all quality requirements for the Transbay Transit Center are met. The Plan integrates the quality management process into the Webcor/Obayashi JV organizational structure and construction management systems. Key elements of the plan include:

- The commitment of the Webcor/Obayashi JV Senior management to delivering a project that meets the Transbay Transit Center quality standards.
- Accepted project specific construction management policies, procedures and tools for the control of project information and the management of the construction documents, submittals and the work of the trade subcontractors.
- A Webcor/Obayashi JV project-specific quality plan that meets the TJPA and FTA quality requirements
- Trade Subcontractor, site specific, quality plans that meet TJPA and FTA quality requirements
- Consistent CQC staff oversight- the Webcor/Obayashi JV CQC Manager and the Trade Subcontractors CQC Managers will have a physical presence on site when work is in progress.

### FEDERAL TRANSIT ADMINISTRATION GUIDELINES

The Webcor/Obayashi JV Contractors Quality Management Plan incorporates the fifteen elements of the Federal Transit Administrations Quality Assurance and Quality Control Guidelines as appropriate for Webcor/Obayashi's scope of work.

- |   |  |
|---|--|
| 1. <i>Management responsibility</i>               | 8. <i>Inspection and testing</i>                   |
| 2. <i>Documented quality management system</i>    | 9. <i>Inspection, measuring and test equipment</i> |
| 3. <i>Design control</i>                          | 10. <i>Inspection and test status</i>              |
| 4. <i>Document control</i>                        | 11. <i>Non conformance</i>                         |
| 5. <i>Purchasing</i>                              | 12. <i>Corrective action</i>                       |
| 6. <i>Product identification and traceability</i> | 13. <i>Quality records</i>                         |
| 7. <i>Process control</i>                         | 14. <i>Quality audits</i>                          |
|   | 15. <i>Training</i>                                |





#### DEFINITIONS:

- **Contractor** - Webcor/Obayashi Joint Venture.
- **Coordination Meeting (Meeting of Mutual Understanding)** - A meeting held after the pre-construction conference for each Trade Work Package and before start of construction. Contractor shall meet with the TJPA Representative and TJPA QA Manager and discuss the Contractor's quality control system as it relates to the work of the trade package. Submit the CQC Plan a minimum of 15 days prior to the coordination meeting. During the meeting, a mutual understanding of the system details must be developed, including the forms for recording the CQC operations, control activities, testing, administration of the system for both onsite and offsite work, and the interrelationship of Contractor's management and control with the TJPA Representative's quality assurance. Minutes of the meeting will be prepared by the TJPA Representative, signed by both the Contractor and the TJPA Representative and will become a part of the Contract file. There may be occasions when subsequent conferences will be called by either party to confirm mutual understandings and/or address deficiencies in the CQC system or procedures that may require corrective action by the Contractor.
- **Corrective Action Plan** - A written document submitted by the Trade Subcontractor detailing the Trade Contractor's approach to correct an item of work that fails to conform to the project requirements.
- **Corrective Action Request** - A written request from TJPA to develop a Corrective Action Plan for non-conforming work (TJPA form QA-09-01) that establishes a method for ensuring deficiencies in process or implementation adversely affecting quality are identified, cause determined, and an action plan to prevent recurrence is documented.
- **CQC Field Specialist** - In addition to CQC personnel specified elsewhere in the Contract, Contractor shall provide as part of the CQC organization specialized personnel as required to implement the CQC Plan who may be employees of the prime or Trade Subcontractor, be responsible to the CQC System Manager, be physically present at the construction site during work on their areas of responsibility, and have the necessary education or experience. These individuals may perform other duties but must be allowed sufficient time to perform their assigned quality control duties as described in the CQC Plan. A single person may cover more than one area provided that the person is qualified to perform QC activities in each designated area and the workload allows.
- **CQC Manager** – The Webcor/Obayashi JV Manager who is responsible for managing the Contractor's CQC System.
- **CQC Manager's Monthly CQC Report** - A section of the Contractors monthly written report prepared and submitted by the CQC Manager which reports Trade Subcontractors monthly CQC activities.



- **CQC Plan** - Webcor/Obayashi JV written quality management plan that meets the requirements of the TJPA Program QMS as appropriate for Webcor/Obayashi's JV scope of work and the means by which Webcor/Obayashi JV (the Contractor) and its Trade Subcontractors ensure project quality.
- **Daily CQC Report Log** – A log of the Trade Subcontractors daily CQC reports, maintained by the W/O CQC Manager.
- **Daily Contractor Quality Control Report** - A daily written report providing evidence that required quality control activities and tests have been performed including the work of Trade Subcontractors and Suppliers. These reports shall address deficient features and include a statement that equipment and materials incorporated in the Work and workmanship comply with the Contract. These reports shall be furnished to the TJPA Representative daily within 5 working days after the date covered by the report. Reports shall be signed and dated by the CQC System Manager. Copies of reports shall be prepared by all subordinate quality control personnel and be included within the CQC System Manager's report.
- **Definable Feature of Work (DFOW)** - A definable feature of work is a task that is separate and distinct from other tasks, has separate control requirements, and may be identified by different trades or disciplines, or it may be work by the same trade in a different environment. Although each section of the Specifications may generally be considered as a definable feature of work, there are frequently more than one definable feature under a particular section. This list will be agreed upon during the coordination meeting.
- **Federal Transit Administration (FTA)** - An administration within the U.S. Department of Transportation that provides stewardship to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.
- **Initial Phase Checklist** – A checklist prepared by the Trade Subcontractors CQC Manager for each Definable Feature of Work (DFOW) in the Initial work Phase per 01 14 00 1.9.C.
- **Master Definable Feature of Work List** - The project list definable features of work for all trade subcontractors maintained by the Webcor/Obayashi JV CQC Manager.
- **Non-conformance Report** – A written report entered in Vela Systems describing non-conforming Work.
- **Non-conforming Work** – Work that is unsatisfactory, faulty, defective, or deficient; Work that does not conform to the requirements of the Contract Documents; Work that does not meet the requirements of inspection, reference standards, tests, or approval referred to in the Contract Documents; or Work that has been damaged prior to Final Completion.
- **Phase 1: Preparatory Phase** – An activity including a meeting led by the Webcor/Obayashi JV CQC Manager and attended by the Trade Subcontractors CQC Manager, the Subcontractor's Production Team, Trade Subcontractors Representatives, Inspectors, and TJPA representatives, this is the first of the three phases of control where all requirements of the work: drawings, specifications, submittals, RFI's, installation and coordination issues are reviewed before beginning any Definable Feature of Work (DFOW). This meeting builds the



work on “paper” prior to the start of work in the field, and is an effort to build consensus among the all parties on how the work will conform to the project requirements. The information and agreements developed in this meeting are transferred to the Initial Work Phase meeting.

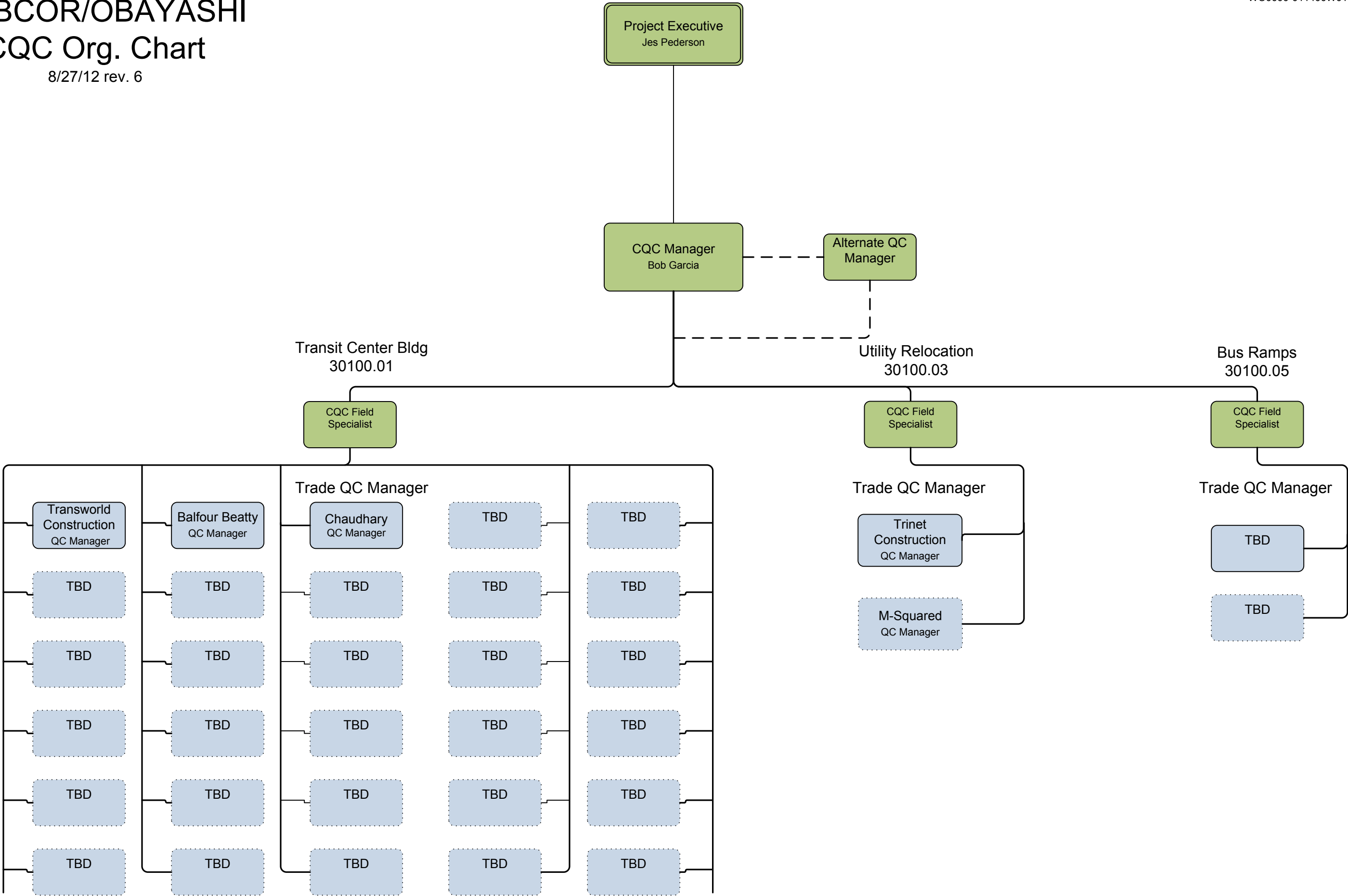
- **Phase 2: Initial** – An activity including a meeting led by the Webcor/Obayashi JV CQC Manager and attended by the Trade Subcontractors CQC Manager, the Subcontractor’s Production Team, Trade Subcontractors Representatives, Inspectors, and TJPA representatives is held immediately prior to the start of the work. Using the meeting minutes from the Preparatory Phase meeting, this meeting transfers the information and requirements and agreements to the crews performing the work.
- **Phase 3: Follow-up Phase** Daily checks performed by the QC System Manager to assure that control activities, including control testing, are providing continued compliance with contract requirements, until completion of that particular feature of work. Record the checks in the CQC documentation.
- **Preparatory Phase Checklist** - A checklist prepared by the Trade Subcontractors CQC Manager for each Definable Feature of Work (DFOW) in the Preparatory Phase per 01 14 00 1.9.B.(See Tab 120 “Forms” Preparatory Phase Checklist).
- **Quality** - Conformance to the requirements established by the contract documents.
- **Quality Control Plan** - An approved written plan which includes procedures, and organization necessary to produce an end product that complies with the Contract requirements. The plan covers all construction operations, both onsite and offsite, and shall be keyed to the proposed construction sequence
- **Quality Inspection** - An Inspection of the work performed as the work progresses or prior to calling for an Agency, Code or Special Inspection to confirm the work meets the requirements of the Contract Documents.
- **Quality Management** -- Management of Quality control and quality assurance activities instituted to achieve the quality levels established by the contract documents.
- **Quality Management System Manual** - Issued by URS for the Transbay Transit Center and provides specific requirements for Program implementation based upon the Program Quality Policy and the FTA Quality Assurance and Quality Control Guidelines and is the guide for all members of the Program Management Team to deliver a project that meets the highest quality standards (reference: Transbay Transit Center QMSM, Introduction, page 1).
- **Submittal Log** - A written list indicating the status of all Submittals required by the Contract Documents, maintained by the Webcor/Obayashi Joint Venture production team.
- **Technical Specifications** - Divisions 01 through 33 of the project specifications.
- **Three Phases of Control** – The three meetings or actions that bring the Trade Subcontractors CQC Managers, Contractor’s Production Team, Inspectors, TJPA



representatives and/or field crews together to plan and implement project quality: The three phases of control include: The Preparatory Phase, Initial Phase and Follow-up Phase.

- **TJPA Construction Management Oversight Manager:** - Turner Construction.
- **TJPA:** - Transbay Transit Center Joint Powers Authority.
- **Trade Subcontractor CQC Manager** – The Trade Subcontractor employee accepted by Webcor/Obayashi JV who is responsible for managing the Trade Subcontractor’s CQC System, and reports to the Webcor/Obayashi JV CQC Manager.
- **Trade Subcontractor’s CQC Plan** – The Trade Subcontractors written quality management plan that meets the requirements of the TJPA Program QMS as appropriate for the Trade Subcontractors scope of work and is the means by which the Trade Subcontractors ensure project quality.
- **Trade Subcontractor’s Definable Feature of Work List.** - The list of definable features of the work prepared by the Trade Subcontractors and submitted for approval to the Webcor/Obayashi JV CQC Manager
- **Trade Subcontractors Daily Quality Control Report** - The Trade Subcontractors Quality Manager’s daily report that describes: the work completed, quality measures implemented, testing and inspections performed, rework items identified, and deliveries received and as-built drawings updated. (See Tab 12 “Forms” Trade Subcontractors Daily Quality Control Report).
- **Vela Systems** - Field Management Software for construction. Vela Systems combines mobile technologies and BIM at the point of construction with reporting for management. Vela Systems field management software uses a combination of technologies including the Internet, tablets, and email-capable phones. Licensed users must have a high-speed Internet connection in the office and are responsible for procuring the necessary hardware required for field staff to use the software. License fees for the use of Vela Systems software are the responsibility of the TJPA. There is no software license fee to the CM/GC or Subcontractors. All Subcontractors are required to use the Vela Systems software, as described in Specification Section 01 31 25. Reporting features include Field Condition Reports, Inspection Requests, Non-conformance Reports and Punch lists.

WEBCOR/OBAYASHI  
CQC Org. Chart  
8/27/12 rev. 6



## 2. RESPONSIBILITIES AND QUALIFICATIONS

- DUTIES, RESPONSIBILITIES, AND  
AUTHORITIES OF CQC TEAM  
MEMBERS
- TRADE SUBCONTRACTOR DUTIES
- CQC MANAGER RESUME
- ALTERNATE CQC MANAGER  
RESUME



## **2. QUALITY CONTROL RESPONSIBILITIES/ QUALIFICATIONS**

### **RESPONSIBILITIES**

Webcor/Obayashi JV will be responsible for implementing this Contractors Quality Control Plan and assuring that Trade Subcontractors prepare and implement trade package specific CQC Plans. Webcor /Obayashi JV CQC Field Specialists will provide day to day oversight of the CQC System to assure Trade Subcontractor work conforms to the requirements of Transbay Transit Center Contract Documents and this Webcor/Obayashi JV CQC Plan.

Webcor/Obayashi JV will direct Trade Subcontractors to execute their CQC plans and maintain compliance with all project requirements as described in the Contract Documents. Contracts with Trade Subcontractors and Sub-tier Subcontractors shall include a requirement to comply with the provisions of this Plan, and to prepare and execute CQC plans appropriate for their scope of work. The Trade Subcontractors, Sub-tier Subcontractors are authorized to manage their own CQC Plans. All subcontractors, field personnel and their assigns that work at the site must conform to the requirements described in this CQC Plan and their trade package specific CQC Plans.

### **MANAGEMENT RESPONSIBILITY**

Webcor/Obayashi JV fully integrates this quality management plan into the organizational structure and performance management systems of the project.

- Maintain and follow a documented Quality System consisting of a Site Specific Quality Manual with policies and procedures.
- Establish and implement project management procedures.
- Maintain Quality System documents and records.

### **PROJECT EXECUTIVE QUALITY RESPONSIBILITIES**

The Project Executive of Webcor/Obayashi JV is the one person in the company ultimately responsible for quality. Regardless of other duties, quality responsibilities of the Project Executive include:

- Empower the Webcor/Obayashi JV Transbay Transit Center CQC Manager to perform the CQC duties described in the contract documents.
- Oversee the projects quality plan and objectives.
- Ensure the availability of necessary resources and information for effective operation of the CQC System.





### WEBCOR/OBAYASHI JV CQC MANAGER DUTIES AND RESPONSIBILITIES

The CQC Manager, or his approved alternate, oversees the overall implementation of the Webcor /Obayashi JV Quality Control Plan. The CQC manager, when performing the duties of the CQC manager, will be independent of the “production organization”. The CQC Manager will:

- During performance of the Work will have complete authority to take any action necessary to ensure conformance with the requirements of the Contract Documents. The Webcor/Obayashi CQC Manager or Alternate CQC Manager will have a physical presence on site when work is in progress. In the event of the CQC Managers absence, the Alternate CQC Manager must be present and will have the same authority as the CQC Manager.
- Review and approve the Trade Subcontractors CQC Plans prior to submittal to the TJPA for acceptance.
- Manage the development and maintenance of the list of Definable Features of Work.
- Attend the Coordination Meeting (Meeting of Mutual Understanding) for each Trade Work Package.
- Provide management with monthly CQC updates.
- Ensure Trade Subcontractor’s application of Three Phases of Control for each Definable Feature of Work. Track status of required control meetings for each DFOV.
- Conduct the Preparatory, Initial and Follow-up phase activity meetings.
- Stop work that does not comply with requirements of the Contract Documents, and direct removal and replacement of any defective work.
- Ensure that all Trade Subcontractor Work performed, on and off the construction site, conforms to requirements of the Contract Documents. Ensure that all materials and equipment comply with the requirements of the Contract Documents. Report any deficiencies and corrective action planned and taken in Vela Systems
- Ensure that all Trade Subcontractors CQC Plans are in conformance with the Webcor /Obayashi JV CQC plan and with the requirements of the Contract Documents.
- Ensure that all Trade Subcontractors certify their submittals for conformance with the requirements of the Contract Documents.
- Ensure W/O staff document review and approval of submittals prior to transmission to the CMO.
- Review and approve Webcor/Obayashi JV Daily Quality Control reports (see Form in Tab 12).



- Prepare and submit Daily Contractor Quality Control reports
- Ensure that all Trade Subcontractors prepare and submit Daily Quality Control reports.
- Maintain copies of all quality control and quality program documents.
- Support and facilitate QMS Audit process.

#### WEBCOR/OBAYASHI JV ALTERNATE CQC MANAGER DUTIES AND RESPONSIBILITIES

The Alternate CQC Manager performs all duties of the CQC Manager when the CQC Manager is not on-site. The Alternate CQC manager, when performing the duties of the CQC Manager, is independent of the “production organization”. The Alternate CQC Manager’s responsibilities are the same as the CQC Managers

#### TRADE SUBCONTRACTORS CQC MANAGER DUTIES/RESPONSIBILITIES:

The Trade Subcontractor CQC Manager reports to the Webcor /Obayashi JV CQC Manager and oversees the trade specific implementation of the quality control program and whose primary responsibility will be to implement the Trade Subcontractor’s quality control plan. The Trade Subcontractor CQC manager will certify that the Trade Subcontractor’s work is in compliance with the Contract Documents and complies with the Webcor/Obayashi Joint Venture Quality Control Plan and all quality control requirements contained in the Contract Documents, including specification section 01 14 00 Quality Control. The Trade Subcontractor CQC Manager will:

- Manage the Trade Subcontractors Quality Control Program on and off site.
- Submit a CQC Plan that meets the requirements of the Webcor/Obayashi CQC Plan, Specification 01 14 00 Quality Control and the TTC Quality Management System Manual
- The Trade Subcontractor CQC Manager or alternate will have a physical presence on site when work is in progress.
- Designate an Alternate Trade Subcontractor CQC Manager to serve in the event of the Trade Subcontractor CQC Managers absence.
- During performance of the Work will have complete authority to take any action necessary to ensure conformance with the requirements of the Contract Documents.
- Submit daily Quality Control Reports to the Webcor/Obayashi JV CQC Manager.
- Submit Preparatory and Initial Phase Checklists, along with Follow-up Phase documentation for each DFOW to the Webcor/Obayashi JV CQC Manager.



- Establish written procedures for Trade Subcontractor document control, submittal management and material procurement.
- Maintain and submit copies of all quality control documentation, certifications, and materials delivery receipts as required in the Contract Documents.
- Attend the Coordination meetings (Meeting of Mutual Understanding).
- Manage the Three Phases of Control process for each DFOW, including attending the Preparatory, Initial and Follow-up phase activity meetings for each of the trade subcontractors DFOW.
- Immediately stop any work, for which they are responsible, that does not comply with requirements of the Contract Documents, and direct removal and replacement of any defective work.
- Conduct quality inspections of Work performed to ensure compliance with requirements of the Contract Documents.
- Ensure that all Work performed, on and off the construction site, and all materials and equipment conform to requirements of the Contract Documents. Report non-conformances and corrective action planned and taken in Vela Systems.
- Remove any person from the Project that consistently fails to perform Work properly.
- Ensure that the Trade Subcontractors submittals conform to the requirements of the Contract Documents.
- Provide verification to the Webcor/Obayashi JV CQC Manager of Trade Subcontractors task completion prior to the work being inspected.
- Provide verification to the Webcor/Obayashi JV CQC Manager of Trade Subcontractors task completion prior to requesting final inspections.
- Facilitate inspections and tests.
- Cooperate with testing agency personnel.
- Provide access to the Work.
- Obtain and handle samples and equipment as defined in section 01 13 00 Submittals. Furnish storage and assistance as requested.
- Trade Subcontractor shall include within their quality assurance plan per Specification Section 01 16 00 1.3 Quality Assurance, procedures for full protection of Work and materials.
- Where required, deliver samples to testing agency.
- Take steps to ensure no portion of the work requiring testing or inspection is covered prior to the acceptance by authorized parties.



- Ensure that no testing or inspection is scheduled until all approvals for the work have been received. This includes welder's certifications, submittals, design/build engineering stamp and certification.
- Maintain as-built drawings per 01 17 20 Project As-Built Drawings.
- Support and facilitate QMS Audit process.

#### QUALIFIED SUBCONTRACTORS AND SUPPLIERS.

- As part of bid package development Webcor/Obayashi JV will prepare trade package specific subcontractor prequalification requirements. These prequalification's are submitted to, and reviewed by the TJPA. The pre-qualification requirements are then included in the project bidding manual.
- Prior to contract award Webcor/Obayashi JV verifies that all trade subcontractors and suppliers meet the project requirements as outlined in the project bidding manual and contract documents.



## QUALIFICATIONS

**BOB GARCIA**

**Quality Manager**

## EDUCATION AND BACKGROUND

As the Contractors Quality Control System Manager, Mr. Garcia has primary responsibility of managing the Contractors Quality Management System. His duties include drafting the project specific CQC plan and ensuring Trade Subcontractor compliance via implementation of specified process controls. He is the day to day interface between project production and quality management to assure the owner that the work conforms to the project requirements. He is responsible for documenting quality compliance and providing senior management with periodic quality reports.

Mr. Garcia graduated with a BA in Biology/Chemistry from San Jose State University in 1975. His 32 years of construction and quality management experience includes developing project specific and company-wide quality management programs for both private and public works construction projects. He has taken additional coursework on management leadership, financial and risk management, and exterior envelope systems.



## RELEVANT QUALITY EXPERIENCE

### **Transbay Transit Center San Francisco, CA**

2010-Present: Manager of CM/GC Quality Control System. Developed and implemented CM/GC Quality Management Program based upon the Federal Transit Administration's 15 Elements of Contractors Quality Control Guidelines, including construction process controls based upon NAVFAC/USAEC Three Phases of Control.

The Transbay Transit Center Project in downtown San Francisco will transform transportation in California and stimulate the economy by building the "Grand Central of the West." As the largest approved public transportation project in the country, the project will replace the current Transbay Terminal at First and Mission streets in San Francisco with a modern regional transit hub connecting eight counties in the Bay Area and the State of California through nine transit systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, MUNI, SamTrans, WestCAT and future High Speed Rail from San Francisco to Los Angeles. Additionally, it will extend Caltrain and California High Speed Rail underground from Caltrain's current terminus at 4th and King streets into the new downtown Transit Center and create a new neighborhood with homes, offices, parks and shops surrounding the new Transit Center.

### **Cleveland Clinic Abu Dhabi Hospital United Arab Emirates**

2010: Sixco/Samsung Joint Venture Document Control Manager- As part of the Quality Management effort, developed a sophisticated document management system which established the protocol for maintaining the conforming construction documents and document distribution system to assure that all project documents were current and only the most recent versions were immediately available to the construction team (Element 4: Document Control of the FTA Quality Control Guidelines). Documents controlled included over 18,000 drawing pages, 18 specification sections and 30,000+ shop drawings and drawing revisions for: structural steel, building curtain wall, mechanical, electrical, plumbing, fire life safety, medical gas systems and other hospital process systems.

Cleveland Clinic Abu Dhabi is a state-of-the-art hospital that brings the most advanced medical services of diagnostic and treatment capabilities in the region. The clinic specializes in innovative technologies in surgery, imaging, telemedicine, and electronic medical record systems that are integrated into five institutes: Gastroenterology, Eye, Heart and Vascular, Neurological, and Respiratory and Critical Care. Total of 2,600,000 sf and 360 beds. \$1.7 billion.



**Turner Construction Co.  
Oakland, CA**

2006-2009: Quality Control Manager for Turner Construction Company's Northern California Business Unit. Served as the manager for the Business Units Construction Defect Task Force and developed Quality Control procedures for the business unit and specific projects. Developed curriculum and conducted business unit quality training programs. Manager responsible for developing the Quality section of the Turner's (Corporate) Superintendent training for their web based "Turner University" (Element 15: Training of the FTA Quality Control Guidelines). Worked as a member of the committee to establish a new corporate quality program.

**Lucille Packard Children's  
Hospital  
Palo Alto, CA**

2009: Developed a Quality Control program for managing the installation of the building exterior envelope (Element 7: Process Control of the FTA Quality Control Guidelines).

**Santa Clara Valley Specialty  
Center  
San Jose, CA**

2004-2006: Senior Project Manager overseeing the implementation of a NAVFAC/UAEC based Quality Control Program for the Santa Clara County Valley Specialty Center Medical Office Building (Element 7: Process Control of the FTA Quality Control Guidelines).

The Santa Clara Valley Specialty Center offers 243,000 sf and 190 exam rooms and facilities serving as an outpatient specialty clinic for ophthalmology, orthopedics, endocrinology, otolaryngology, surgical specialties, oncology/nuclear medicine, pharmacy, laboratory and imaging services. This is an OSHPD project. \$150 million.

**Applied Materials  
Sunnyvale, CA**

1995-1996: Developed and managed a construction clean room, quality construction protocol and final certification for a H6 Class 10 clean room.

This project provided 435,000 sf of renovations including: seismic retrofit, new mechanical central plant, manufacturing clean rooms, tool fit-up, new offices, cafeteria and site upgrades for H-6 occupancy areas. \$80 million.

**Midpeninsula Regional Open  
Space District Offices  
Los Altos, CA**

1994: Construction and Quality Manager providing quality inspection services for the renovation of the District's 9,000 sf. headquarters.





**Windward Construction  
Company  
Sunnyvale, CA**

1979-1995: Managed and supervised a privately held construction company. Duties included development and implementation of the Corporate Quality Management procedures.

**RELEVANT PROJECT EXPERIENCE WHICH INCLUDED IMPLEMENTATION OF  
QUALITY CONTROL REQUIREMENTS**

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**Cypress Semiconductor  
San Jose, CA**

Cypress Semiconductor corporate headquarters consists of a three-story steel frame building with Glass Fiber Reinforced Concrete. The build out comprises of offices, executive suite and boardroom, cafeteria, and an 11,000 sf auditorium that accommodates 1,600 persons. The 5,000 sf cafeteria features a full kitchen that serves up to 1,500 meals per day in addition to providing catering services for the entire campus. Additional building amenities include a hair salon, massage therapy center, and a fitness center that encompasses an aerobic area, free weights area, and shower facilities. \$62 million.

**Guidant Corporation  
Menlo Park, CA**

A medical device manufacturing facility that includes cGMP clean manufacturing, process and gas facilities, administrative offices, shipping, receiving and a cafeteria. 107,000 sf. \$5 million.

**Novellus Systems Inc.  
San Jose, CA**

A semiconductor applications lab and engineering facility, including a robotic wafer delivery system, central plant, co-generation, process gas delivery and waste abatement systems. 82,000 sf. \$65 million.

**Mineta San Jose  
International Airport  
San Jose, CA**

Temporary facilities and installation of 11 CTX9000 baggage screening machines at Terminals A and C for Boeing Corporation, involving SJA airport operations, eleven national airlines and airport security to satisfy the federally mandated baggage screening program for the United States Government Transportation Security Agency (TSA). \$25 million.

**ALZA Corporation Clean  
Zone Improvement  
Vacaville, CA**

cGMP - Upgrades to an operating drug manufacturing facility to comply with European pharmaceutical manufacturing standards. \$15 million.



**Lucille Packard Children's  
Hospital  
Palo Alto, CA**

Lucille Packard Children's Hospital renovation included exterior façade renovation and an addition of 53 beds to surgery, oncology, and pediatric intensive care units. 80,000 sf. \$90 million.

**Stanford Graduate School of  
Business  
Stanford, CA**

A 360,000 sf new business school campus comprised of eight buildings around three quadrangles. The campus includes a 600-seat lecture hall, dining facilities, faculty and staff offices, a parking structure for 900 vehicles, and dedicated space for career management and executive education programs. Also included are collaborative hands-on learning and virtual communication classrooms, linking students from Stanford to other schools around the world. \$300 million.

**Mills Peninsula Hospital  
Burlingame, CA**

Mills Peninsula Hospital and Office Building Replacement was a 5-story above and one-story below grade general acute hospital project. Renovations included an addition of 241 beds, base isolation seismic safety, technology-ready facilities with medical/surgical patient care rooms equipped to accommodate higher acuity telemetry monitoring, emergency department, and a Helipad. \$618 million.

**Midpeninsula Regional  
Open Space District Offices  
Los Altos, CA**

Program Management for regional Ranger Facilities. Defined the facilities requirements and assisted in architect selection for two new ranger field offices and maintenance facilities. \$30,000.

## CERTIFICATIONS AND PROFESSIONAL MEMBERSHIPS

US Navy/Army Corps of Engineers Quality/NAVFAC Certified

OSHA 30 Hour Safety Program

ASHE Health Care Certified

LEAN/Last Planner Instructor



## QUALIFICATIONS

**KURT RICCI**

**Quality Alternate**

## EDUCATION AND BACKGROUND

As the Contractor's Alternate Quality Manager when the W/O JV Quality Manager is not on site, Mr. Ricci will have the primary responsibility of managing the Contractors Quality Management System. His duties include ensuring Trade Subcontractor compliance via implementation of specified process controls and acting as the day to day interface between project production and quality management to assure the owner that the work conforms to the project requirements. He is responsible for documenting quality compliance and providing senior management with periodic quality reports.

Mr. Ricci graduated with a BS in Civil Engineering from the United States Military Academy, West Point, New York in 1988. Mr. Ricci also earned a Masters of Science degree in Civil Engineering from the University of California at Berkeley in 1994. His 23 years of construction management and quality management experience includes implementing project-specific quality management programs for a variety of construction projects.



## RELEVANT QUALITY EXPERIENCE

### **Transbay Transit Center San Francisco, CA**

2009-Present: Project Director responsible for all aspects of construction of the Transbay Transit Center, including client relations, costs, schedule, quality, and project staff management.

The Transbay Transit Center Project in downtown San Francisco will transform transportation in California and stimulate the economy by building the “Grand Central of the West.” As the largest approved public transportation project in the country, the project will replace the current Transbay Terminal at First and Mission streets in San Francisco with a modern regional transit hub connecting eight counties in the Bay Area and the State of California through nine transit systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, MUNI, SamTrans, WestCAT and future High Speed Rail from San Francisco to Los Angeles. Additionally, it will extend Caltrain and California High Speed Rail underground from Caltrain’s current terminus at 4th and King streets into the new downtown Transit Center and create a new neighborhood with homes, offices, parks and shops surrounding the new Transit Center.

### **Millennium Tower (301 Mission) San Francisco, CA**

2005-2009: Project Director responsible for all aspects of construction and management of the Millennium Tower at 301 Mission Street in San Francisco. Mr. Ricci’s responsibilities involved client relations, project staff management, subcontractor management, cost control, schedule control, and quality control.

This condominium/mixed-use project measures 60 stories, making it the largest concrete tower west of the Mississippi River. The project also included the construction of a 12-story mid-rise amenity/condominium building connected by a three-level atrium/podium constructed over a five-level below-grade parking garage and one below-grade back-of-house level. This project earned a multitude of awards including the 2009 Structural Engineering Project of the Year from Region Nine of the American Society of Civil Engineers, the 2008 Outstanding Structural Engineering Project from the San Francisco Section of the American Society of Civil Engineers, the 2009 Top Honor in the April 2009 edition of Metal Architecture Magazine, the 2008 Construction Category Award from the Northern California chapter of the American Concrete Institute, and the 2008 Concrete Industry Board Award of Merit in the Out of Area category from the Roger H. Corbetta Awards Program.



**Mission Place / The Beacon  
San Francisco, CA**

2001-2004: Project Manager responsible for all aspects of the Design-Build Mechanical, Electrical, Plumbing, and Fire Protection systems. Responsible for all aspects of the Elevators and Pool/Spa/Sauna systems. Responsible for the commissioning of the systems described above, as well as coordinating and implementing multi-phase Temporary Certificate of Occupancy inspections and signoffs. Coordination entities include various City of San Francisco inspection agencies, including the Department of Building Inspection, Department of Public Works, and the San Francisco Fire Department.

Located across from AT&T Park at the busy intersection of 3rd and Mission Streets next to the Caltrain terminus, this mixed-used residential tower complex bisected by a pedestrian plaza consists of eight poured-in-place structural concrete buildings of varying heights totaling 750,000 square feet with 595 residential units, a spa, and a health facility and 125,000 square feet of retail/commercial space with three restaurants, a Safeway grocery store, and a Borders Bookstore, replaced since by a bowling alley. The parking garage holds 993 spaces in 440,000 square feet. The façade's exterior skin system consists of three-quarter plaster and lath over 40-pound building paper and DensGlas Gold exterior sheathing on an engineered exterior stud framing system.

**Mission Towers  
(Phases 1 and 2)  
Santa Clara, CA**

2000-2001: Project Manager responsible for all aspects of construction, including Design-Build Mechanical, Electrical, Plumbing, and Fire Protection (MEPS) systems; plus commissioning of the MEPS systems. Also managed the self-performed concrete formwork and placement. Responsibilities also included managing all subcontractors, costs, and quality.

1998-2000: Project Engineer responsible for all document control, Requests for Information, Submittal review and processing, structural concrete layout, on-site precast fabrication of architecturally-finished concrete panels, and labor production tracking and control.

Located just off of Highway 101, at the Great America Parkway exit, the Mission Towers project is a two-phase project, consisting of two 12-story structural steel framed office buildings totaling approximately 600,000 square feet and a 4-story concrete parking structure, totaling approximately 600,000 square feet. The office buildings have a curtain wall glass exterior and the parking structure has a precast, architecturally-finished concrete system, cast on-site.



Mr. Ricci worked for Treadwell & Rollo as a geotechnical engineer prior to working for Webcor Builders. Below is Mr. Ricci's experience during that time:

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Mr. Ricci provided geotechnical investigation, design, consultation, and construction observation services for a variety of projects including commercial and residential buildings, and investigations for seismic upgrades and the repair of earthquake-damaged buildings. He was involved in geotechnical studies for projects including high-technology manufacturing facilities, high-rise office buildings, commercial and residential developments on a variety of soil conditions. Mr. Ricci also provided geotechnical input for Environmental Impact Report preparation, performed Phase I Environmental Site Assessments, and managed Phase II Site Characterization investigations.

Representative projects in which Mr. Ricci was involved include:

**Pacific Bell Park, San Francisco:** Managed the geotechnical investigation for the new San Francisco Giants stadium, Pacific Bell Park to be constructed on land reclaimed in the late 1800s and early 1900s. Directly involved in the development of conclusions and recommendations regarding: soil and groundwater conditions at the site, site seismicity and seismic hazards (including liquefaction), criteria for pile foundation design, soil densification, design criteria for below-grade walls and temporary shoring, site grading and excavation, and dewatering. Also assisted in developing seismic response spectra for three levels of earthquake shaking: 50 percent in 50 years, 10 percent in 50 years, and 10 percent in 100 years, and provided geotechnical input for the Environmental Impact Report. Mr. Ricci was also responsible for responding to the Structural Advisory Committee of the San Francisco Department of Building Inspection review comments and issues. Mr. Ricci managed the geotechnical aspects of the foundation installation (approximately 2,100 concrete piles), stone column installation, and deep compaction grouting.

**Sun Microsystems World Wide Operations Manufacturing Facility - Phase I, Newark:** Managed the geotechnical investigation for Phase I of Sun Microsystems World Wide Operations Manufacturing Facility. The scope of work consisted of conducting the field investigation, performing laboratory tests, and developing recommendations to facilitate construction of two manufacturing buildings and an office building at a site underlain by up to 10 feet of potentially liquefiable soil. Recommendations included precast, pre-stressed, concrete piles, soil-cement columns, and compaction grouting. Mr. Ricci managed the geotechnical aspects of the construction observation and testing during the installation of the Phase I buildings' foundation systems and the earthwork associated with Phase I site improvements.

**Beale Street Tower, San Francisco:** Managed the geotechnical investigation to provide foundation, shoring, and excavation recommendations for a 13- to 25-story residential tower complex over a two-story underground parking garage. The proposed project consists of excavating up to 28 feet in sandstone



and shale of the Franciscan Complex adjacent to the western anchorage of the San Francisco-Oakland Bay Bridge. Recommendations included soldier pile and lagging shoring or the use of rock bolts with gunite or wire mesh.

**Oakmead West, Sunnyvale:** Managed the geotechnical investigation to provide geotechnical design parameters for the development of a seven building office park covering approximately 20 acres. Mr. Ricci managed the geotechnical aspects of the construction observation and testing during the installation of the office buildings' foundation systems and associated site improvements.

**Pillar Point Harbor, El Granada:** Managed the geotechnical investigation for the proposed deepening of the Pillar Point Harbor along the San Mateo County coastline. The scope of work included evaluating the subsurface conditions within a proposed 200-foot-wide by 1400-foot-long channel and regarding dredgeability, liquefaction potential, seismic hazards, and stability with regard to final slopes.

**San Jose Gateway III:** Managed the geotechnical investigation for a six-story, pile-supported office building and associated three-story parking garage adjacent to the San Jose Airport. Managed the geotechnical aspects of the construction observation and testing which included consultation and evaluation during indicator pile driving, driving 105, 12-inch-square, precast, prestressed piles, installation of shallow foundation systems for six-story, pile-supported office building and a 3-level parking garage, and various site improvements.

**South Beach Parking Structure and Maritime Building, San Francisco:** Managed the Environmental Site Assessment for the San Francisco Redevelopment Agency, in accordance with Article 20 of the San Francisco Public Works Code, for a proposed parking structure and maritime building adjacent to the proposed Pacific Bell Park. Also managed the environmental Phase II investigation to characterize the soil to be excavated during construction of a proposed, partially below-grade, parking structure.

**Seventh and Mission, San Francisco:** Managed the Phase I Environmental Site Characterization investigation for the San Francisco Redevelopment Agency for a proposed multi-story office building with underground parking at an approximately 175,000 square foot site. Tasks included assessing the quality of the soil and groundwater underlying the site and presenting conclusions regarding various disposal alternatives.

**USF Jesuit Housing, San Francisco:** Managed the geotechnical investigation to provide foundation recommendations for a three-story housing complex over a one-story parking garage located on a hillside at the USF Lone Mountain Campus. Mr. Ricci managed and conducted all aspects of the field investigation, design analysis, development of the conclusions and recommendations regarding: soil and groundwater conditions at the site; site seismicity and seismic hazards, appropriate foundation type(s); design criteria for the recommended foundation type(s); Uniform Building Code site characteristic factor "S"; design criteria for below-grade walls and temporary shoring; site grading and excavation, including criteria for fill quality and compaction.





**Holiday Inn Express, Belmont:** Managed the geotechnical investigation to provide design conclusions and recommendations for a three-story hotel over one story of partially below-grade parking. Plans include cuts of up to ten feet into the native soil and bedrock. Mr. Ricci managed and conducted all aspects of the field investigation, design analysis, development of the conclusions and recommendations regarding: soil and groundwater conditions at the site; site seismicity and seismic hazards, appropriate foundation type(s); design criteria for the recommended foundation type(s); Uniform Building Code site characteristic factor “S”; design criteria for below-grade walls, temporary slopes, and temporary shoring; site grading and excavation, including criteria for fill quality and compaction.

**Holy Family Day Home, San Francisco:** Managed the geotechnical investigation for construction of the new home for the oldest day care facility in San Francisco.

**The Beach Chalet Brewing Company, San Francisco:** Managed the geotechnical investigation to provide conclusions and recommendations for the construction of a restaurant and brewing facility on the second floor of the historic Beach Chalet building near Ocean Beach. Mr. Ricci managed and conducted all aspects of the field investigation, design analysis, development of the conclusions and recommendations regarding: soil and groundwater conditions at the site; allowable bearing capacity for the existing soil and foundation conditions; design criteria and estimated settlement for new foundations to support the restaurant and brewing facility; and analyzing settlement behavior between new and existing foundations.

**St. Paul's Episcopal Church and School, Oakland:** Managed the geotechnical investigation to provide foundation recommendations and groundwater mitigation solutions for a seismic upgrade for an unreinforced masonry church and parish building, and foundation recommendations for a new classroom building and gymnasium.

**Pebble Beach Golf Links, Pebble Beach:** Assisted in the geotechnical investigation to provide solutions to wave and drainage-induced erosion, and landsliding along the coastal bluffs of the renowned Pebble Beach Golf Links. Mr. Ricci managed the field investigation which included drilling and soil sampling, piezometer installation, permeability tests, slope stability analyses, and conducting a review of and summarizing all previous geotechnical work performed at the golf course.

**The Gap Corporate Campus - Phase I, San Bruno:** Managed the geotechnical services during construction of 175,000 gross square feet of office buildings and associated above- and below-grade parking. Construction aspects consisted of 75 concrete, cast-in-place drilled piers, shallow foundation system installation, soil nail walls retaining cuts up to 25 feet in the native soil, slope construction, cut/fill operations, and utility trench backfill.

**1701 Divisadero Street, San Francisco:** Field Engineer during the construction of a five-story medical building with a four-story, below grade, parking garage on a site bounded by two city streets and two multi-story structures. Construction aspects consisted of soldier beam and tieback installation, dewatering program, earthwork, and tiedown installation for a 40 foot deep excavation in sand.



#### CERTIFICATIONS AND PROFESSIONAL MEMBERSHIPS

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US Navy/Army Corps of Engineers Quality/NAVFAC Certified

Licensed Civil Engineer, State of California

Red Cross First Aid and CPR Trained

3. WEBCOR/ OBAYASHI JV CQC MANAGER  
APPOINTMENT LETTER, ALTERNATE CQC  
MANAGER APPOINTMENT LETTER



### **3 . QUALITY CONTROL MANAGER APPOINTMENT LETTER**

**To:** Bob Garcia  
Quality Control Manager

**From:** Jes Pederson  
Executive Vice President Webcor/Obayashi Joint Venture

**Date:** January 4, 2011

**Subject:** Appointment of Quality Control Manager for Transbay Project

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Please be advised that you are hereby appointed as Quality Control Manager for the Transbay Transit Center Project. Your responsibilities include managing and implementing the Webcor/Obayashi Joint Venture Project Quality Control Plan.

You are assigned the following responsibilities:

- Implementing provisions of the Webcor/Obayashi JV Quality Control Plan as it pertains to the contract Documents.
- Assuring that the Quality Control Plan is established and implemented by persons doing work that impacts quality.
- Assuring that the Quality Control Plan is maintained.
- Acting as Webcor/Obayashi JV liaison with parties outside of the company on matters relating to quality.
- Reporting to Senior Management on the performance of the Quality Control Plan, including needed improvements.
- Review of the quality control documents.
- Review of quality control records.
- Review of quality related contract submittals.
- Review of project inspection and quality control activities.
- Review of subcontractors quality control programs.
- Reporting to the TJPA representative on matters pertaining to quality.
- Reviewing and distributing subcontract quality control reports.

I grant you authority for carrying out the above responsibilities including:

- Stopping Work when continuing work may adversely affect quality or cover up a defect.
- To direct the removal and replacement of a nonconforming work or material by any subcontractor or supplier.

Executive Vice President signature and date:

**ALTERNATE QUALITY CONTROL MANAGER APPOINTMENT LETTER**

**To:** Kurt Ricci  
Alternate Quality Control Manager

**From:** Jes Peterson  
Executive President Webcor/Obayashi Joint Venture

**Date:** March 24, 2012

**Subject:** Appointment of Alternate Quality Control Manager for Transbay Project

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Please be advised that you are hereby appointed as Alternate Quality Control Manager for the Transbay Transit Center Project. Your responsibilities include managing and implementing the Webcor/Obayashi Joint Venture Project Quality Control Plan.

You are assigned the following responsibilities:

- Implementing provisions of the Webcor/Obayashi JV Quality Control Plan as it pertains to the contract Documents.
- Assuring that the Quality Control Plan is established and implemented by persons doing work that impacts quality.
- Assuring that the Quality Control Plan is maintained.
- Acting as Webcor/Obayashi JV liaison with parties outside of the company on matters relating to quality.
- Reporting to Senior Management on the performance of the Quality Control Plan, including needed improvements.
- Review of the quality control documents.
- Review of quality control records.
- Review of quality related contract submittals.
- Review of project inspection and quality control activities.
- Review of subcontractors quality control programs.
- Reporting to the TJPA representative on matters pertaining to quality.
- Reviewing and distributing subcontract quality control reports.

I grant you authority for carrying out the above responsibilities including:

- Stopping Work when continuing work may adversely affect quality or cover up a defect.
- To direct the removal and replacement of nonconforming work or material by any subcontractor or supplier.

Jes Peterson  
Executive President Webcor/Obayashi Joint Venture

Signature and date:

A handwritten signature of Jes Peterson and the date 8/7/12, written over a horizontal line.

## 4. SUBMITTAL MANAGEMENT AND DOCUMENT CONTROL



## **4. SUBMITTAL MANAGEMENT AND DOCUMENT CONTROL**

### **SUBMITTAL MANAGEMENT**

The Submittal process is designed to assure that all material, assemblies, equipment and shop drawings meet the Transbay Transit Center project requirements and are approved by the TJPA prior to procurement and installation. The Submittal process is the means by which the Trade Subcontractors control product purchasing. This submittal schedule will be developed incrementally and additional submittals will be added as trade packages are awarded and subcontractors are brought on board. Trade subcontractors will submit their submittal schedules for approval, as required in the Division 00, 01 and technical specifications, prior to the start of work.

### **DOCUMENT CONTROL**

Webcor/Obayashi's Document Control process is the means by which information specific in the Contract Documents to be in Webcor/Obayashi's and the Trade Subcontractors control are logged, filed, and updated to assure that all relevant information meets the project requirements.

### **SUBMITTAL MANAGEMENT AND DOCUMENT CONTROL PROCEDURES**

The Webcor/Obayashi JV Document Control and Submittal management procedures are part of Webcor/Obayashi's Transbay Transit Center Policy and Procedures Guide. The relevant sections of that guide addressing submittal management and document control are listed below and are included in this section of the Webcor/Obayashi JV CQC Manual.

- |                                 |   |
|---------------------------------|---|
| 1. Submittals                   | 8. Master project document log          |
| 2. Document control             | 9. Updating drawings and specifications |
| 3. File naming conventions      | 10. Document set manager                |
| 4. Filing archive               | 11. CQC file structure                  |
| 5. Transmittals                 | 12. Quality Program Records             |
| 6. Document distribution matrix |   |
| 7. Design documents             |   |



# Submittals

November 18, 2011

## Purpose

To obtain approval from the Architect/Engineer/Consultant for all materials, assemblies, equipment and shop drawing submittals required by the contract documents.

## Policy

To install materials, assemblies and equipment only after approval is obtained from the appropriate reviewing Architect/Engineer/Consultant responsible for the particular scope of work.

## Procedure

- Webcor/Obayashi and TIPA process submittals using two different types of project management software. Webcor/Obayashi uses CMiC and TIPA uses ConstructWare.
- In CMiC submittal packages contain submittals and all of the history of the submittal is tracked at the submittal level. The submittal package is simply the nest of the submittals that are attached to it.
- Submittals are transmitted to TIPA from Webcor/Obayashi via CMiC and ConstructWare.
  - The naming format of the PDF submittal is crucial for the transmission to be successful.
- Submittal Actions Status:

ACTION	STATUS
Received	Open
Sent	Submitted
Returned	No Exceptions Taken, Make Corrections Noted, Revise and Resubmit, or Rejected
Forwarded	Same as Returned Status

## Receive Submittal from Subcontractor – 0-5 days

Was it received on time? If not, have the department head notify the subcontractor that it was late. Is the submittal complete? If not, return the submittal to the subcontractor, transmittal shall include notification that the submittal is incomplete, give a date that the re-submittal is required, and notify them of their potential risk in missing the submittal date.

Once reviewed using the submittal process checklist and deemed complete, stamp, (All pages of shop drawings; front page only for product data), distribute to PM, QC and Supt. to review for compliance, and transmit to ownership.

# Submittals

November 18, 2011

## Design Team Review – 12 days

Design team will review the submittal. Each layer of review (Architect and Consultants) will stamp **ALL** pages and return to Webcor/Obayashi's document control manger.

## Returned Submittal – 5days

### Reviewed by Document Manager – Notify Author

Document Control will receive e-mail notification that the submittal has been reviewed in ConstructWare. Document Control will forward the e-mail notification along with all attachments to Author.

### PM Triage – Notification Sent to Subcontractors

#### Revise & Re-Submit or Rejected

Return R&R or Rejected submittal to author subcontractor. PM will include in the transmittal a due date for re-submittal (5 days). Director will make a case-by-case determination on whether to send a preliminary submittal to other subcontractors for coordination.

#### No Exceptions Taken & Make Corrections Noted

Email author subcontractor and all affected trade subcontractors the approved submittal. PM will include transmittal with the action required.

### Is there a Cost / Schedule Impact or Scope Change?

Subcontractors have 5 days from the returned date to respond with a cost or schedule impact.

### Written Notification to Owner, draft RFI to Capture Cost

Shop drawings, product data, and samples "are not contract documents" per our contract language. Therefore, any change in scope due to a submittal must be captured via RFI. Director should also send written notification to ownership of any scope change incurred from a returned Submittal.

## Storing Approved Submittals

Author of submittal will file all documents and correspondence within the storage folder and post the documents electronically.

- Put approved electronic copy of submittal in the designated folder.

## SUBMITTAL PROCESS CHECKLIST

Submittal Package No.: \_\_\_\_\_ Date Received: \_\_\_\_\_

Submittal Name: \_\_\_\_\_

☐ Review each submittal to:

- ☐ Verify that the submittal's contents match the accompanying transmittal. Did we receive everything listed on the transmittal?
- ☐ Verify that the submittal's contents are complete per the submittal register. Important: submittal packages need to be complete and should include all information necessary for review. Partial submittals are to be rejected by W/O (if we don't the TIPA will).
- ☐ Verify that the contents of the submittal are in conformance with the technical specifications and other appropriate contract documents.
- ☐ Is the Submittal a Substitution?
  - ☐ No- Continue Processing Submittal
  - ☐ Yes -Reject submittals that are substitution requests- There is a separate process for substitutions.
- ☐ Verify that the trade subcontractor has checked and coordinated all dimensions, materials, field measurements, with the requirements of the Work and the Contract Documents.
- ☐ Verify that the submittal complies with the requirements of reference specifications –SFDPW, PG&E etc.
- ☐ Confirm that all professional certifications (stamp) w/license number and expiration date are provided and signed if required.
- ☐ Note any variations from the Contract requirements (if there are create an issue in CMiC)
- ☐ Address all questions raised or noted in the submittals; requests to verify dimensions, etc. If there are questions with the submittal:
  - ☐ Can the questions be answered by W/O?
  - ☐ Does an RFI need to be submitted?
  - ☐ Does an issue need to be created in CMiC?
  - ☐ Identify who is responsible for answering the question
- ☐ Identify all affected and adjacent trades that can be potentially impacted by submittal. Develop an action plan to coordinate submittal information with ALL affected and adjacent trades.
- ☐ If the submittal is complete, stamp the first page of each item. If it is shop drawings, all sheets must be stamped.

Trade Scope Superintendent: \_\_\_\_\_

Date: \_\_\_\_\_

Trade Scope PM: \_\_\_\_\_

Date: \_\_\_\_\_

CQC Manager: \_\_\_\_\_

Date: \_\_\_\_\_

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# Document Control

January 13, 2011

## Purpose

The purpose of this outline is to provide guidelines for establishing the appropriate document control system for the management of the Transbay Transit Center project.

## Policy

All Controlled documents will go through Document Control to be logged and tracked.

## Procedures

**What is a controlled document?** A controlled document shall be defined for this project as any contract document or correspondence which includes i) contract requirements, or ii) scope definition or requirements, including distribution of all Contract Documents (e.g. addendum, bulletins, work orders, etc.) either to/from TJPA or Trade Subcontractor. Controlled documents received should be date stamped, logged, saved electronically (in some cases hard copies filed), distributed internally, monitoring response/process time (also referred to as work flow), distribute externally, and track the distribution list.

The following is a list of **controlled document** examples:

- Project Document Distribution – Internal/External
  - o Design Documents
  - o Construction Document
  - o Sketches
  - o Reference Documents
- Submittals, including all LEED submittal requirements and substitutions.
- Design Review Questions (DRQs) - Preconstruction
- Request for Information (RFIs) - Construction
- Daily Reports
- Safety Memos – Logged and tracked
- Schedules and schedule reports
- Permit Inspections
- Payment Applications
- Cash Flow Projections
- Monthly Progress Reports
- Permits
- Original Documents - Custodianship of all original documents in a Master File until they can be boxed and transferred for long term storage.
- Formal Correspondence; including all formal incoming/outgoing correspondence
- Contract Notification Correspondence; delay notification, etc.

Authored by: J. Filipas

Original Document

Page 1 of 2

COMPANY CONFIDENTIAL – Not to be copied, forwarded or distributed to unauthorized personnel.

# Document Control

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January 13, 2011

- Contract Modifications
- Virtual Building/Models
- Meeting Minutes
- Transmittals
- Requests for Qualification (RFQ)
- Invitation for Bid (IFB)
- Subcontracts & Change Orders
- Long Form/Short Form Purchase Orders (PO)
- SBE/DBE
- Closeout documents
- Reimbursements

**Uncontrolled Documents:** The following are some examples of uncontrolled documents:

- Email correspondence
- Field Tags – Collected and tracked by Cost Control
- Purchase Order – Managed by Procurement/Cost Control

# File Naming Conventions

November 4, 2010

## Naming Convention

Below is the designator and associated description to be used on correspondence for the Transbay Project.-Project examples are:

1. RFI
  - a. Utilities
    - i. RFI U -XXXX – Description
  - b. Transit Center Building
    - i. RFI T-XXXX – Description
  - c. Bus Ramps
    - i. RFI B-XXXX – Description

Ex. RFI U-0083 – Joint Trench Conflict on Minna at St. 5+5

2. Submittal
  - a. Utilities
    - i. **U**uniformal-masterformat-subcontract##
      1. Ex. UA0000-000000A01 – Description
  - b. Transit Center Building
    - i. **T**uniformal-masterformat-subcontract##
      1. TA0000-000000A01 – Description
  - c. Bus Ramps
    - i. **B**uniformal-masterformat-subcontract##
      1. BA0000-000000A01 – Description

Ex. UG3020-333100A01 – Sewer Piping Material

3. Email
  - a. Subject: Subject Description, same description to be used in transmittal, CMiC, etc
    - i. If communication pertains to a Trade Group – Subject should include TG##.# and Name

Ex. Change Request T-003 – Shoring Wall Changes [30100.03]

Ex. Transbay Transit Center - TG05.4 – Reimbursable Expense Approval [30100.01]

4. Dated Materials – meetings, correspondence, reports, project documents, etc...
  - a. YYYY-MM-DD-Description

Ex. 2011-05-28 – TG03 Reimbursable Expense Approval

# File Naming Conventions

November 4, 2010

## Contracts (CMiC) –

- b. Number = Contract #
- c. Title = Subcontractor Name EXECUTED Contract # Date

Ex. 301000405

Ex. Trinet Construction Inc. EXECUTED 301000405 2010-10-22

## 5. Change Orders (CMiC) -

- a. Number = Contract # - ###
- b. Title = Subcontractor Name EXECUTED SCO# Date

Ex. 301000405-001

Ex. Trinet Construction EXECUTED SCO#001 2010-10-05





# Filing Archive

January 7, 2011

## Purpose

To define which documents need to be saved, where they need to be saved and who is responsible for ensuring they are properly saved.

## Policy

All documents relative to the project should be saved electronically. In some cases, hard copies of these documents will also be saved.

## Procedure

Do not save project related files on your individual computer.

- There is no back-up for these files. Computers can be stolen or crash in which case all information on that computer is lost.
- If someone else needs to access the most updated document, they cannot do so.
- If you have to work off-line, make a copy of your file from the server, do your update and then copy it back to the server once you have access.

Hardcopies –

A central document control location is established in the office. This location will be the storage for all documents that require hard copy. The following Hard Copy documents shall be filed:

- Prime Contract
- Prime Contract Change Orders (Contract Change Orders (CCO))
- Contract Amendments
- Executed Subcontracts
- Executed Subcontract Change Orders
- Permits

Electronic Copies

ALL Documents involved with the project will be stored electronically.

## File Folder Structure

All electronic documents must be filed electronically

Authored by: J. Filipas

Original Document

Page 1 of 4

COMPANY CONFIDENTIAL – Not to be copied, forwarded or distributed to unauthorized personnel.



# Filing Archive

January 7, 2011

There are eight (8) folders in the first level of documents on the Transbay. No changes to this level of folders are allowed unless specifically discussed with a Project Director. No individual files should be stored at this level.

**At the level Transbay\TJPA – OWNER\***folder name* there are currently 26 folders. Some have folder stored in these folders.

No changes can be made to the folder structure at this level unless discussed with a Senior Project Manager. No individual files should be stored at this level. Where applicable, folder names at this level will include, in parenthesis, the party responsible for maintenance of the file structure.

All folders will have names that accurately describe the comments. No folder will be named “miscellaneous documents” or any similar non-descriptive name.

## Standard File Naming Conventions

**ALL** electronic document files and folders stored shall have titles consistent with the naming conventions defined in the File Naming Convention policy and procedure.

## Responsible Party

The responsible party for each document is indicated in the matrix below. If the document is a paper copy, the responsible party shall hand the task of physically filing the document to the document control team. If a document is to be filed electronically, the responsible party shall see that it is filed correctly.



# Filing Archive

January 7, 2011

## Document Matrix

DOCUMENT TYPE	HARD COPY?	SOFT COPY?	Responsible Party	Where Stored
<b>OWNER</b>				
Prime Contract	Yes	Yes	Senior PA	Hard copy: Central File Location Soft copy: Contract
Prime Contract Change Orders	Yes	Yes	Senior PA	Hard copy: Central File Location Soft copy: Contract Amendments
Prime Contract Notices to Proceed	No	Yes	Senior PA	Hard copy: NA Soft copy: Contract NTPs
Owner Billing	No	Yes	Project Accountant	Hard Copy: NA Soft Copy: Progress Billings
<b>SUBCONTRACT</b>				
Subcontract	Yes*	Yes	PA	Hard Copy: Central File Location Soft Copy: Contract & SCCO's
Subcontract Change Order	Yes*	Yes	PA	Hard Copy: Central File Location – Subcontractor file Soft Copy : Contract & SCCO's
Subcontractor Insurance Cert	Yes*	Yes	Project Accountant	Hard Copy: Central File Location – Subcontractor File Soft Copy: Insurance Certificates
Subcontractor Progress Billing	No	Yes	Project Accountant	Hard Copy: NA Soft Copy: Progress Billings
Subcontractor Pricing	No**	Yes	APM	Hard Copy: NA Soft Copy: CMiC attached to issue code
Subcontractor direction to proceed	No**	Yes	APM	Hard Copy: NA Soft Copy: CMiC attached to issue code
Subcontractor Field Work Tag	No**	Yes	APM	Hard Copy: NA Soft Copy: CMiC attached to issue code
Subcontractor Formal Corres. (to)	No	Yes	PA	Hard Copy: Central File Location – Subcontractor File Soft Copy: <i>trade number &amp; name\Subcontractor\</i> 3. Correspondence
Subcontractor Formal Corres. (from)	No	Yes	PA	Hard Copy: Central File Location – Subcontractor File Soft Copy: Correspondence
Long Form P.O.	See SC	See SC	See SC	Long Form P.O.'s will be filed in the same manner as subcontracts.
Subcontract Pre-lien info.	Yes	Yes	Project Accountant	Hard Copy: Central File Location – Subcontractor File Soft Copy: Preliminary Notices

Authored by: J. Filipas

Original Document

Page 3 of 4

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# Filing Archive

January 7, 2011

DOCUMENT TYPE	HARD COPY?	SOFT COPY?	Responsible Party	Where Stored
<b>CONSTRUCTION</b>				
RFI	No	Yes	Project Engineer	Hard Copy: Binder located at the foreman's plan table Soft Copy: CMiC
Submittals – Product Data	No	Yes	Project Engineer	Hard Copy: NA Soft Copy: APPROVAL SHEET MUST BE SCANNED IN COLOR. CMiC
Submittals – shop drawings	No	Yes	Project Engineer	Hard Copy: Central File Location Soft Copy: APPROVAL SHEET MUST BE SCANNED IN COLOR. Copy of approval to CMiC
Submittals – samples	Yes	Yes ++	Project Engineer	Hard Copy: Central Sample Location Soft Copy: APPROVAL SHEET MUST BE SCANNED IN COLOR. Copy of approval to CMiC
Daily Reports W/O	No	Yes	Supt.	Hard Copy: NA Soft Copy: CMiC / Constructware
Daily Reports Subcontractors	No	Yes	Project Engineer	Hard Copy: Central File Location Soft Copy: Daily Reports\subcontractor
CQC Daily Reports	No	Yes	CQC Manager	Soft Copy: CMiC/Constructware
TPoC Meeting Minutes	No	Yes	CQC Manager	Soft Copy: CMiC
Non Conformance	No	Yes	CQC Manager	Soft Copy: CMiC
Progress Photos	No	Yes	Assistant Supt	Hard Copy: NA Soft Copy: Daily Progress Photos
Drawing Issuances	Yes	Yes	Document Control	Hard Copy: Central File Location Soft Copy: Documents
Meeting Minutes	No	Yes	Minutes Author	Hard Copy: NA Soft Copy: CMiC

# Transmittals

November 29, 2010

## Purpose

---

To ensure contract documents leaving this office have a record.

## Policy

---

Use and receipt of Transmittals is governed by the information herein.

All contract document exchange with Ownership, Design Team, Subcontractor community and Agencies with Jurisdiction/Authority on the project requires a CMiC transmittal. All transmittals are created in CMiC with the reference documents listed and uploaded as attachments in CMiC. All transmittals with incoming documents are date stamped, scanned and uploaded with the documents to the pertinent folder and CMiC.

Below is a listing of all contract documents that require a transmittal to capture the exchange/submission:

- Billing
- Submittals
- Design Review reports
- Schedules & Reports
- Cost Estimates
- Drawings
- Close-out documents
- Attic Stock

## Procedure

---

Transmittal tracking numbers are auto populated in CMiC.

**Subject (RE):** The subject should be the same description used on other documents (ex. PCI's, Letters, e-mail, etc.) Subject should be descriptive and should include appropriate sub-job, TG Package # and description.

**Remarks:** Include in the remarks form the first sentence should read

RE: Transbay Transit Center [Preconstruction/TCB/Utilities/Bus Ramps select one] – 30100.[##]

# Transmittals

November 29, 2010

## CMiC

---

Generating a Transmittal in CMiC requires completion of the following input:

- From, To and CC individuals.
- Re: is the same as subject
- Via
- Due date(if applicable)
- Actions as appropriate
- Remarks (Do not list transmittal items in this section)
- Individual Transmittal Item listing including quantity, date, reference, description, comment and status stamp and initial all incoming document cover pages.

## Linking Documents to CMiC

---

All documents being transmitted should be uploaded to CMiC under the appropriate folder under “documents”.

If there is not a specific folder the type of document being transmitted, include it in “Webcor Other Attachments”.

Reference Naming Convention P&P for naming of linked documents.

## Sending Documents to Ownership

---

All documents will be sent via ConstructWare by the Document Control team.

# 4.2 Distribution Matrices

December 1, 2011

## Purpose

To establish guidelines for who receives what documents and in what form.

## Policy

All documents received by Document Control will be distributed according to the matrices.

## Procedure

Distribution Matrices have been established for:

1. Internal & Drawing Distribution
2. External Distribution

Issues Log

Date	Revision
2/14/11	0
4/15/11	1
8/31/11	2
12/1/11	3
6/20/12	4
7/16/12	5



Key  H = Half Size F = Full Size empty = Electronic		Trade Specific Correspondence							
		Transit Center Bldg 30100.01				Utility Relocation - 30100.03	Bus Ramps - 30100.05		
								TG03	TG05
		Drawings							
		Specifications							
Group	Name								
	Hidetake Taniguchi						H		
	Richard Gangitano								
	Todd Mercer								
	Kurt Ricci	H		H					
CONTROLS	Ted Williams								
DOCUMENT CTRL	Avaline Feliciano	F	F	F	F	F	F		
QUALITY CTRL	Robert Garcia								
	Lynn Kowallis								
SCHEDULE	David Hungerford								
TRANSIT CENTER BLDG 30100.01	Kirk Nielsen	H							
	Joanne Filipas								
	Mike Poole	H							
	Pat Griffin								
	Jim Tomaszewski								
	Mike Spillane								
	Manny Saldana								
	David Fields								
	RJ Kjome								
UTILITY RELOCATION 30100.03	Jackson Tukuafu								
	Colin Azevedo				H	H			
BUS RAMPS 30100.05	Masashi Kojima						H		
PRECONSTRUCTIO N 30100P	Jeff Heath			H					
	Brian Morton			H					
	Jodi Soboll								
	Tomoya Ima								
	Nhi Tran								
	Sihaya Roselle								

Printed from DSM

Date	Revision #
12/1/2011	1
12/30/2011	2
3/2/2012	3
3/28/2012	4
6/19/2012	5

**TRANSBAY TRANSIT CENTER  
DISTRIBUTION MATRIX  
WEBCOR/OBAYASHI  
External**

WO0000-011400W01.7

P = Primary  
CC = Copy

Group      Name		General Correspondence									Trade Specific Correspondence				Purchasing		Engineering		
		Contract Issues	Amendments/CO	Progress Billings	Schedule Updates	NOPD/NOPC	Quality	Safety	Cost Estimating/Constructability	Field Orders/PCO	Transit Center Bldg 30100.01				Utility Relocation - 30100.03	Bus Ramps - 30100.05	Bid Packages and Coorespondence	QBDs	RFI's and Submittals
											TG03 - BSE	TG05 - Logistics	TG08 - Glazing	TG19 - Mission Wall					
Turner	Steve Rule	P	CC	CC	P	P	CC	CC	CC	CC	CC	P	P	P	P	P	P		
	Jack Adams				CC	CC	CC	P			CC	CC	CC	CC	CC	CC			
	Saeid Elmi						P												CC
	Gwynne Powell	CC	P	P	CC	CC				P									
	Sokari Frank		CC	CC						CC									
	Gary Krutsch								CC		CC	CC	CC	CC	CC	CC	CC	P	P
	Jeff Thiel														CC			CC	CC
	Stacy Wilson										CC							CC	CC
	Steve Cunningham				CC	CC		CC			CC				CC				
	Turner Doccontrol	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC
PMPC	Jim Coughlin		CC		CC	CC			P	CC									
	Alfred Lau	CC	CC				CC	CC	CC	CC	CC	CC	CC	CC	CC	CC			
	Mark O'Dell								CC	CC			CC						
	Guy Hollins													CC					
	Phil Sandri												CC		CC				
	Prasad Nimmigadda								CC										
	Whitney Campbell						CC												
	Roger Rothenburger	CC	CC						CC	CC	CC								
	Doug Jacobson										CC								
	PMPC DocControl	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC
TJPA	Bob Beck					CC													
	Brian Dykes					CC					P								
	Eddie Phillips	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC		
	*TJPA DocControl	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC

\*All correspondence for TJPA will be sent to Doc. Control and will direct correspondence for action, information, etc.

P = Primary  
cc = copy

P = Primary cc = copy		General Correspondence							Trade Specific Correspondence						
		Contract Issues	Amendments/CO	Progress Billings	Schedule	Quality	Safety	Pre Construction	Transit Center Bldg					Utility Relocation - 30100.03	Bus Ramps - 30100.05
									TG03-BSE	TG05-Logistics	TG08-Glazing	TG019-301 Mission Wall	TG06-Below Grade		
		All Correspondence							Field Orders						
Submittals															
Inspections															
RFI's															
PCO's															
Group	Name														
MANAGEMENT	Jes Pedersen	CC													
	Hidetake Taniguchi	CC	CC	CC	CC	CC	CC	CC	CC						CC
	Richard Gangitano	P	P		CC	CC	CC		CC	CC	CC	CC	CC	CC	CC
	Todd Mercer	CC	CC	P		CC	CC	P				CC			CC
	Kurt Ricci	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC
PROJECT ACCT	Jasmin Lautt		CC	CC											
ADMIN	Anne Merics			CC											
	Sarah Boyd			CC											
	Julie O'Brien		CC												
Controls/SBE	Ted Williams	CC	CC	CC					CC	CC	CC	CC	CC	CC	CC
DOCUMENT CTRL	Avaline Feliciano	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC	CC
SAFETY	Ray Ramirez						P								
QUALITY CTRL	Bob Garcia					P		CC	CC	CC	CC	CC	CC	CC	CC
	Lynn Kowallis					CC		CC	CC	CC	CC	CC	CC	CC	CC
SCHEDULING	David Hungerford				P			CC				P			
	Chad Matthews				CC				CC						
Virtual Building	Frank Haase				CC			CC							
	Mike Brown				CC			CC							
T CENTER BLDG 30100.01	Kirk Nielsen								P						
	Mike Poole								CC	CC		CC	CC	CC	CC
	Joanne Filipas								CC						
	David Fields								CC						
	RJ Kjome								CC						
	Pat Griffin								CC						
	Jim Tomaszewski								CC						
	Brian Perez								CC						

P = Primary  
cc = copy

P = Primary cc = copy		General Correspondence							Trade Specific Correspondence						
		Contract Issues	Amendments/CO	Progress Billings	Schedule	Quality	Safety	Pre Construction	Transit Center Bldg					Utility Relocation - 30100.03	Bus Ramps - 30100.05
									TG03-BSE	TG05-Logistics	TG08-Glazing	TG019-301 Mission Wall	TG06-Below Grade		
		All Correspondence							Field Orders						
Submittals															
Inspections															
RFI's															
PCO's															
Group	Name														
TRANSIT	Mike Spillane								cc						
	Jose Verduzco								cc						
	Manny Saldana								cc	cc				cc	
UTILITY RELOCATION 30100.03	Jackson Tukuafu									P		cc		P	
	Colin Azevedo									cc				cc	
BUS RAMPS 30100.05	Masashi Kojima							cc					cc		P
PRECONSTRUCTION ON 30100P	Jeff Heath							cc			P		P		cc
	Jodi Soboll							cc					cc		
	Brian Morton							cc		cc			cc		cc
	Tomoya Imai							cc					cc		
	Nhi Tran							cc					cc		
	Sihaya Roselle							cc		cc			cc		

# Design Documents

January 10, 2011

## Purpose

---

To receive, review and distribute design documents sent to W/O from TJPA.

## Policy

---

All design documents will go through document control and be distributed electronically to the entire team. Only selective members of the team will receive hard copies.

## Procedure

---

1. Document Control Engineer (DCE) receives design documents from TJPA via Hard copy, compact disc, electronically or download from ConstructWare.
2. DCE reviews documents for completeness.
  - a. If documents received are incomplete, DCE responds immediately via e-mail indicating the documents are incomplete and W/O is not reviewing them.
3. DCE creates a new folder in the Owner-Documents folder for the received file.
4. DCE distributes link to electronic file
5. DCE determines drawing order requirements for Ford Graphics.
  - a. DCE to follow PO procedure for ordering drawings (see PO procedure).
6. DCE places order once the PO is approved by the Project Director.
7. DCE receives drawing order and verifies it is complete.
8. DCE distributes hard copy design documents to the appropriate personnel.

# Master Project Document Log

January 18, 2011

## Purpose

---

To track and document all drawings and specifications issued throughout the life of the project and where these documents live.

## Policy

---

The master project document log will be update by Document Control as new drawings and specifications are issued.

## Procedure

---

1. Review master drawing log against drawing log issued with new drawings.
2. Update master drawing log when new documents are received with date, revision number and location of where documents are saved.

NOTE – Master Drawing Log has not been established; PMPC to issue master log.



# Updating Drawings & Specs

January 10, 2011

## Purpose

---

To ensure there is an up to date record set of drawings and specifications.

## Policy

---

All drawings and specifications will be updated and maintained by the project team and document control. Individual team members are responsible for keeping their personal drawings up to date.

## Procedure

---

Specifications and Drawings will be kept both electronically and in hard copy. Document Set Manager will be the most up to date set of Record Drawings only.

### Record Drawings:

1. Document Control Engineer (DCE) receives new drawings from TJPA
  - a. DCE follows Design Document procedure for distribution.
2. DCE batch plots DWG files in AutoCad to the DSM file.
  - a. Reviews batch plot PDF's against the PDF's provided by TJPA for changes.
3. DCE imports PDF's to DSM.
4. DCE closes clouds for RFI's that have been captured by the Architect.
5. DCE notifies the team that the new drawings are in DSM and comparisons can be done.
6. DCM will print full size hard copies of record set drawing as required. Subcontractors and Project Team should reference DSM for the most up to date Record Set.
7. DCE updates Construction Drawings to fold in new drawings.

\*\*All RFI's (sent and answered) will be posted to drawings by the author of the RFI. (See RFI procedure).

### Specifications:

1. DCE receives revised specifications from TJPA
  - a. DCE follows Design Document procedure for distribution.
2. DCE takes hard copies received from TJPA and updates Record Set of specifications.
3. DCE Updates electronic version of current specs.

# Document Set Manager

January 26, 2011

## Purpose

---

Document Set Manager (DSM) will be utilized on this project to manage our record set of drawings.

## Policy

---

DSM will be used as Webcor/Obayashi's record set of drawings, including all RFI's, Trade Subcontractor As-builts and revisions to drawings. Specifications will not be maintained in DSM.

# CQC File Structure

November 16, 2011

## Purpose

---

The CQC File Structure is outlined below and will be utilized on this project to store, organize and manage Webcor/Obayashi's CQC Plan, Daily CQC Reports and DFOWs.

## Policy

---

Webcor/Obayashi will organize and store CQC documents such as the CQC Plan, Daily CQC Reports and DFOWs on the F:\ drive in a shared folder. CQC Daily Reports will be uploaded into Constructware as the system of record.

## Procedure

---

**CQC documents on the F:\ drive may be found at the following location.**

F:\Transbay\WEBCOR\Quality Control

CQC Plans

- CQC Plan Webcor-Obayashi JV:

Daily CQC Reports

- 1. Trinet
- 2. M2
- 3. Transworld
- 4. M2
- 5. BBII
- 6. Chaudry
- 7. Sandis
- 8. Webcor-Obayashi

DFOW

- BBII (TG03)
  - o Preparatory Phase
  - o Initial Phase
  - o Follow-up Phase
- M2 (TG04.1, 04.2, 04.3, 04.4, 04.5, 04.6)

**CQC Daily Reports in Constructware may be found at the following location.**

Constructware CQC Daily Reports

140 - Transit Center Building

- File Director
  - o 10 Quality
    - 12 CQC Reports
      - BBII
      - W-O

# Quality Program Records

August 24, 2012

## Purpose

---

Procedures shall be established and maintained for quality records. These procedures shall identify which records shall be kept, responsibility for production and collection, and responsibility for indexing, filing, storage, maintenance, and disposition of quality records.

## Policy

---

Quality records shall be maintained to show achievement of quality objectives and appropriate functioning of the Quality Management System. Supplier, contractor, and subcontractor quality records shall be included when pertinent. Quality records shall be legible and specify the work involved. They shall be kept in an environment to minimize deterioration and damage. Retention times and final disposition shall be established and recorded.

Procedure Following are examples of the types of quality records requiring control:

- Inspection reports
  - Test data
  - Qualification records
  - Calibration records
  - Non-conformances
  - Corrective actions
-

## 5. INSPECTIONS AND TESTING



## **5. INSPECTIONS AND TESTING**

### **QUALITY INSPECTIONS**

The Webcor/Obayashi JV Quality Control Manager or CQC Manager's alternate will verify that Trade Subcontractors are meeting the requirements outlined in the TJPA Quality Management System Manual, sections 8.5.1 Inspection and Test Planning and 8.5.2 Contractor Inspection Requirements, to provide documented evidence of inspections, lab reports and test results. When specified, the Trade Subcontractors will also perform inspections of all purchased items, perform source inspections, perform first article inspections and perform end process inspections and testing.

### **INDEPENDENT TESTING FIRM REPORTING REQUIREMENTS**

When the technical specifications indicate the requirement for services of an independent firm, inspection reports will be submitted promptly by the independent firm in triplicate and distributed, one copy each, to the TJPA Representative, Webcor/Obayashi JV, and the code authority having jurisdiction over the Project and will indicate observations and results of tests and compliance or noncompliance with the requirements as defined in the technical specifications.

### **TJPA CODE AND AGENCY TESTING AND INSPECTIONS**

Work shall be subject to inspection by representatives of the TJPA and other agencies having jurisdiction (Code and Agency Inspections) to assure compliance with all requirements of Section 00 07 00, General Conditions, Paragraph 8.02.

### **TJPA SPECIAL INSPECTION AND TESTING**

Where specified, the TJPA Representative will appoint, employ, and pay for services of an independent firm to perform inspections, testing, and other services specified in individual specification sections and as required by the TJPA Representative, or the TJPA Representative will perform the inspection and testing services to verify that the Work conforms to the requirements of the Contract Documents and to the Quality Control specification, specifically to specification section 01 14 00 Rev 0 Quality Control paragraph 1.5A Tests, and will include the following procedures:

- Verify that testing procedures comply with the contract documents.
- Implement and document control verification and acceptance testing procedures.
- Check testing instruments calibration data against certified standards.
- Promptly submit copies of test reports to: TJPA, Webcor/Obayashi JV and the code authority having jurisdiction over the Project



### INSPECTION REQUEST PROCEDURE

The Trade Subcontractors CQC Manager will verify that all prerequisites as defined by the contract specifications are completed prior to Code, Agency or Special Inspections. Inspection Request will be submitted to the Webcor/Obayashi JV CQC Manager and the TJPA Construction Management Oversight Manager 48 hours and not more than 72 hours prior to the inspection date. Inspection Requests for Code, Agency and Special Inspections require an “Inspection Request Form” to be completed in Vela Systems by Webcor/Obayashi JV or the Trade Subcontractors CQC Manager. The Trade Subcontractor’s CQC Manager will facilitate onsite inspections, sampling procedures, test reports, and provide notification to the Webcor/Obayashi JV CQC Manager and TJPA representative when inspections fail or test results fall below specified values.

## TRADE SUBCONTRACTOR TESTING AND INSPECTION

### TEST AND INSPECTION PROCEDURES BY TRADE SUBCONTRACTORS

When specified, the Trade Subcontractors shall include as part of their scope all tests to verify that the Work conforms to the Contract Documents and to the Quality Control specification section 01 14 00 Rev 0 paragraph 1.10A Tests. Contractor shall perform specified or required tests to verify that control measures are adequate to provide a product that conforms to Contract requirements. Upon request, Contractor shall furnish to the TJPA Representative duplicate samples of test specimens for possible testing by the TJPA. Testing includes operation and/or acceptance tests when specified. Procure the services of a certified testing laboratory. Perform the following activities and record and provide the following data.

- Verify that testing procedures comply with the contract documents.
- Verify that all inspection prerequisites are met prior to conducting inspections.
- Submit a testing and inspection matrix with the design submittals showing all required inspections and the entity responsible for performing the tests or inspections.
- Track inspection and test status.
- Verify that the facilities and testing equipment are available and comply with the testing standards.
- Trade Contractors and Suppliers shall have documented procedures to ensure test equipment is in calibration and keep updated lists of all equipment requiring calibration. Trade Contractor shall make calibration records available for review.
- Record results of tests taken, both passing and failing on the trade subcontractor’s daily CQC report for the date taken. Specify paragraph reference, location where tests were taken.





- When the services of an independent firm are utilized, reports will be submitted promptly by the independent firm in triplicate and distributed, one copy each, for the TJPA Representative, Webcor/Obayashi JV, and the code authority having jurisdiction over the Project and will indicate observations and results of tests and compliance or noncompliance with the Contract.
- When specified, the Trade Subcontractors shall produce test and inspection plans in accordance with the Program Quality Management System requirements. All testing and measurements specified to be performed by the Trade Subcontractors shall be performed with equipment whose calibration meets national standards and to documented standards when no national standard exists.
- Maintain and submit a log indicating the status of the Trade Subcontractors inspections and tests.
- Verify that facilities and testing equipment are available and comply with testing standards.
- Check test instrument calibration data against certified standards.
- Verify that recording forms and the test identification control number system, including all of the test documentation requirements, have been prepared.
- Record results of all tests taken, both passing and failing, on the CQC report for the date taken. Specify paragraph reference, location where tests were taken, and the sequential control number identifying the test. If approved by the TJPA Representative, actual test reports may be submitted later with a reference to the test number and date taken. Provide directly to the TJPA Representative an information copy of tests performed by an offsite or commercial test facility. Failure to submit timely test reports as stated may result in nonpayment for related work performed and disapproval of the test facility for this Contract.

#### CONTROL VERIFICATION AND ACCEPTANCE TESTING PROCEDURES

When specified, The Trade Subcontractors CQC Managers will provide control, verification, and acceptance testing procedures for each specific test to include the test name, specification paragraph requiring test, feature of work to be tested, test frequency, and person responsible for each test. (Laboratory facilities approved by the TJPA Representative must be used.).

When specified, specific control verification and acceptance testing procedures will be provided by the Trade Subcontractors as part of the Trade Subcontractors CQC plans, and will be completed as the specification sections are defined and the Trade Subcontractors are added to the project



### INSPECTION, MEASURING AND TEST EQUIPMENT (M&TE)

When required by the Technical Specifications:

- Inspection, measuring, and test equipment required to carry out inspection and testing shall be identified, controlled, calibrated, and maintained in order to demonstrate the conformance of work to the specified requirements. Provisions shall be made for recalibration of such equipment in a timely manner.
- Inspection, measuring, and test equipment used shall meet the standards of accuracy for the measurements which are required. The equipment shall be calibrated according to national standards where available, and to documented standards where no national standards exist. The equipment shall be recalibrated at regular intervals, and the recalibration properly documented. A record of the equipment calibration status shall be maintained.
- The equipment shall be properly maintained to ensure its fitness for use. When the equipment is in use, the user shall ensure that the environmental conditions are suitable for the use of the equipment. When inspection, measuring, or test equipment is found to be out of calibration, the validity of previous inspection and test results shall be assessed and documented.
- All calibrated gauges and calibrated testing equipment must be calibrated prior to its use on the project. Periodic calibrations must be performed in accordance with certifying agency requirements and industry practice. The equipment will be properly maintained to ensure its fitness for use. When in use, the user shall ensure that the environmental conditions are suitable for the use of the equipment. When inspection, measuring, or test equipment is found to be out of calibration, the validity of previous inspection and test results will be assessed and documented.
- Inspection, measuring, and test equipment used will meet the standards of accuracy for the measurements which are required. The equipment will be calibrated according to national standards where available, and to documented standards where no national standards exist. The equipment will be recalibrated at regular intervals, and the recalibration properly documented. A record of the equipment calibration will be maintained by the Contractor.

### CONTROL OF MEASURING AND TEST EQUIPMENT

Inspection, measuring, and test equipment used shall be identified, controlled, calibrated. M&TE will be properly calibrated and currently certified.

Calibration records and procedures shall meet the following requirements.

- Measuring and test equipment will be positively identified as to its name, calibration lab, date of last calibration and calibration expiration.
- Measuring and test equipment shall be calibrated against standards that have a known, valid relationship to national standards prior to use, and periodically thereafter, if required, to provide for the accurate reporting of quality testing and



- inspection results. In case no national standard exists, the basis for calibration will be identified and documented.
- The tolerances used in calibration shall be in accordance with the manufacturer's recommendation or as otherwise specified.
  - An independent calibration laboratory shall perform all calibration.
  - Environmental conditions for calibration shall be consistent with the location where inspection and testing is performed.

Calibration shall be performed in accordance with approved calibration procedures. These procedures shall specify the following:

- Details of equipment type
- Identification number
- Location (as required)
- Calibration method and frequency
- Acceptance criteria
- Action to be taken if results are unsatisfactory

#### RESOLUTION OF TESTS RESULTS FROM UN-CALIBRATED EQUIPMENT

Results from tests requiring calibrated equipment performed with equipment not currently in calibration shall be suspect. The test equipment used shall be tested and recalibrated. If the equipment is found to be within calibration limits, the test results shall be accepted. If the equipment is not found to be within calibration limits, the tests results must be verified by other means, or the material in question replaced.

#### TEST REPORTING

Inspection and test status are documented in the Trade Subcontractors Daily Quality Control reports.

### COMPLETION INSPECTIONS

#### PUNCH-OUT INSPECTION

An inspection of the Work will be conducted by the Trade Subcontractors CQC Manager and verified by the Webcor/Obayashi JV CQC Manager, near the end of Trade Subcontractor's work. The punch list, entered into Vela Systems, will include items that do not conform to the approved Drawings and Specifications and the estimated date by which the deficiencies will be corrected. A second inspection by the Trade Subcontractor CQC Manager will ascertain that all deficiencies have been corrected. Once this is accomplished the TJPA Representative will be notified that the facility is ready for the TJPA pre-final inspection.



#### PRE-FINAL INSPECTION

The TJPA Representative will perform the pre-final inspection to verify that the facility is complete and ready to be occupied. A TJPA Representative pre-final punch list may be developed as a result of this inspection. Webcor/Obayashi JV will ensure that all items on this list have been corrected before notifying the TJPA Representative, so that a final inspection can be scheduled. Items noted on the pre-final inspection will be corrected in a timely manner. These inspections and any deficiency corrections required by this paragraph must be accomplished within the time slated for completion of the entire work or any particular increment of the Work if the Project is divided into increments by separate completion dates.

#### FINAL ACCEPTANCE INSPECTION

The CQC System Manager, plus the Contractor's authorized representative and the TJPA Representative must be in attendance at the final acceptance inspection. Additional personnel from affected third parties may also be in attendance. The final acceptance inspection will be formally scheduled by the TJPA Representative based upon results of the pre-final inspection. The TJPA Representative will be notified at least 72 hours prior to the final acceptance inspection and include the Contractor's assurance that all punch list and nonconforming work will be complete and acceptable by the date scheduled for the final acceptance inspection.

## 6. QUALITY CONTROL PROCESS

- COORDINATION MEETING
- PREPARATORY PHASE
- INITIAL PHASE
- FOLLOW-UP PHASE
- TRADE CONTRACTORS CQC PLANS
- TRADE CONTRACTORS CQC MEETINGS

## **6. PROJECT QUALITY CONTROL PROCESS**

The contractor quality control process is the means by which the Contractor, Trade Subcontractors and Suppliers, ensure that the construction complies with the requirements of the Contract. At least three phases of control must be conducted by the Trade Subcontractor CQC Manager for each definable feature of the construction work.

### **COORDINATION MEETING (MEETING OF MUTUAL UNDERSTANDING)**

A meeting held after the pre-construction conference for each Trade Work Package and before start of construction. Contractor shall meet with the TJPA Representative and TJPA QA Manager and discuss the Contractor's quality control system as it relates to the work of the trade package. Submit the CQC Plan a minimum of 15 days prior to the coordination meeting. During the meeting, a mutual understanding of the system details must be developed, including the forms for recording the CQC operations, control activities, testing, administration of the system for both onsite and offsite work, and the interrelationship of Contractor's management and control with the TJPA Representative's quality assurance. Minutes of the meeting will be prepared by the TJPA Representative and signed by both the Contractor and the TJPA Representative and will become a part of the Contract file. There may be occasions when subsequent conferences will be called by either party to confirm mutual understandings and/or address deficiencies in the CQC system or procedures that may require corrective action by the Contractor.

### **PREPARATORY PHASE:**

This phase is accomplished prior to beginning work on each definable feature of work, after all required plans, documents, and materials are approved and accepted, and after copies are at the work site. This meeting includes:

1. A review of applicable specifications, reference codes, and standards. The Trade Subcontractor CQC Manager shall make available during the preparatory inspection a copy of those sections of referenced codes and standards applicable to that portion of the Work to be accomplished in the field. Maintain and make available in the field for use by TJPA Representative until final acceptance of the Work.
2. Review of the Contract drawings.
3. Check to assure that all materials and/or equipment have been tested, submitted, and approved.
4. Review of provisions that have been made to provide required control inspection and testing.
5. Examination of the work area to assure that all required preliminary work has been completed and is in compliance with the Contract.

6. Examination of required materials, equipment, and sample work to assure that they are on hand, conform to approved shop drawings or submitted data, and are properly stored.
7. Review of the appropriate activity hazard analysis to assure environmental requirements are met.
8. Discussion of procedures for controlling quality of the work including repetitive deficiencies. Document construction tolerances and workmanship standards for that feature of work.
9. Check to ensure that the portion of the CQC Plan for the work to be performed has been accepted by the TJPA Representative.
10. Discussion of the initial control phase.

The TJPA shall be notified at least 48 hours in advance of beginning the preparatory control phase. Include a meeting conducted by the CQC System Manager and attended by the Trade Subcontractor's CQC Manager, other CQC personnel (as applicable), and the superintendent responsible for the definable feature. CQC System Manager shall document the results of the preparatory phase actions by separate minutes and attach the minutes to the daily CQC report. CQC System Manager shall instruct applicable workers as to the acceptable level of workmanship required in order to meet Contract requirements.

#### INITIAL PHASE:

This phase is accomplished at the beginning of each definable feature of work. This phase includes:

1. Reviewing the minutes of the preparatory meeting and ensuring any open issues have been resolved
2. Verifying the adequacy of controls to ensure full contract compliance, inspection and testing.
3. Establishing level of workmanship and verify that it meets minimum acceptable workmanship standards. Compare with required sample panels as appropriate.
4. Resolving all differences.

The TJPA shall be notified at least 72 hours in advance of beginning the initial phase. The CQC System Manager shall prepare separate minutes of this phase and attach the minutes to the daily CQC report. The initial phase shall be repeated for each new definable feature of work.

#### DAILY QUALITY CONTROL ACTIVITIES:

The Webcor/Obayashi JV CQC manager and the Trade Subcontractor CQC Manager shall perform daily checks to assure control activities, including control testing, are providing continued compliance with contract requirements until completion of the particular feature of work. Record the checks in the CQC documentation. Conduct final follow-up checks and correct all deficiencies prior to the start of additional features of work that may be affected by the deficient work. Do not build upon or conceal non-conforming work.



#### FOLLOW-UP PHASE:

CQC System Manager and the Subcontractor CQC manager shall perform daily checks to assure that control activities, including control testing, are providing continued compliance with contract requirements until completion of the particular feature of work. Record the checks in the CQC documentation. Conduct final follow-up checks and correct all deficiencies prior to the start of additional features of work that may be affected by the deficient work. New work shall not be built upon or conceal nonconforming work.

#### TRADE SUBCONTRACTORS QUALITY CONTROL PLAN

After contract award and prior to beginning construction activities each Trade Subcontractor will submit (per specification section 01 13 00 Submittals, paragraph 1.4) to the Webcor/Obayashi Joint Venture CQC Manager their project specific quality control plan for review and approval. Each Trade Subcontractor will designate and provide a project specific Trade Subcontractor Quality Control Manager who reports to the Webcor/Obayashi JV CQC Manager and who's primary responsibility will be to implement and manage the Trade Subcontractor's quality control plan and certify the Trade Subcontractor's compliance with the Webcor/Obayashi Joint Venture Quality Control Plan and all quality control requirements contained in the project documents including specification section 01 14 00 Quality Control. The Trade Subcontractors CQC program will be reviewed for compliance to the Contract Documents. In addition to the requirements contained in other sections of this Plan the Trade Contractors Quality Control Program will include:

- CQC Organization chart.
- Procedures for fabrication and installation.
- Procedures for planning and verifying compliance and controlling quality of the work (including checklist forms).
- Procedures for layout verification.
- Coordination with related contractors.
- List of specified tolerances and workmanship standards for each DFO.
- Daily CQC Reports.
- Program for identifying and correcting defective work.
- Inspection, test and acceptance procedures when specified in the Technical Specifications to be part of the Trade Subcontractors scope
- A quality control Plan that addressed the Federal Transit Administration (FTA Quality Control Guidelines (ref: Transbay Transit Center Quality Management System Manual, Oct 2006)

### TRADE SUBCONTRACTORS QUALITY CONTROL MEETINGS

In addition to the Three Phase of Control Meetings, A Trade Subcontractor CQC Meeting will be part of the Weekly Trade Subcontractors Meetings held by the Webcor/Obayashi JV Project Superintendent or Project Manager. The Trade Subcontractor CQC Manager will review current CQC issues as a segment of the weekly meeting; addressing the schedule, testing, inspection, re-work log, failed inspection status, short-term schedule of CQC activities, project tests, submittal status, factory verification requirements, inspection results and any other CQC issues relevant to the current activities.

## 7. NON-CONFORMANCE AND CORRECTIVE ACTION

- OVERVIEW
- NON-CONFORMANCE OBSERVATIONS AND REPORTING
- NON-CONFORMANCE REPORT (NCR)
- NON-CONFORMANCE LOG
- CONTROL THE CONTINUATION OF WORK
- CORRECTIVE ACTION PLAN (CAP)



## **7. NON-CONFORMANCE AND CORRECTIVE ACTION**

### **OVERVIEW**

Should a non-conformance be identified by an inspection there is a systematic method to control the item, correct it, and ensure that project quality is not adversely impacted by the event. A non-conformance is an item that does not meet the requirements of the project specifications.

### **NON-CONFORMANCE OBSERVATIONS AND REPORTING**

When work is identified as non-conforming it will immediately be segregated. Segregation may occur by physical isolation and cordoning off of work/materials, or conspicuously identified by tags/markings when physical isolation is not possible. The Trade Subcontractor CQC Manager will complete a Non-Conformance Report (NCR) (see forms Tab 12), and submit the report to the Webcor/Obayashi JV CQC Manager. Webcor/Obayashi JV will enter the non-conformance issue into CMiC for internal tracking. NCRs will be entered into Vela Systems

### **NON-CONFORMANCE REPORT (NCR)**

When completing the Non-Conformance Report the Trade Subcontractor CQC Manager will describe the work in detail, its location, a description of the deficiency and the proposed resolution and actions taken to prevent the recurrence of the non-conformance (see form in Tab 12). Supporting documentation may be attached as necessary. The report will be forwarded to the Webcor/Obayashi JV CQC Manager. Non-conformance Report contents are summarized as follows:

- Section 1: Non-conformance identification info: Contractor, location date, etc.
- Section 2: Description of Non-conformance
- Section 3: Cause
- Section 4: Recommended Field Engineer Disposition (Trade Subcontractor CQC Manager)
- Section 5: Project Engineering Disposition (TJPA)
- Section 6: Disposition Results
- Section 7: Corrective action and steps taken to prevent recurrence



### NON-CONFORMANCE LOG

The project-wide Non-Conformance Tracking Log in Vela Systems is maintained by the TJPA Construction Management Oversight. Webcor/Obayashi JV and the Trade Subcontractors will maintain Non-Conformance logs appropriate for their scope of work

### CONTROL THE CONTINUATION OF WORK

After the item of work is identified and segregated from all other active work, the Trade Subcontractor CQC Manager will determine if work can continue in the affected area. When continuing work can adversely affect quality or hide the defect, work must stop in the affected area until the disposition of the item is resolved. The Trade Subcontractor CQC Manager identifies and clearly labels the limits of the affected stop work areas.. Non-conforming work may be reworked to meet requirements, accepted as is, repaired, or rejected. If accepted as is or repaired, the Engineer of Record needs to approve the deviation from original specifications. When appropriate, non-conforming work may require an approved Corrective Action Plan.

### CORRECTIVE ACTION AND CORRECTIVE ACTION PLANS (CAP)

Once a NCR cause has been determined, a written Corrective Action Plan (CAP) will be submitted by Webcor/Obayashi JV. The CAP will be written by the Trade Subcontractor and submitted to Webcor/Obayashi JV's CQC Manager who will review and forward it to the TJPA Representative via Constructware. Webcor/Obayashi will attach the submitted CAP to the NCR in Vela Systems for tracking. Once approved, the CAP will be implemented by the Trade Subcontractor.

Trade Subcontractor corrective action procedures shall be established for:

- Investigating the cause of nonconforming product and taking the corrective actions needed to prevent recurrence
- Analyzing processes to detect and eliminate potential causes of nonconforming product
- Initiating preventative actions to deal with problems to a level corresponding to the risks encountered
- Ensuring that corrective actions are taken and that they are effective
- Implementing and recording changes in procedures resulting from corrective action

## 8. REPORTING PROCEDURES



## 8. REPORTING

### Daily Reports

- Webcor/Obayashi JV Daily CQC reports (see Tab 12 “Forms”)
- Trade Subcontractors Daily CQC reports (see Tab 12 “Forms”)

### Weekly Reports

- Webcor/Obayashi JV Submittal log
- Webcor/Obayashi JV Requests for Information log

### Monthly Reports

- Webcor/Obayashi JV Construction Monthly Report
- Webcor/Obayashi JV CQC Managers Monthly Status Report (included in the Construction Monthly Report)

### Periodic forms, reports and lists

- Definable Features of Work (DFOW) list
- Non-Conformance Report (see Tab 12 “Forms”)
- Non-Conformance Log
- Independent testing agency reports





### TRADE SUBCONTRACTORS QUALITY CONTROL REPORTING REQUIREMENTS

In addition to other information and documentation required to be submitted, described elsewhere in this CQC plan, the Trade Subcontractors CQC Manager will submit the following documents promptly to the Webcor/Obayashi JV CQC Manager:

- Trade Subcontractor Daily CQC reports
- Independent testing agency reports, calibration reports, (may be included as part of the Trade Subcontractor's Daily CQC report)
- Preparatory Phase Meeting Documentation
- Initial Phase Meeting Documentation
- Follow-up Phase Changes in Procedures
- Non-Conformance Reports and associated corrective action plans (as required)
- QC Checklists (as required)

## 9. DEFINABLE FEATURES OF WORK (DFOW)

## 9. DEFINABLE FEATURES OF WORK (DFOW)

The Webcor/Obayashi CQC Manager working with the Trade subcontractors and production team reviews the project schedule, plans and specifications to establish a list of definable features of work. A definable feature of work is a task that is separate and distinct from other tasks, has separate control requirements, and may be identified by different trades or disciplines, or it may be work by the same trade in a different environment. Although each section of the Specifications may generally be considered as a definable feature of work, there are frequently more than one definable feature under a particular section. This list will be agreed upon during the coordination meeting.

The DFOW list will be developed incrementally and additional DFOWs will be added as trade subcontractors are brought on board. Trade subcontractors will submit their DFOW lists for approval, as part of their CQC Plans prior to the start of work. The DFOW list will be maintained in the Project Baseline Schedule (R3) 30100-11.09.06 and in spreadsheet format (see page 2 in this section; Tab 9). The DFOW list will include associated submittals.

WO0000-011400W01.7

38. DFOV-Submittal Spreadsheet 08-27-12 rev 7.xlsx

## 10. TRAINING

## **10. TRAINING**

### **TRAINING**

Webcor/Obayashi JV will ensure that only knowledgeable capable employees carry out the planning and execution of the work.

- Under the Direction of the W/O JV CQC manager the Trade Subcontractor CQC Managers will provide training on the elements of the Webcor/Obayashi JV and Trade Subcontractors site specific Contractor's Quality Control Plans to all trade subcontractor staff having CQC responsibilities.
- When specified in the Contract Documents, Trade Subcontractor CQC Managers will submit proof of tradespersons qualifications including licensing requirements, certifications or other required training qualifications for the specified task to Webcor /Obayashi JV and the TJPA.
- When specified in the Contract Documents, project or task specific training will be documented by the Trade Subcontractor. The Trade Subcontractor will provide Webcor/Obayashi JV with a copy of the training syllabus and list of attendees.
- Webcor/Obayashi JV Quality Control personnel will complete the U.S. Army Corps of Engineers/U.S. Navy Facilities Engineering Command, Construction Quality Management for Contractors (or equivalent).
- The Trade Subcontractor CQC Managers will maintain records of quality training for their personnel. The Webcor/Obayashi JV CQC Manager will maintain records of quality training for Webcor/Obayashi JV personnel.

## 11. DESIGN CONTROL



## **11. DESIGN CONTROL**

### **DESIGN CONTROL**

Design control by Webcor/Obayashi is primarily accomplished by the daily maintenance of an accurate set of As-Built drawings by the Trade-Subcontractors per specification section 01 17 20 “Project As-Built Drawings”, summarized below. Where Trade Subcontractors have design-build responsibilities (such as the access trestle and traffic bridges), their quality control plans shall include design control for their scope of work.

- The Trade Subcontractors shall keep an accurately marked, up-to-date set of as-built drawings for the work actually installed, and accurately indicate on as-built drawings all site conditions, locations of utilities, work scope changes, changes in dimensions, locations, and elevations of the Work, and changes in details as specified herein and as approved by the TIPA Representative. Trade Subcontractor shall keep the as-built drawings current as the Work is performed.
- Prior to acceptance of the Work, Trade Subcontractor shall furnish to the Webcor/Obayashi JV CQC Manager the final as-built drawings, showing all changes in the Contract Drawings neatly in red ink.
- Trade Subcontractors will delegate responsibility for maintenance, coordination, and accuracy of the as-built drawings to one person on their staff.
- Accuracy of as-built drawings shall be such that future searches for items shown on the Contract Documents may rely on information obtained from the approved as-built drawings.
- Trade Subcontractors shall store as-built drawings apart from documents used for performing the work; keep in a dry, legible condition, and in good order. Label each document “AS-BUILT DRAWINGS— JOB SET” in large, neatly printed letters.
- Trade Subcontractors shall record neatly on the as-built drawings all changes made by clarifications, Change Orders, Requests for Information, and other Modifications to the Contract Documents; and changes to reflect the actual existing conditions and utility locations references to permanent accessible features of the Work.
- Trade Subcontractors shall clearly describe changes on as-built drawings by note as required.
- Trade Subcontractors shall date all entries, calling attention to the entry by a “cloud” drawn around the area or areas affected.
- Trade Subcontractors shall record in each Specification Section the manufacturer, trade name, catalog number, and supplier of each product and equipment item incorporated into the Work.
- Trade Subcontractors shall furnish a copy of the final shop drawings which have been updated to show actual conditions. Furnish additional drawings as necessary to record deviations from the sizes, locations, and other features of the Work and to locate piping, conduit, ductwork, and similar elements of utility installations by dimensions referenced to permanent accessible features of the Work.

- Trade Subcontractors shall show on the job set of as-built drawings, by dimension accurate to within 1 inch, the centerline of each run of conduits, circuits, piping, ducts, and similar items which are shown schematically on the Contract Drawings but where the final physical arrangement is determined by Trade Subcontractor.
- Trade Subcontractors shall keep as-built drawings up to date during the entire progress of the Work, and provide access for monthly. Updates shall be accurate and current and be done at the time work is performed.
- Trade Subcontractors shall also update and include the revised or newly issued drawings as part of the as built drawings. The work of reproducing and issuing Change Order drawings and updating of as built drawings shall be done as incidental work.

## 12. FORMS



## **12 FORMS**

### **OVERVIEW**

The forms in this section are approved for use in Webcor/Obayashi's CQC program.

### **FORMS**

- Submittals Checklist – Used for each submittal to ensure completeness of documents before distribution and transmission to TJPA.
- Daily CQC Report – Completed daily by Webcor/Obayashi and/or Trade Subcontractors CQC Management. Report is signed and dated by Webcor/Obayashi CQC Manager and submitted within 5 working days to TJPA Representative via Constructware.
- Non-Conformance Report – Completed as necessary to report and track non-conforming work. Webcor/Obayashi JV tracks this report in CMiC and submits to TJPA Representative via Constructware.
- Preparatory Phase Checklist- Used by the Trade Subcontractors to plan and conduct Preparatory Phase Meetings
- Initial Phase Checklist- Used by the Trade Subcontractors to plan and conduct Initial Phase Meetings

## SUBMITTAL PROCESS CHECKLIST

Submittal Package No.: \_\_\_\_\_ Date Received: \_\_\_\_\_

Submittal Name: \_\_\_\_\_

☐ Review each submittal to:

- ☐ Verify that the submittal's contents match the accompanying transmittal. Did we receive everything listed on the transmittal?
- ☐ Verify that the submittal's contents are complete per the submittal register. Important: submittal packages need to be complete and should include all information necessary for review. Partial submittals are to be rejected by W/O (if we don't the TIPA will).
- ☐ Verify that the contents of the submittal are in conformance with the technical specifications and other appropriate contract documents.
- ☐ Is the Submittal a Substitution?
  - ☐ No- Continue Processing Submittal
  - ☐ Yes -Reject submittals that are substitution requests- There is a separate process for substitutions.
- ☐ Verify that the trade subcontractor has checked and coordinated all dimensions, materials, field measurements, with the requirements of the Work and the Contract Documents.
- ☐ Verify that the submittal complies with the requirements of reference specifications –SFDPW, PG&E etc.
- ☐ Confirm that all professional certifications (stamp) w/license number and expiration date are provided and signed if required.
- ☐ Note any variations from the Contract requirements (if there are create an issue in CMiC)
- ☐ Address all questions raised or noted in the submittals; requests to verify dimensions, etc. If there are questions with the submittal:
  - ☐ Can the questions be answered by W/O?
  - ☐ Does an RFI need to be submitted?
  - ☐ Does an issue need to be created in CMiC?
  - ☐ Identify who is responsible for answering the question
- ☐ Identify all affected and adjacent trades that can be potentially impacted by submittal. Develop an action plan to coordinate submittal information with ALL affected and adjacent trades.
- ☐ If the submittal is complete, stamp the first page of each item. If it is shop drawings, all sheets must be stamped.

Trade Scope Superintendent: \_\_\_\_\_

Date: \_\_\_\_\_

Trade Scope PM: \_\_\_\_\_

Date: \_\_\_\_\_

CQC Manager: \_\_\_\_\_

Date: \_\_\_\_\_

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U

.....)

<b>CONTRACTOR QUALITY CONTROL REPORT</b>				DATE	
(ATTACH ADDITIONAL SHEETS IF NECESSARY)					
PHASE	TRANSBAY TRANSIT CENTER BUILDING		PROJECT NUMBER: 3100		
<b>PREPARATORY</b>	WAS A PREPARATORY MEETING HELD TODAY? YES <input type="checkbox"/> NO <input type="checkbox"/> IF YES, FILL OUT AND ATTACH SUPPLEMENTAL PREPARATORY PHASE CHECKLIST.				
	Schedule Activity No.	Definable Feature of Work			
<b>INITIAL</b>	WAS AN INITIAL PHASE MEETING HELD TODAY? YES <input type="checkbox"/> NO <input type="checkbox"/> IF YES, FILL OUT AND ATTACH SUPPLEMENTAL INITIAL PHASE CHECKLIST.				
	Schedule Activity No.				
<b>FOLLOW-UP</b>	WORK COMPLIES WITH CONTRACT AS APPROVED DURING INITIAL PHASE? YES <input type="checkbox"/> NO <input type="checkbox"/>				
	Schedule Activity No.	Description of Work, Testing Performed & By Whom, Definable Feature of Work, Specification Section, Location and List of Personnel Present,			
	REWORK ITEMS IDENTIFIED TODAY (NOT CORRECTED BY CLOSE OF BUSINESS, ASSIGN REWORK ITEM TRACKING NUMBER)		REWORK ITEMS CORRECTED IN PROGRESS TODAY (FROM REWORK ITEMS LIST, IF COMPLETE RECORD CORRECTION ON TRACKING LOG)		
Issue No.	Description	Issue No.	Description		
REMARKS (Also Explain Any Follow-Up Phase Checklist Item From Above That Was Answered "NO"), Manuf. Rep On-Site, etc.					
Schedule Activity No.	Description				
On behalf of Webcor/Obayashi, I certify that this report is complete and correct and equipment and material used and work performed during this reporting period is in compliance with the contract drawings and specifications to the best of my knowledge except as noted in this report.					
				WEBCOR QC REPRESENTATIVE	DATE
WEBCOR/OBAYASHI QUALITY CONTROL MANAGERS REMARKS AND/OR EXCEPTIONS TO THE REPORT					
Schedule Activity No.	Description				
				WEBCOR/OBAYASHI JV CQC MANAGER: Bob Garcia	DATE

<b>CONTRACTOR QUALITY CONTROL REPORT</b> (CONTINUATION SHEET) (ATTACH ADDITIONAL SHEETS IF NECESSARY)		DATE
PHASE	TRANSBAY TRANSIT CENTER BUILDING	PROJECT NUMBER: 3100
FOLLOW-UP	WORK COMPLIES WITH CONTRACT AS APPROVED DURING INITIAL PHASE? YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Schedule Activity No.	Description of Work, Testing Performed & By Whom, Definable Feature of Work, Specification Section, Location and List of Personnel Present
	REMARKS (Also Explain Any Checklist Item From Above That Was Answered "NO"), Manuf. Rep. On-Site, etc.	
	Schedule Activity No.	Description



W/O # \_\_\_\_\_

Assigned by CMO QA Manager NCR # \_\_\_\_\_

Contract # \_\_\_\_\_ Contractor/Sub(s) \_\_\_\_\_

Code/Spec/Dwg \_\_\_\_\_ Location \_\_\_\_\_

Reference #s \_\_\_\_\_

Part/Lot \_\_\_\_\_ Quantity \_\_\_\_\_ Supplier \_\_\_\_\_ P.O. \_\_\_\_\_

Initiated by/Co \_\_\_\_\_ Date Issued \_\_\_\_\_

Description of Non-Conformance

Code \_\_\_\_\_

See QMS QA-08-3, over

Cause

Code \_\_\_\_\_

See QMS QA-08-3, over

Recommended Disposition

Contractor Field Engineering

☐ **Reject** *Remove, replace, meet spec*☐ **Accept-As-Is** *Not to spec*☐ **Rework** *Fix to meet specifications*☐ **Repair\*** *Fix, but not to spec*

—Requires FE Disposition/CQC Acceptance—

—Requires EOR Approval/PM OK—

Resolve as Follows

☐ Proposed resolution, repair or rework plan attached (\*required)Field Engineer *Print Name, Org; Initial* \_\_\_\_\_ Date \_\_\_\_\_

Engineer of Record Disposition

☐ **Accept-As-Is** *Not to spec*

Resolve as Follows

☐ **Repair** *Fix, but not to spec*Engineer of Record *Print Name, Org; Initial* \_\_\_\_\_ Date \_\_\_\_\_PM Concurrence *Print Name, Org; Initial* \_\_\_\_\_ Date \_\_\_\_\_

Quality Review

TJPA QA \_\_\_\_\_

CQC \_\_\_\_\_

Disposition Results

Contractor QC Acceptance *Print Name, Org; Initial* \_\_\_\_\_ Date \_\_\_\_\_PM Verification *Print Name, Org; Initial* \_\_\_\_\_ Date \_\_\_\_\_

Corrective and Preventive Action (CAPA)

*If required*CAPA Verification *Print Name, Org; Initial* \_\_\_\_\_ Date \_\_\_\_\_

**ASSEMBLY**

- 001 Interference/Improper Fit
- 002 Dis-bonding/Adhesive Defect
- 003 Incorrect Part Used
- 004 Assembly Error
- 005 Soldering Failure
- 006
- 007
- 008
- 009
- 010 Other Assembly Related Defect

**CERTIFICATION / DOCUMENTATION**

- 011 Information Missing
- 012 Information Incorrect
- 013 Information Illegible
- 014 Material Incorrect
- 015 Inspection/Test Incorrect
- 016 Data Out-Of-Spec.
- 017
- 018
- 019
- 020 Other Cert./Documentation Error

**DIMENSIONAL**

- 021 Thickness—Over/Under Size
- 022 Diameter – Over/Under Size
- 023 Length/Width—Over/Under Size
- 024 Depth Incorrect
- 025 Slope Incorrect
- 026 Angle Incorrect
- 027 Feature/Item Missing
- 028 Position/Location Incorrect
- 029 Radius Over/Under Size or Missing
- 030 Other Dimensional Defect

**INSTALLATION**

- 031 Missing Hardware
- 032 Missing Equipment
- 033 Non-Standard Installation
- 034 Incomplete Installation
- 035 Non-Conforming Materials Used
- 036 Equipment Damaged
- 037 Incorrect Location
- 038 Incorrect Orientation
- 039
- 040 Other Installation Defect

**INSTALLATION / TEST FAILURE**

- 041 Inspection/Test Equipment Failure
- 042 Equipment Not Calibrated
- 043 Procedural
- 044 Under-Test Condition
- 045 Electrical Test Failure
- 046 Leak Test Failure
- 047 Environmental Test Failure
- 048 Functional Test Failure
- 049 Mechanical Test Failure
- 050 Other Inspection/Test Failure**

**MATERIAL / SOILS**

- 051 Incorrect Material Used
- 052 Material Contaminated
- 053 Gradation Test Failure
- 054 Moisture Test Failure
- 055 Density (Compaction) Test
- 056 Sand Equivalent Test Failure
- 057 Organic Content of Soils
- 058 Durability Index
- 059 Resistance (R-value)
- 060 Other Material Defect

**MATERIALS / CONCRETE & STEEL**

- 061 Incorrect Materials Used
- 062 Concrete Slump Test Failure
- 063 Concrete Air Content
- 064 Concrete Compressive Strength Test Failure
- 065 Drying Shrinkage of Concrete
- 066 Concrete Honeycombing
- 067 Concrete Rock-Pocket/Voids
- 068 Mis-fabricated Reinforcing Steel Assemblies
- 069 Missing or Incorrect Reinforcing Steel
- 070 Other Material Defects

**NON-DESTRUCTIVE EXAMINATION (NDE)**

- 071 Cracked Welds
- 072 Foreign Material
- 073 Component Gap/Fit-up Defect
- 074 Undercut
- 075 Porosity/Slag
- 076 Lack of Penetration/Fusion
- 077 Discontinuities
- 078 Voids
- 079 Delamination
- 080 Other NDE Indications

**SURFACE DEFECTS**

- 081 Discoloration
- 082 Blisters
- 083 Sparing
- 084 Burrs/Chips/Nicks
- 085 Damaged/Bent/Torn/Twisted
- 086 Contaminated
- 087 Foreign Material
- 088 Plating/Coating Defects
- 089 Cracks
- 090 Surface Irregular/Finish

**VISUAL & OTHER DEFICIENCIES**

- 091
- 092
- 093
- 094
- 095
- 096
- 097
- 098
- 099
- 100 Other Visual Anomaly**

<b>PREPARATORY PHASE CHECKLIST</b> (CONTINUED ON SECOND PAGE)		SPEC SECTION Enter Spec Section # Here	DATE Enter Date (DD/MMM/YY)
CONTRACT NO Enter Cnt# Here	DEFINABLE FEATURE OF WORK Enter DFOW Here	SCHEDULE ACT NO. Enter Sched Act ID Here	INDEX # Enter Index# Here
PERSONNEL PRESENT	GOVERNMENT REP NOTIFIED _____ HOURS IN ADVANCE: YES <input type="checkbox"/> NO <input type="checkbox"/>		
	NAME	POSITION	COMPANY/GOVERNMENT
SUBMITTALS	REVIEW SUBMITTALS AND/OR SUBMITTAL REGISTER. HAVE ALL SUBMITTALS BEEN APPROVED? YES <input type="checkbox"/> NO <input type="checkbox"/>		
	IF NO, WHAT ITEMS HAVE NOT BEEN SUBMITTED? _____		
	ARE ALL MATERIALS ON HAND? YES <input type="checkbox"/> NO <input type="checkbox"/>		
	IF NO, WHAT ITEMS ARE MISSING? _____		
MATERIAL STORAGE	CHECK APPROVED SUBMITTALS AGAINST DELIVERED MATERIAL. (THIS SHOULD BE DONE AS MATERIAL ARRIVES.)		
	COMMENTS: _____		
SPECIFICATIONS	ARE MATERIALS STORED PROPERLY? YES <input type="checkbox"/> NO <input type="checkbox"/>		
	IF NO, WHAT ACTION IS TAKEN? _____		
	REVIEW EACH PARAGRAPH OF SPECIFICATIONS. _____		
PRELIMINARY WORK & PERMITS	DISCUSS PROCEDURE FOR ACCOMPLISHING THE WORK. _____		
	CLARIFY ANY DIFFERENCES. _____		
PRELIMINARY WORK & PERMITS	ENSURE PRELIMINARY WORK IS CORRECT AND PERMITS ARE ON FILE.		
	IF NOT, WHAT ACTION IS TAKEN? _____		

TESTING	IDENTIFY TEST TO BE PERFORMED, FREQUENCY, AND BY WHOM.
	WHEN REQUIRED?
	WHERE REQUIRED?
	REVIEW TESTING PLAN.
HAS TEST FACILITIES BEEN APPROVED?	
SAFETY	ACTIVITY HAZARD ANALYSIS APPROVED? YES <input type="checkbox"/> NO <input type="checkbox"/>
	REVIEW APPLICABLE PORTION OF EM 385-1-1.
MEETING COMMENTS	NAVY/ROICC COMMENTS DURING MEETING.
OTHER ITEMS OR REMARKS	OTHER ITEMS OR REMARKS:
QC MANAGER _____ DATE _____	

<b>INITIAL PHASE CHECKLIST</b>		SPEC SECTION	DATE
CONTRACT NO		DEFINABLE FEATURE OF WORK	SCHEDULE ACT NO.
INDEX #			
<b>PERSONNEL PRESENT</b>	GOVERNMENT REP NOTIFIED _____ HOURS IN ADVANCE: YES <input type="checkbox"/> NO <input type="checkbox"/>		
	NAME	POSITION	COMPANY/GOVERNMENT
<b>PROCEDURE COMPLIANCE</b>	IDENTIFY FULL COMPLIANCE WITH PROCEDURES IDENTIFIED AT PREPARATORY. COORDINATE PLANS, SPECIFICATIONS, AND SUBMITTALS.		
	COMMENTS: _____		
<b>PRELIMINARY WORK</b>	ENSURE PRELIMINARY WORK IS COMPLETE AND CORRECT. IF NOT, WHAT ACTION IS TAKEN?		
<b>WORKMANSHIP</b>	ESTABLISH LEVEL OF WORKMANSHIP.		
	WHERE IS WORK LOCATED? _____		
	IS SAMPLE PANEL REQUIRED? YES <input type="checkbox"/> NO <input type="checkbox"/>		
	WILL THE INITIAL WORK BE CONSIDERED AS A SAMPLE? YES <input type="checkbox"/> NO <input type="checkbox"/>		
	(IF YES, MAINTAIN IN PRESENT CONDITION AS LONG AS POSSIBLE AND DESCRIBE LOCATION OF SAMPLE) _____		
<b>RESOLUTION</b>	RESOLVE ANY DIFFERENCES.		
	COMMENTS: _____		
<b>CHECK SAFETY</b>	REVIEW JOB CONDITIONS USING EM 385-1-1 AND JOB HAZARD ANALYSIS		
	COMMENTS: _____		
<b>OTHER</b>	OTHER ITEMS OR REMARKS		
<div style="display: flex; justify-content: space-between; margin-top: 20px;"> <span>QC MANAGER _____</span> <span>DATE _____</span> </div>			

# Construction Stormwater Pollution Control/Compliance Plan

## Transbay Transit Center Project San Francisco, California

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Prepared for:  
Webcor /Obayashi

Prepared by:



6h 1 W 24 PM 1 49

WASTEWATER ENTERPRISE  
COLLECTION SYSTEM DIVISION

Approved as "NOT"

February 2011

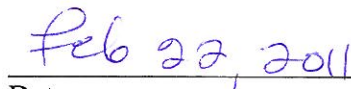
**Transbay Transit Center  
San Francisco, California**

## **Construction Stormwater Pollution Control/Compliance Plan**

Submitted to:  
Webcor /Obayashi

This report has been prepared by or under the supervision of the following Qualified Storm Water Pollution Prevention Developer and Construction General Permit Trainer of Record.

  
Debra Carey, QSD, ToR, CEG

  
Date

February 2011

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Appendix A	Inlet Locations
Appendix B	Construction Stormwater Controls Monitoring Checklist
Appendix C	SFPUC Construction Pollution Prevention Guide



# 1 REGULATORY SETTING

The Transbay Transit Center Project (Project) meets federal Clean Water Act (CWA) and State Porter – Cologne Water Quality Control requirements via connection to the combined wastewater and stormwater sewer system operated by the San Francisco Public Utilities Commission (SFPUC) under a State Water Resources Control Board-issued National Pollutant Discharge Elimination System (NPDES) permit (Order No. R2-2002-0073, NPDES Permit No CA0037664). The Project is therefore not subject to coverage under the California Construction General Stormwater Permit (Order 2009-0009-DWG), that became effective on July 1, 2010; however, the construction site must implement Best Management Practices (BMPs) to prevent pollutant discharge into the combined sewer to comply with the San Francisco municipal ordinances and codes described below. This Construction Stormwater Pollution Control/Compliance Plan provides a delegation strategy along with best management practice (BMP) categories for compliance with stormwater regulations covering construction activities at the Project.

## **San Francisco Ordinance**

San Francisco has a Stormwater Discharge Controls Ordinance requiring Pollution Prevention Procedures during any construction conducted in the City of San Francisco. In general the ordinance discusses long term BMPs such as rain gardens and green roofs particularly applicable to redevelopment areas and sections of the City serviced by small municipal separate storm sewer systems (MS4); however aspects of the ordinance apply to construction activities. For example, although coverage under the NPDES General Construction Permit (Water Board Order No. 99-08-DWQ) is not required for projects in those areas of the city that drain to the combined sewer system; all construction sites must implement BMPs to prevent illicit discharge into the combined sewer. Generally, City requirements include the development of a Storm Water Pollution Prevention Plan (SWPPP), SWPPP plan review by SFPUC, stormwater treatment measures, runoff monitoring, and frequent site inspections. The regulations also require the use of construction period (and operational period) BMPs on construction sites to keep pollutants (sediment and construction site debris), out of water conveyance systems, the treatment plants, and discharge points.

## **San Francisco Public Works Code**

The federal CWA requires that publicly-owned treatment works (POTW) regulate the discharge of industrial wastes into a sewer system subject to NPDES permit requirements, and since construction activity is regulated under the industrial category, San Francisco's department of public works (DPW) has adopted requirements for construction discharges to the combined sewer system. Under DPW regulations, discharges of construction storm water as well as any wastewater (such as dewatering from construction sites) is subject to the requirements of Article 4.1 of the San Francisco Public Works Code, which regulates the quantity and quality of discharges to the combined sewer system. Projects that conduct any dewatering activity are required to apply for a Wastewater Batch Discharge Permit from the SF PUC WWC\_CSD. Information on the Batch Discharge Permit and pre-treatment can be found online at: [http://sfwater.org/msc\\_main.cfm/MC\\_ID/14/MSC\\_ID/445](http://sfwater.org/msc_main.cfm/MC_ID/14/MSC_ID/445).

Order No. 158170 of the San Francisco DPW provides additional pre-treatment industrial waste discharge limits to augment those listed in Article 4.1. The San Francisco Municipal Code requires contractors to have a Sediment and Erosion Control Plan for projects that discharge to the Combined Sewer System.

## **RESPONSIBLE PARTIES**

The legally Responsible Party for the Project is the Transbay Joint Powers Authority (TJPA). The TJPA consists of a collaboration of Bay Area government and transportation agencies, and is managed by TJPA staff and overseen by a Board of Directors. For site-specific concerns that can be addressed by TJPA, please call **415.409.TJPA (8572)**.

Webcor /Obayashi is a joint venture contracting group hired by TJPA as general contractor for the Transbay Terminal Center Phase of the Project. Webcor /Obayashi will be subcontracting construction to Trade Subcontractors who will be responsible for preparing SWPPPs specific to their construction activity, schedule, discharge points, types of pollutants and construction boundaries. The Trade Subcontractors will be responsible for preparing and submitting for approval a SWPPP including furnishing, installing, maintaining and removing BMPs such as silt fence, filter boxes, construction entrances, sediment traps, dust control, dewatering and other erosion and sediment control measures during construction to prevent contamination of storm water from construction activities and to maintain compliance with the SF storm water ordinance and codes. For site-specific NPDES concerns that can be addressed by Webcor/Obayashi, please call **415.978.5726**.

## **2 PROJECT INFORMATION**

### **2.2 Project Description**

The Project is located generally between Second Street in the west, Beale Street in the east, Natoma Street in the south and Minna Street in the north (Figure 1). The Project is part of a larger \$4 billion transportation and housing expansion/redevelopment effort that will replace an old Transbay Terminal at First and Mission streets with a modern regional transit hub connecting eight Bay Area counties and the State of California through 11 transit systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, Muni, SamTrans, WestCAT Lynx, Amtrak, Paratransit and future High Speed Rail from San Francisco to Los Angeles/Anaheim.

The entire Project consists of three broad activities as noted below. Webcor /Obayashi are the general contractors and have prepared this Construction Stormwater Pollution Control/Compliance Plan to provide for compliance with stormwater regulations covering construction activities.

- **Utility Relocation**
- **Train Box and Transit Center Building Construction**
- **Bus Ramp Construction**



## 2.3 Project Size and Total Disturbed Area

The estimated total disturbed soil area (DSA) for the Project is approximately 12.3 acres and includes the areas where the soil might be potentially disturbed by construction activities, as follows:

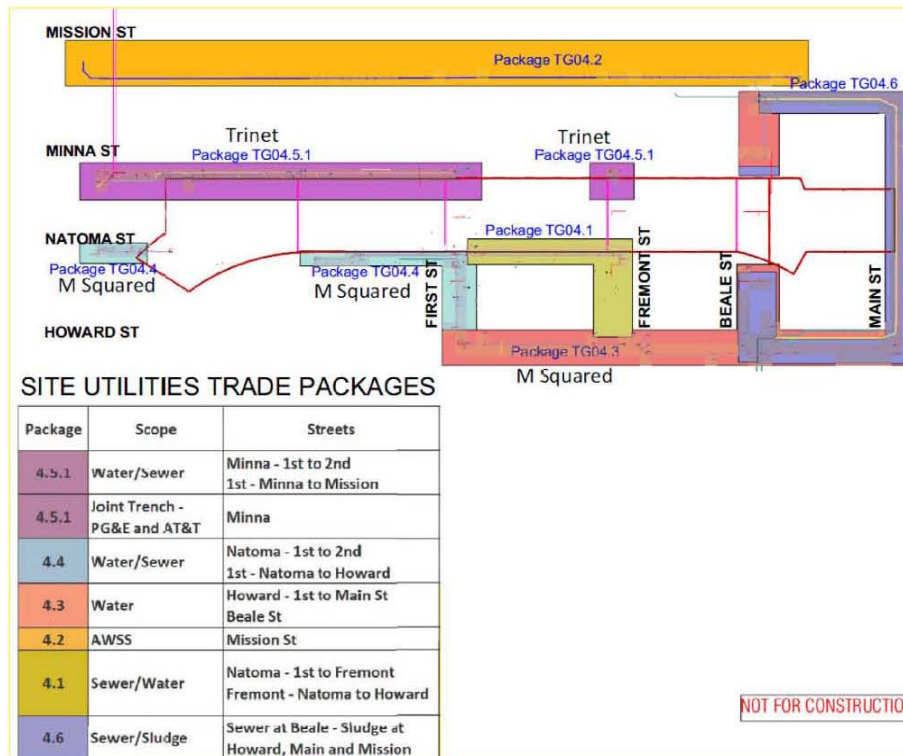
**Table 1. Total Land Disturbance**

<b>Area Name</b>	<b>Approximate Area Disturbed (Acres)</b>
Zone 1	2
Zone 2	1.8
Zone 3	1.5
Zone 4	4
Linear Utility Relocation	2.5
Additional Staging/Disturbance	3
<b>Total</b>	<b>12.3</b>

Figures 2 and 3 show general locations for the DSA construction zones and linear utility relocation trade packages. Several staging areas are anticipated during the life of the Project as shown in Figure 4.







DATE	MARK	REVISION	INIT.	Design by Drawn by Checked by Reviewed by Date: January 2011	Signature: Title: 1543 ALPINE RD., SUITE 108 BERKELEY, CA 94709 PH (925) 941-0017 FAX (925) 941-0018		CITY OF SAN FRANCISCO PROJECT NO. XXX-XXXX TRANSBAY TRANSIT CENTER STORMWATER POLLUTION CONTROL AND COMPLIANCE PLAN	UTILITIES DSA MAP SCALE: SHEET: NO. OF
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Figure 3. Utilities DSA Map





## **2.4 Receiving Waters and Environmentally Sensitive Areas**

The Project is located within the northeastern section of the City of San Francisco. The Project does not discharge directly to jurisdictional “receiving water.” The San Francisco combined sanitary/storm water sewer system collects all storm and waste water discharging in the Project vicinity and pipes the water to the Southeast Water Pollution Control Plant for processing and discharging under NPDES Permit No CA0037664. The SE plant currently treats runoff to secondary treatment standards established by the USEPA, meeting or exceeding water quality objectives in San Francisco Bay.

The San Francisco Bay Area has a climate characterized by wet winters and dry summers. Average annual rainfall in the area is approximately 20 inches. The majority of this rainfall generally occurs from November through April with little rainfall during the remaining months of the year. Construction for the Project will span a period of several years including both wet and dry seasons. The project does not impact any known environmentally or culturally sensitive areas. For information regarding any environmentally sensitive habitat concerns, please refer to the Biological Resource Assessment. For information on cultural or other CEQA or NEPA requirements, please refer to the appropriate State or Federal Agency.

## **2.5 Construction Activities and Schedule**

The Project activities include but are not limited to clearing, excavation and backfill, construction and finishing work within a busy city environment with established infrastructure. Several staging areas are anticipated during the life of the Project. Construction equipment and materials will be stored both onsite and at staging areas. As a result, fueling and maintenance, as well as welding and fabrication, may take place onsite. A discussion of the pollutants with potential to contact storm water as a result of these activities is included below. Since demolition of the existing ramps and terminal is currently underway by another contractor (Evans Bros Inc), the first phase of the Webcor-Obayashi Project includes utility relocation, followed by subexcavation in preparation for construction of the Transit Center Building/Train Box. Construction overseen by Webcor-Obayashi will create a new five-story Transit Center with one above-grade bus level, ground-floor, concourse, and two below-grade rail levels serving Caltrain and future California High Speed Rail, and includes new bus ramps to connect the Transit Center to a new off-site bus storage facility and the SF-Oakland Bay Bridge. Construction of the Project should be completed within or near the year 2017.

The following list generally outlines the expected Project construction schedule:

1. Utility relocation November 2010-September 2011.
2. Protection of perimeter: March 2011.
3. Trade Subcontractors awarded contracts: April 2011.
4. Activity specific SWPPPs submitted by Trade Subcontractors: April 2011.
5. Sediment control products ordered and stored on site by Trade Subcontractors: May 2011.
6. Stabilized construction entrance, equipment parking, covered storage and any concrete wash areas constructed by Trade Subcontractors: May 2011.
7. Excavation and Dewatering by Trade Subcontractors: May 2011-April 2014.

8. Transit Center Building Construction: May 2013-August 2017.
9. Bus Ramps: 4th quarter 2012-4th quarter 2014.
10. Construction of the concrete form box and train box by Trade Subcontractors: TBD.
11. Vertical Construction by Trade Subcontractors: 2013-2017.
12. Monitoring and Maintenance of BMPs: Entire construction timeline by Trade Subcontractors.
13. All BMPs functional: Entire construction timeline.

## **2.6 Potential Construction Site Pollutant Sources**

Potential materials expected from the project include, but are not limited to, excavated soil, oil products (gasoline, diesel, hydraulic oil, and kerosene), solvents, concrete and curing compounds, and other construction materials. Construction on the project site will require temporary disturbance of surface soils and removal of existing on-site pavements and subsurface structures. During the construction period, excavation and grading activities will result in exposure of soil to water runoff, and the use of haul trucks that could track material away from the construction site. Much of the excavated material will be typical of coarser sandy soil particles that do not mobilize easily. However, some of the material may consist of relatively mobile fine sediments (silt and clay). Most excavation will occur in a below-grade pit which will drain internally and contain storm water; however construction activities will impact areas outside of the excavation areas that drain toward the San Francisco combined sewer drain inlets. Water in excavation pits from rainfall and groundwater seepage would contain sediment. Removal of the pit water will probably require sediment removal before it can be discharged into the storm drains (see SF PW Code paragraph above).

Soil and debris on the haul truck tires exiting the site could be deposited on local streets and Transport in storm water into the storm drain. The majority of construction debris and materials would be loaded onto trucks within the interior of the construction boundaries, rather than from public sidewalks or streets bordering the project site. The construction debris and materials would then be hauled off site. Therefore, soil stockpiles would be minimized on site.

In addition to sediment, Table 2 lists expected construction materials that could generate pollutants, describes their chemical and physical properties, and identifies potential pollutants associated with them. This list should be updated as the project proceeds and additional phases begin.

**Table 2. Potential Stormwater Pollutants**

Source	Chemical/Physical Description	Storm Water Pollutants*
Diesel Fuel	Clear, blue-green to yellow liquid	TPH-diesel, benzene, toluene, ethylbenzene, xylenes, naphthalene
Concrete Work	Cement, fly ash, aggregate	pH
Oil and Grease	Brown oily petroleum	TPH-motor oil, oil and grease
Used Oil (oil only)	Brown oily petroleum	TPH-motor oil, oil and grease, LUFT 5 metals (cadmium, chromium, lead, nickel, and zinc)
Excavated and Stockpiled Soil	Solid particles	Soil, sediment
Gasoline	Colorless, pale brown or pink petroleum hydrocarbon	TPH-gasoline, benzene, toluene, ethylbenzene, xylenes. For “old” releases, include DIPE; ETBE; MTBE; TAME; TBA; 1,2-dibromoethane (1,2-DBA); and 1,2-dichloroethane (1,2-DCA)
Hydraulic Oil/Fluids	Brown oily petroleum hydrocarbon	TPH-hydraulic oil, benzene, toluene, ethylbenzene, xylenes, LUFT 5 metals (cadmium, chromium, lead, nickel, and zinc)
Sanitary/Septic Waste	Sewage products	Coliform, <i>E. coli</i> , viruses, solvents (i.e. volatile organic compounds such as trihalomethanes and the dichlorobenzene isomers), nitrate
Trash; Windblown and Other	Paper, pipe, electrical wires etc.	Paper, pipe, electrical wires etc.

Notes: \*TPH-gasoline = total petroleum hydrocarbons quantified as gasoline (the same pattern for TPH-diesel, TPH-motor oil, TPH-hydraulic oil)  
BTEX = benzene, toluene, ethylbenzene, and xylenes  
DIPE = di-isopropyl ether  
ETBE = ethyl tertiary butyl ether  
MTBE = methyl tertiary butyl ether  
TAME = tertiary amyl methyl ether  
TBA = tertiary butyl alcohol  
LUFT = leaking underground fuel tank  
PCBs = polychlorinated biphenyls

Pollutants of concern in the San Francisco Bay include, but are not limited to, mercury, diazinon and Polychlorinated Biphenyls (PCBs). These chemicals are not easily broken down and they tend to adhere to particles of sediment, so can be removed from stormwater in BMPs that trap sediment. For this reason, sediment trapping BMPs are highlighted in the treatment controls listed for the project. Additional pollutant categories that can be anticipated in stormwater leaving the project include oil and grease, trash, sediment, organic compounds, pesticides, nutrients and metals.

## 2.7 Identification of Non-Storm Water Discharges

Non-storm water discharges include a wide variety of sources and may contribute pollutant loads if not controlled. They can include, but are not limited to:

- discharges of process water
- saw cutting slurry
- air conditioner condensate
- non-contact cooling water
- vehicle wash water
- sanitary wastes concrete washout water
- paint wash water
- irrigation water
- pipe testing water
- natural groundwater seepage

Measures to control spills, leakage, and dumping, and to prevent illicit connections during construction must be addressed through structural as well as non-structural BMPs. Certain non-storm water discharges may be necessary for the completion of construction projects. Authorized non-storm water discharges may include those from de-chlorinated potable water sources such as: fire hydrant flushing, irrigation of vegetative erosion control measures, pipe flushing and testing, water to control dust, uncontaminated ground water dewatering, and other discharges not subject to a separate general NPDES permit adopted by a region. Authorized non-storm water dewatering discharges require a permit. Information can be found online at: [http://sfwater.org/msc\\_main.cfm/MC\\_ID/14/MSC\\_ID/445](http://sfwater.org/msc_main.cfm/MC_ID/14/MSC_ID/445).

Each Trade Subcontractor is responsible for procuring the necessary dewatering permits for construction activities undertaken. The SFPUC prohibits the discharge of storm water that causes or threatens to cause pollution, contamination, or nuisance.

Additionally, all SWPPPs prepared by Trade Subcontractors must include procedures and practices designed to minimize or eliminate the discharge offsite of pollutants from vehicle and equipment cleaning, fueling, maintenance operations and other non-storm water. Project monitoring by trade Subcontractors will include a visual check for non-storm water discharges and non-storm water discharge potential.

### **3 BEST MANAGEMENT PRACTICES (BMPS)**

BMPs shall be implemented as listed in this Plan and additionally as necessary to adequately minimize erosion on site and limit sediment transport off site to an acceptable level in accordance with the SFPUC regulations and all City Codes and Ordinances.

Erosion and sediment control measures are needed throughout the year on the Project. In particular, stormwater catch basins must be protected year round. During dry season development, BMPs will be primarily designed to mitigate the movement of sediment and pollutants off site by tracking from grading equipment and from wind. Wet season BMPs are designed to prevent soil from washing off graded areas during rainy periods, tracking of soil and pollutants off site by vehicles and any other movement of pollutants from the Project.

#### **3.2 BMP Objectives**

This Construction Stormwater Pollution Control/Compliance Plan provides the following BMP objectives:

- Provide overall guidance to Trade Subcontractors in preparing SWPPPs and dewatering plans specific to their construction activities, construction timelines and drainage areas for submittal to the SFPUC.
- Delineate typical construction pollutants and their sources, including sources of sediment associated with construction, construction site erosion and other activities associated with anticipated construction activity. Trade Subcontractors are expected to expand and amend the information provided here within to tailor their SWPPPs to their activities.
- Outline best management practice (BMP) categories that need to be included in the SWPPPs prepared, submitted and maintained by the Trade Subcontractors to a level that results in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the standard required by the SFPUC.

BMPs categories listed in this Construction Stormwater Pollution Control/Compliance Plan should be reviewed by the Trade Subcontractors, added to their SWPPPs as applicable and additionally installed, maintained, monitored and reported as practicable to adequately minimize erosion on site and limit sediment transport off site to an acceptable level. Adjustments and modifications to the BMPs identified in this Plan need to be implemented by the Trade Subcontractors as necessary to maintain the construction site in accordance with the provisions of the SFPUC regulations and all City Codes and Ordinances.

The SFPUC identifies the following list of BMPs and pollution prevention measures that must be implemented at all construction sites:

- Identify all storm drains and catch basins near the construction site and ensure all workers are aware of their locations to prevent pollutants from entering them.
- Protect all storm drain and catch basin inlets.
- Develop an erosion control and sediment control plan for wind and rain.
- Develop spill response and containment procedures.
- Inspect site regularly to ensure that BMPs are intact.

- Conduct daily site cleanings as needed.
- Educate employees and subcontractors about BMPs.
- Regularly maintain all BMPs at project site.

### 3.2.1 Erosion Control BMPs

Erosion control practices consist of source control measures designed to prevent soil particles from becoming dislodged and transported in storm water runoff, while sediment control measures filter and otherwise recover soil particles from runoff. Erosion control BMPs protect the soil surface by covering and/or binding soil particles and in many cases, are more effective, less expensive, and require less maintenance and repair. Although they typically function by protecting the surface of exposed soil, erosion control measures cannot be effectively applied until grading activities are complete or idle.

At the Project, erosion is expected to occur primarily as a result of pavement removal, soil disturbance and subsequent wind or rain. For this reason, BMPs to limit the timing of soil disturbance and provide timely stabilization for the disturbed soil surface should be the focus of erosion control efforts for the site. Erosion control BMPs such as scheduling and non-vegetative soil stabilization (soil binders) should be considered by each Trade Subcontractor (TS) and added to their SWPPPS to control soil erosion on the construction site. Modifications to the BMPs may be necessary should construction activities or the construction schedule be altered. If modifications are needed to the BMPs, the Trade Subcontractor should work with the SFPUC to amend the SWPPP and Erosion Control BMPs to satisfactorily meet City storm water regulations.

Scheduling should be implemented throughout the project as a means of ensuring that significant earth-disturbing activities are avoided if rain is forecasted. If there are exposed areas that are not being actively worked the trade Subcontractors should consider stabilizing all areas as practical. If additional information or instructions are needed for BMP installations, the CASQA website and cutsheets can be found at: **[www.casqa.org](http://www.casqa.org)**.

### 3.2.2 Sediment Control BMPs

Sediment control is any practice that traps soil particles after they have been detached and moved by rain, flowing water, or wind. Sediment control measures are usually passive systems that rely on filtering or settling the particles. Sediment control, or capturing the sediment once it is mobilized, is considered back up or secondary to good erosion control.

Table 3 indicates the BMPs for sediment control that should be considered and included in SWPPPs by trade Subcontractors as applicable on the construction site.

**Table 3. Construction Sediment Control BMPs**

<b>BMP Name</b>
Silt Fence
Fiber Rolls
Gravel Bag Berm
Sand Bag Barrier
Storm Drain Inlet Protection
Stockpile Management

If additional information or instructions are needed for BMP installations, the CASQA website and Cutsheets can be found at: **[www.casqa.org](http://www.casqa.org)**.

### 3.2.3 Tracking Control BMPs

Tracking control consists of preventing or reducing the tracking of sediment off site by vehicles. Daily inspections will be conducted at the construction entrances and if track-out is observed, the area will be swept by the Trade Subcontractors. If additional information or instructions are needed for BMP installations, the CASQA website and cutsheets can be found at: **[www.casqa.org](http://www.casqa.org)**.

### 3.2.4 Wind Erosion Control BMPs

Wind Erosion Control is a very important BMP for the Project. All Trade Subcontractors are required to comply with the regulations specified by the local Air Quality Control District. Construction will be halted if required to do so due to high wind conditions as specified by the local Air Quality Control District, and/or common sense. Alternative forms of wind erosion control such as tackifiers and covers will be utilized as necessary to avoid and minimize windblown dust from leaving the project site. If additional information or instructions are needed for BMP installations, the CASQA website and cutsheets can be found at: **[www.casqa.org](http://www.casqa.org)**.

### 3.2.5 Non-Storm Water Control BMPs

Non-storm water management BMPs are source control BMPs that prevent pollution by limiting or reducing potential non-storm water pollutants at their source or eliminating offsite discharge. These practices involve day-to-day operations of the construction site and are also referred to as “good housekeeping practices” which involve keeping a clean, orderly construction site.

Non-storm water management BMPs includes procedures and practices designed to minimize or eliminate the discharge of pollutants from vehicle and equipment cleaning, saw cutting, pipe testing and other activities that generate liquid slurry or water based effluent. All storm/sanitary drain inlets should be located and protected during construction such that non-storm water carrying pollutants does not enter the inlets. Paving and concrete work should be undertaken during dry weather and drain inlets covered

during these activities. During wet weather construction, the drain inlets should be protected with a BMP that filters water such as sediment traps, silt bags and straw wattle.

### 3.2.6 Waste Management/Materials Control BMPs

Waste management and materials pollution control BMPs, like non-storm water management BMPs, are source control BMPs that prevent pollution by limiting or reducing potential pollutants at their source before they come in contact with storm water.

These BMPs also involve day-to-day operations of the construction site, are under the control of the Trade Subcontractors, and are additional “good housekeeping practices” which involve keeping a clean, orderly construction site. Waste management consists of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project. The objective is to prevent the release of waste materials into storm water runoff or discharges through proper management of the following types of wastes:

- Solid
- Sanitary
- Concrete
- Hazardous
- Equipment – related wastes

Materials pollution control (also called materials handling) consists of implementing procedural and structural BMPs in the handling, storing, and the use of construction materials. The BMPs are intended to prevent the release of pollutants during storm water and non-storm water discharges. The objective is to prevent or reduce the opportunity for contamination of storm water runoff from construction materials by covering and/or providing secondary containment of storage areas, and by taking adequate precautions when handling materials. Material Safety Data Sheets, covered and secondary containment and employee training are important examples of materials pollution control. These controls must be implemented for all applicable activities, material usage, and site conditions by each Trade Subcontractor working on the Project.

The following BMP Table 4 indicates the BMPs for Trade Subcontractors to utilize to control construction site wastes and materials for the project.



**Table 4. Waste Management and Material Handling Control BMPs**

<b>BMP Name</b>
Material Delivery & Storage
Material Use
Spill Control
Solid Waste Management
Hazardous Materials/ Waste Management
Concrete Waste Management
Sanitary/Septic Waste Management
Liquid Waste Management

Fuel (gasoline/diesel), hydraulic oil, motor oil, and other liquid or hazardous waste materials used for vehicle and equipment maintenance may be used on the construction site and at the lay down areas if applicable permits are obtained and spill/response measures are adhered to. Minor amounts of lubricants and hydraulic fluid may be stored in vehicles. Spill response equipment will also be located onsite and near active construction.

Waste management BMPs includes procedures and practices designed to minimize or eliminate the discharge of pollutants from vehicle and equipment use, as well as fueling and maintenance operations to storm water drainage systems or to watercourses. Drip pans, diapers or alternative containment will be placed under equipment and vehicles (as applicable during maintenance or if leaking is suspected) while not in use, to catch and/or contain drips and leaks and prevent soil contamination. Construction crews will be educated to check parking areas visually for signs of leaking liquids; any vehicles found to be leaking onto the soil surface will be provided with temporary drip pans while at the project site. Fueling may be conducted on the job site and at the lay down area if fueling BMPs are implemented, appropriate permits are obtained and proper spill control policies and procedures are followed.

It is important that Trade Subcontractors minimize or abate the exposure of materials stored or spilled at the site. Spill Response Procedures for smaller spills are presented in BMPs. If a larger spill or discharge offsite occurs, or if the project receives a written notice or order from any regulatory agency, Trade Subcontractors will follow their Health & Safety Plan and Spill Prevention Countermeasure and Control Plan (SPCC) as well as comply with all Federal, State and local spill reporting regulations.

## 4 BMP INSPECTION, MAINTENANCE AND RECORD KEEPING

Inspection and maintenance of BMPs are an integral part of the Project and will be followed by the Trade Subcontractors. During visual inspections, if any BMP deficiencies or any storm water compliance issues are observed, the Trade Subcontractor's Construction Supervisor will be notified immediately and the deficiencies will be corrected as soon as possible. The Trade Subcontractors are responsible for maintaining and/or submitting any required monitoring records as required by regulatory agencies in accordance with current regulatory guidelines.

**Table 5. Trade Subcontractor Maintenance, Monitoring and Repair Procedures**

PRACTICE	MONITORING, MAINTENANCE AND REPAIR PROCEDURES
Erosion Control	Check all soil protection including fabric, plastic, rock, hydroseed, mulch and velocity dissipation before, during and after rain events. Repair or replace as necessary to maintain proper function.
Street Cleaning	Streets must be periodically cleaned. Large quantities of soil tracked onto the street will be picked up by a loader bucket and/or hand shoveled back onto the pad. Streets must also be swept on an as-needed basis to maintain continuous sediment and litter control. Street washing shall not be done.
Sediment Control	Check integrity and functioning of berms, straw bales, check dams, and silt fences. Repair any eroded areas and remove accumulated debris.
Inlet Protection	Monitor installation and maintenance of sediment barriers and inlet protection devices. Check periodically during storms and repair or remove sediment as necessary to maintain appropriate functioning.
Temporary Basins	Remove accumulated sediment when sediment accumulates to within one foot of the outlet elevation and restore original dimensions of the basin. Obtain dewatering discharge permit from SFPUC prior to any dewatering of stored surface or groundwater.
Materials/ Equipment Storage	<ul style="list-style-type: none"> <li>Petroleum products shall be stored out of the rain and waste materials shall be stored in secured containers. Paints, solvents, enamels, sealers, bonding agents, and other chemicals shall be stored inside a covered, secure area.</li> <li>Keep designated storage areas clean and well organized. Conduct weekly monitoring to check for damaged containers, leaks, etc.</li> <li>Keep chemicals in original containers and keep them labeled.</li> <li>Train employees and subcontractors on the use of the storage area.</li> </ul>
Fueling Practices	<ul style="list-style-type: none"> <li>If refueling of equipment is conducted on site, make sure that</li> </ul>

PRACTICE	MONITORING, MAINTENANCE AND REPAIR PROCEDURES
	<p>fueling is occurring in designated areas and that secondary containment items such as drain pan or drop cloth are nearby to catch fuels/leaks.</p> <ul style="list-style-type: none"> <li>• Inspect and maintain vehicles and equipment regularly to minimize leaks and drips.</li> <li>• Comply with Federal, State and local requirements for fuel storage tanks.</li> </ul>
Herbicide/ Pesticide Application	Provide the landscape contractor with knowledge about proper procedures for application of designated chemicals.
Waste Disposal	Provide proper disposal procedures for specific materials
Litter Control	Place trash bins in appropriate locations and are being used properly. Pets will not be allowed on the Project during construction.
Equipment Cleaning	If equipment cleaning is done on site, make sure contractors are using designated, bermed wash areas to prevent wash water from entering storm drain system.

## 5 LIST OF CONTRACTORS/SUBCONTRACTORS

The following is a partial list of Trade Subcontractors, suppliers and consultants that may be employed on the Project. Names and contact numbers for each activity on the list can be obtained from Webcor /Obayashi upon request. This list is to be updated as necessary. This plan can be utilized as part of a subcontractor notification letter to document Subcontractors notification of their obligation to uphold applicable storm water pollution control regulations.

TRADE	NAME	Signature Indicating Willingness To Provide, Maintain, and Implement SWPPP in compliance with all applicable City Ordinances and Codes
Architect		
Bricklayers		
Cabinet Makers		
Carpenters (finish)		
Carpenters (rough)		
Ceramic Tile Installers		
Civil Engineer		
Cleaning Crews		
Concrete Subcontractors Testers		
Demolition Contractors		
Door Installers		
Drywall Installers		
Electricians		
Environmental Consultants		
Fence Builders		
Fireplace Installer		
Flooring Installers		
Garage Door Installers		
Glass Workers		
Grading Contractors		
Hardware Installers		
HVAC Contractors		
Insulation Contractors		
Marble Contractors		
Masonry Contractors		

TRADE	NAME	Signature Indicating Willingness To Provide, Maintain, and Implement SWPPP in compliance with all applicable City Ordinances and Codes
Millwork Suppliers		
Landscaping Contractors		
Landscape Maintenance Crews		
Lumber and Truss Suppliers		
Mirror and Shower Door Installers		
Painting Contractors		
Paving Contractors		
Pipeline Contractors		
Plaster Contractors		
Plumbing Contractors		
Roofing Contractors		
Shelving Installers		
Striping and Signage Contractors		
Stucco Contractors		
Termite Contractors		
Underground Utility Crews	Trinet	
Waterproofing Subcontractors		
Window Installers		

## **6 INSTRUCTIONS TO FIELD PERSONNEL**

Webcor /Obayashi will be responsible for mandating that SWPPP documents be prepared by Trade Subcontractors and also for observing the site on a regular basis in keeping with the standard of care for a General Contractor. Webcor /Obayashi will coordinate day to day oversight of the Project as a whole, track compliance with their contract obligations as well as Trade Subcontractor costs, direct Trade Subcontractors to maintain the Project site in accordance with all applicable regulations, and attend to discussions with the City regarding compliance concerns. Contracts with Trade Subcontractors and Sub tier Subcontractors shall include a requirement to comply with the provisions of this Plan and to maintain compliance with all applicable City Ordinances and Codes. The Trade Subcontractors, Sub tier Subcontractors and their Project Superintendents for this project are hereby authorized to uphold, certify, and maintain their own SWPPPs and to distribute it to all field personnel responsible for monitoring the site and maintaining compliance with storm water regulations. All subcontractors, field personnel and their assigns that work at the site must conform to the requirements described in this Plan and the SWPPP developed for Trade Subcontractor activities and any alterations thereof made at the time and in the manner herein specified, and in all respects according to its intent and meaning, and shall indemnify and hold harmless Webcor /Obayashi, its officers and agents, if failure to conform results in legal action or any other action by the Regional Water Quality Control Board or City. Duties of the Trade Subcontractors include but are not limited to:

- Maintaining full compliance with their SWPPP and all City Codes and Ordinances.
- To this effect, the Trade Subcontractors shall have authority to mobilize their own crews for:
  - BMP Installation, monitoring and maintenance.
  - Obtaining dewatering and other applicable permits necessary for the satisfactory completion of their contract.
  - Providing for elimination of all unauthorized discharges.
  - Coordinating with the City such that all updates, amendments, corrections and/or repairs are made in a timely fashion.
  - Stopping any construction activity that is in violation of municipal ordinances or codes or that is inconsistent with the provisions of the Trade Subcontractors SWPPP.

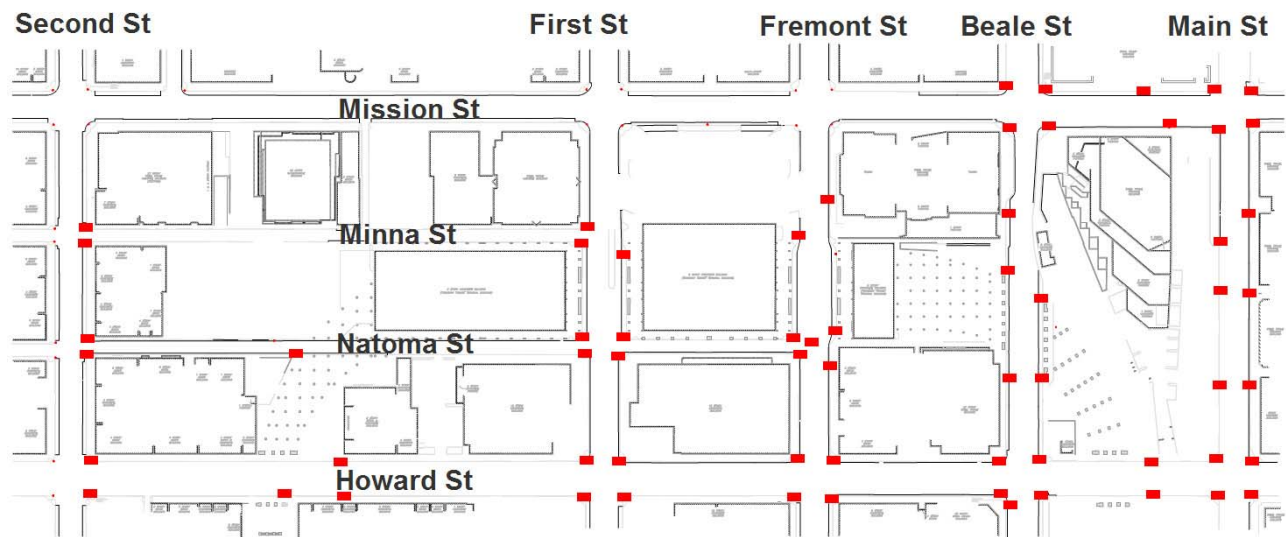
## 7 CLOSING

The Project will comply with the storm water discharge regulatory framework in the site vicinity through implementation of this Construction Stormwater Pollution Control/Compliance Plan. This Plan indicates that each Trade Subcontractor is responsible for preparing, submitting for approval, installing and maintaining a SWPPP with BMPs for protecting inlets to the SF combined sewer system from construction activities. BMPs included in the SWPPPs prepared by each Trade Subcontractor should include practices from the BMP categories outlined in this Plan. The SWPPP shall be implemented concurrently with the commencement of Trade Subcontractor construction activities and maintained by the Trade Subcontractor in a form that provides the Project with full compliance throughout the construction schedule for activities undertaken by the Trade Subcontractor. Though projects such as the subject Project that are serviced by the combined sewer system in San Francisco are not subject to the terms of the State Construction General Permit, Section A of the Construction General Permit describes in detail the requirements for a SWPPP, and the City and County San Francisco specifies that it should be used as a design guide. All construction sites must prevent illicit discharge into the SF combined sewer system.

## **Appendix A     Inlet Location Map**



**TRANSBAY TRANSIT CENTER**  
**Existing Catch Basin**



## **Appendix B Construction Stormwater Controls Monitoring Checklist**

# CONSTRUCTION STORMWATER CONTROLS MONITORING CHECKLIST

WEBCOR/OBAYASHI TRANSBAY TERMINAL PROJECT

Date: \_\_\_\_\_

Inspector Name: \_\_\_\_\_ Description of Inspected Area: \_\_\_\_\_

24hr Rainfall Amount: \_\_\_\_\_ Weather Conditions: \_\_\_\_\_

Name of Trade Subcontractor Representative: \_\_\_\_\_ Contact (Cell Phone #): \_\_\_\_\_

Erosion/Sediment Controls	Repairs Needed	OK	Owner of Repair Task	Comments/Date Corrected
Check Dams/Sediment Traps	<input type="checkbox"/>	_____	_____	_____
Drainage Swales/Lined Ditches	<input type="checkbox"/>	_____	_____	_____
Entrance/Outlet/ Tire Wash	<input type="checkbox"/>	_____	_____	_____
Barrier (Sandbag/Gravel Bag)	<input type="checkbox"/>	_____	_____	_____
Fiber Rolls/Wattles/ Silt Fence	<input type="checkbox"/>	_____	_____	_____
Covers (Geotextile/Fabric/Plastic)	<input type="checkbox"/>	_____	_____	_____
Inlet Protection	<input type="checkbox"/>	_____	_____	_____
Soil Tackifiers/Dust Control Emulsions	<input type="checkbox"/>	_____	_____	_____
Street Sweeping/Vacuuming	<input type="checkbox"/>	_____	_____	_____
Other:	<input type="checkbox"/>	_____	_____	_____

Good Housekeeping Controls	Repairs Needed	OK	Owner of Repair Task	Comments/Date Corrected
Concrete Washout	<input type="checkbox"/>	_____	_____	_____
Dewatering System/Operation	<input type="checkbox"/>	_____	_____	_____
Illicit Connection Detection	<input type="checkbox"/>	_____	_____	_____
Material Delivery/Storage/Use)	<input type="checkbox"/>	_____	_____	_____
Paving and Grinding Operations	<input type="checkbox"/>	_____	_____	_____
Pile Driving Operations	<input type="checkbox"/>	_____	_____	_____
Sanitary/Septic Waste Management	<input type="checkbox"/>	_____	_____	_____
Spill Prevention and Control	<input type="checkbox"/>	_____	_____	_____
Equipment Servicing	<input type="checkbox"/>	_____	_____	_____
Waste Management	<input type="checkbox"/>	_____	_____	_____

Visual Observation of Runoff	Repairs Needed	OK	Owner of Repair Task	Comments/Date Corrected
Sediment Laden/Turbid	<input type="checkbox"/>	_____	_____	_____
Oily Sheen	<input type="checkbox"/>	_____	_____	_____
Odor	<input type="checkbox"/>	_____	_____	_____

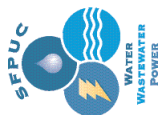
Documentation	Repairs Needed	OK	Owner of Repair Task	Comments/Date Corrected
SWPPP on Site	<input type="checkbox"/>	_____	_____	_____
BMP materials Stockpiled	<input type="checkbox"/>	_____	_____	_____
Spill Control in Compliance	<input type="checkbox"/>	_____	_____	_____
Discharge Permit Posted	<input type="checkbox"/>	_____	_____	_____
Training Logs Available	<input type="checkbox"/>	_____	_____	_____
Inspection Logs Filled Out	<input type="checkbox"/>	_____	_____	_____
Other:	<input type="checkbox"/>	_____	_____	_____

Comments: \_\_\_\_\_

\_\_\_\_\_

## **Appendix C     SFPUC Construction Pollution Prevention Guide**

*Don't Be Caught  
Unaware  
New  
Pollution  
Prevention  
Requirements  
for the  
Construction  
Industry*



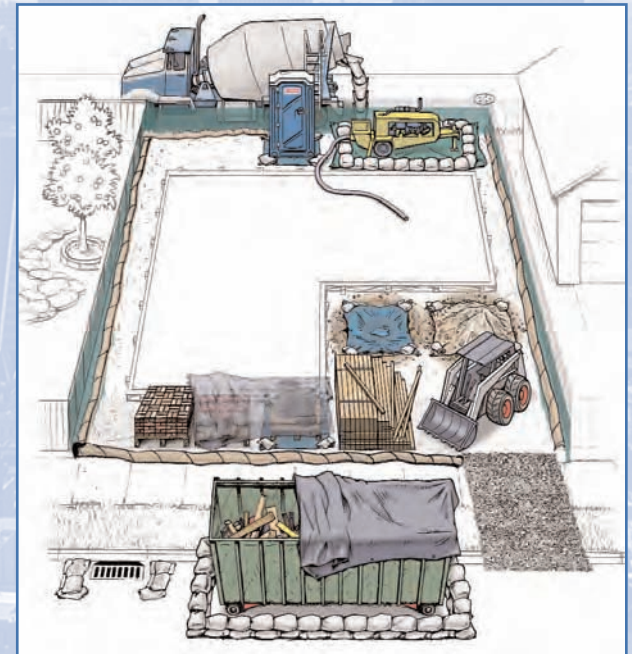
**Water Pollution Prevention Program**  
San Francisco Public Utilities Commission  
City and County of San Francisco  
3801 3rd Street, Suite 600  
San Francisco CA, 94124

# Keep it on Site

## Pollution Prevention Guide

for the

### Construction Industry



## Keep it on Site

The San Francisco Public Utilities Commission (SFPUC) is pleased to announce **Keep it on Site**, as part of its new program to prevent water pollution at construction sites.

Runoff from construction sites is a major source of water pollution, and is subject to requirements such as the development of a stormwater pollution prevention plan, a plan review, stormwater treatment measures, runoff monitoring and increased site inspections.

As part of our Construction Site Water Pollution Prevention Program, this brochure will assist construction professionals understand and comply with the new State and Federal laws. Here, you will find valuable information on methods used on construction sites to keep pollution, such as dirt and construction site debris out of our sewage treatment system and sensitive local water bodies.

We hope to make your job easier while keeping our city clean by providing you with the information to create an efficient and environmentally safe construction site.

Together, we have the ability to preserve the quality of life in San Francisco.



Water Pollution Prevention Program  
San Francisco Public Utilities Commission  
City and County of San Francisco  
3801 3rd Street, Suite 600  
San Francisco CA, 94124

Construction Site Runoff: (415) 695-7310  
<http://pollutionprevention.sfwater.org>

## Water Pollution Prevention Program

The goal of the Water Pollution Program is to control pollution at its source in order to protect the Bay, ocean, creeks and lakes.

Useful links about other pollution prevention programs throughout San Francisco:

San Francisco Water Pollution Prevention Program  
<http://pollutionprevention.sfwater.org>

State Water Board  
[www.waterboards.ca.gov/sanfranciscobay](http://www.waterboards.ca.gov/sanfranciscobay)

International BMP Database  
[www.bmpdatabase.org](http://www.bmpdatabase.org)

California Stormwater Quality Association  
[www.cabmphandbooks.com](http://www.cabmphandbooks.com)

### Emergency Phone Numbers

To report illegal dumping of hazardous materials or wastes to the storm drain or sewer system, call San Francisco Water Pollution Prevention Program hotline: (415) 695-2020

### Hazardous Spills: 911

### Inspection and Enforcement Program

The Construction Site Inspection and Enforcement Program was established to ensure that all businesses operate in compliance with all appropriate stormwater laws and other City requirements. Contractors, site supervisors and property owners can be held responsible for violations, which may lead to a civil penalty of up to \$25,000 per day and reimbursing the City for all expenses associated with clean up<sup>1</sup>.

Construction materials such as paint, dirt, and trash often find their way into our storm drains,

<sup>1</sup> San Francisco Sewer Use Ordinance Article 4.1, Public Works Codes

## Best Management Practices

jeopardizing San Francisco's sewer system, and polluting surrounding local water bodies.

Contractors are now required to implement what are known as Best Management Practices (BMPs) on all construction sites. BMPs are methods used to keep pollution out of our storm drains and catch basins and off of City property such as sidewalks, streets, and alleys. Installing and maintaining these BMPs on the construction site is critical to protecting our sensitive water bodies.

If your project is greater than 1 acre, you are required to prepare a formal Stormwater Pollution Prevention Plan (SWPPP). Please contact SFPUC's Environmental Regulation and Management for more information at (415) 695-7310.

The following is a list of BMPs and pollution prevention measures that must be implemented at all construction sites.

- Identify all storm drains and catch basins near the construction site and ensure all workers are aware of their locations to prevent pollutants from entering them.
- Protect all storm drain and catch basin inlets.
- Develop an erosion control and sediment control plan for wind and rain.
- Develop spill response and containment procedures.
- Inspect site regularly to ensure that BMPs are intact.
- Conduct daily site cleanings as needed.
- Educate employees and subcontractors about BMPs.
- Regularly maintain all BMPs at project site.



# BEST MANAGEMENT PRACTICES

## Site Overview

This drawing illustrates Best Management Practices (BMPs) that must be followed at all construction sites in San Francisco.

## Preserve existing vegetation

Preserving existing trees and vegetation where possible will prevent erosion.

## Paint and Stucco

All paint and stucco materials stored on the site must be contained and covered. It is illegal for contractors to wash out paintbrushes in the street or dump any residues in the sewer or the storm drain. Paintbrushes and spray guns shall be washed/cleaned out into a hazardous materials barrel or put back into its original container and disposed of properly. Latex paint should be dried in its container and placed in the garbage. Oil paint and thinners need to be recycled as hazardous wastes.

## Perimeter Controls

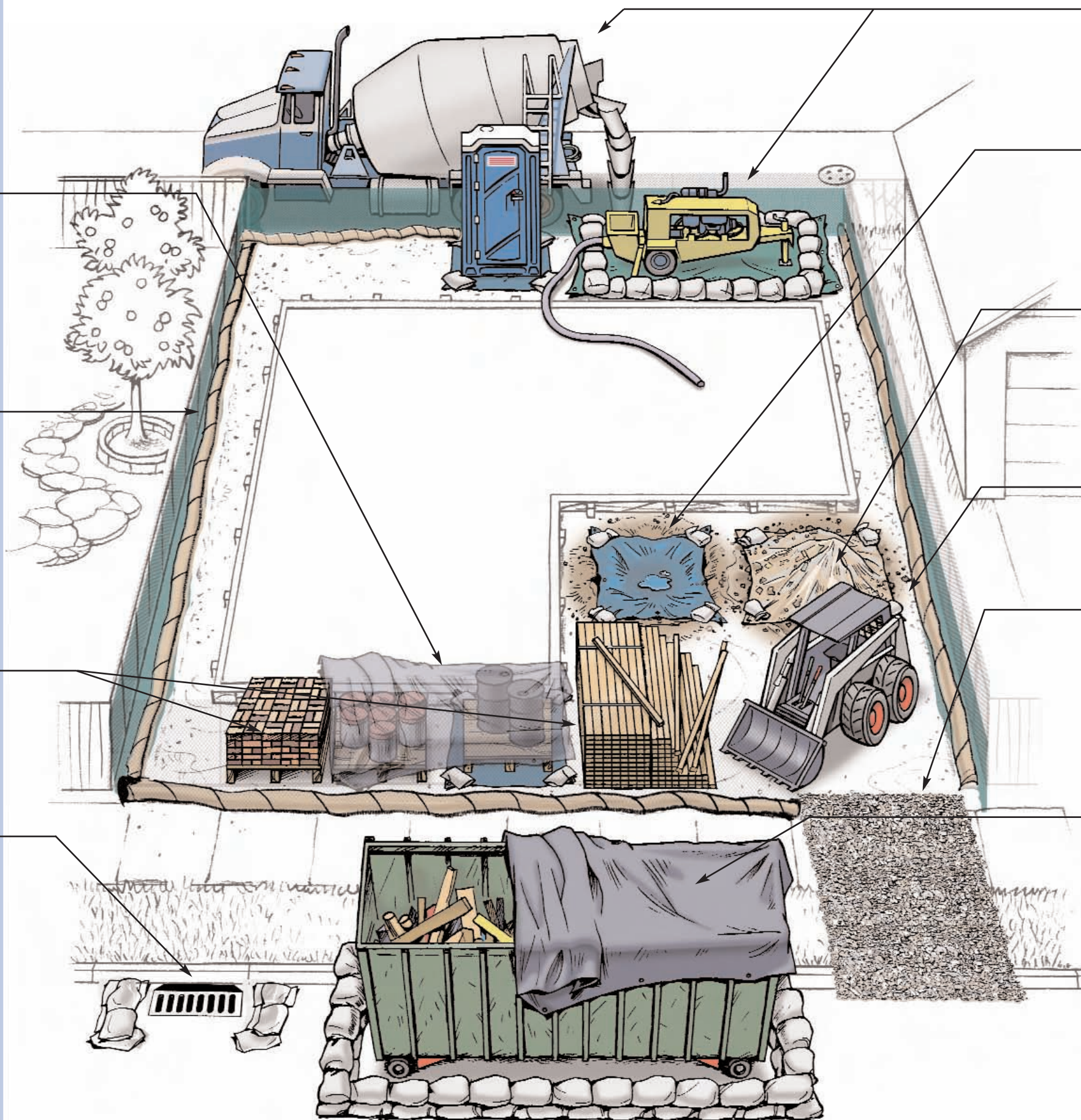
Gravel bags, silt fences, and fiber rolls are acceptable perimeter controls, and shall be used to surround the entire site. Upstream perimeter controls prevent water from running into your site and downstream controls prevent sediment from leaving your site. Avoid running over perimeter controls with vehicles or heavy equipment, as they can damage the materials. Replace any damaged perimeter controls immediately. Keep extra absorbent materials and/or a wet/dry vacuum on site to quickly pick up unintended spills. Sites must also be checked and maintained daily.

## Building Materials / Staging areas

Construction materials must be stored onsite at all times. The only exception is if you have a right-way-permit. Building materials should always be covered when not in use to prevent runoff caused by wind or rain. To apply for a right-of-way permit, contact the Bureau of Streets Use and Mapping at (415) 554-5810.

## Storm Drains and Catch Basins

Storm drains must be protected at all times with perimeter controls, such as fiber rolls or gravel bags.



## Concrete Trucks / Pumpers

Any concrete pumpers parked in public streets or alleys must be surrounded by perimeter controls, such as berms, gravel bags or fiber rolls. Tarps also must be placed beneath concrete pumpers at all times. Residual materials must be cleaned up as well.

## Washout Area

The disposal of "wet" construction materials should be handled in the washout area. This includes paint, stucco, and concrete. Use a gravel bag or fiber roll and tarp to collect evaporation and prevent run-off in nearby areas. The washout area must be checked and maintained daily to ensure compliance.

## Dirt and Grading

Mounds of dirt or gravel should be stored on site and covered each day with a tarp. When in use, all exposed dirt piles should be sprayed with water to prevent excessive dust. Tarps must be available and onsite to cover 125% of exposed areas during the rainy season (October-April).

## Earthmoving Equipment

All earthmoving equipment should be stored onsite. Maintenance and repair should never be conducted on the site. All tracks and trails left by equipment leading to and from the site should be cleaned up immediately.

## Construction site stone or rock access drives

Stone or rock access drives at any construction site should be made of 3-4 inch fractured stone aggregate with a geo-textile liner below the grade of the road. This is to be used by all vehicles to limit tracks of mud onto the streets.

## Dewatering Activities

A batch discharge permit is required before releasing any construction site wastewater. Call 415-695-7310 for more information.

## Dumpsters

Keep dumpsters covered. Areas around dumpsters should be swept daily.



## Water Pollution Prevention Program

San Francisco Public Utilities Commission  
City and County of San Francisco  
3801 3rd Street, Suite 600  
San Francisco CA, 94124  
(415) 695-7310

[siterunoff@sfgov.org](mailto:siterunoff@sfgov.org)  
<http://pollutionprevention.sfgov.org>

Original artwork and concepts developed by the City of Coronado, CA  
revised by SFPUC Graphics staff personnel.



## **Exhibit L**



### **TRANSBAY TRANSIT CENTER**

### **Hazardous Materials Management Plan**

Revision 1

**March 11, 2011**

**WEBCOR/OBAYASHI JOINT VENTURE  
SAN FRANCISCO, CA**



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**Hazardous Materials Management Plan**  
**TRANSBAY TRANSIT CENTER**  
**San Francisco, California**

Webcor/Obayashi Joint Venture will be responsible for mandating that Hazardous Materials Procedures documents shall be prepared by Trade Subcontractors and also for observing the Trans Bay Transit Center site on a regular basis in keeping with the standard of care for a General Contractor. Webcor/Obayashi Joint Venture will also coordinate the day to day oversight of the Project as a whole, compliance with their contract obligations, the tracking of Trade Subcontractor costs, directing Trade Subcontractors to maintain the Project site in accordance with all applicable regulations, and for discussions with the City regarding compliance concerns. Contracts with Trade Subcontractors and Sub tier Subcontractors shall include a requirement to comply with the provisions of this Plan and to maintain compliance with all applicable City Ordinances and Codes. The Trade Subcontractors, Sub tier Subcontractors and their Project Superintendents for this project are hereby authorized to uphold, certify, and maintain their own Hazardous Materials Procedures Plans and to distribute it to all field personnel responsible for monitoring the site and maintaining compliance with Federal State and local regulations. All subcontractors, field personnel and their assigns that work at the site must conform to the requirements described in this Hazardous Materials Procedures developed for Trade Subcontractor activities and any alterations thereof made at the time and in the manner herein specified, and in all respects according to its intent and meaning, and shall indemnify and hold harmless Webcor Builders-Obayashi, its officers and agents, if failure to conform results in legal action or any other action. Duties of the Trade Subcontractors include but are not limited to:

- Maintaining full compliance with their Hazardous Materials Procedures plan and all City Codes and Ordinances.
- To this effect, the Trade Subcontractors shall have authority to mobilize their own crews for: monitoring and maintenance.
- Obtaining dewatering and other applicable permits necessary for the satisfactory completion of their contract.
- Stopping any construction activity that is in violation of municipal ordinances or codes or that is inconsistent with the provisions of the Trade Subcontractors Hazardous Materials Procedures plan.

The Transbay existing Terminal Building has been demolished and replaced with a multimodal Transit Center that includes an underground rail station. The depth of the excavation will be approximately 65 feet. A soil-cement shoring wall extending approximately 120 feet below ground surface (bgs) will form the perimeter of the Transit Center. A concrete buttress will be placed under the Transit Center adjacent to 301 Mission Street extending down to bedrock, approximately 240 feet.

This HMMP includes the requirement to mitigate potential health and safety (H&S) risks to the environment, workers, and site-user associated with the presence of certain constituents in the soil at the Site.

## **ENVIRONMENTAL REPORTS**

Webcor /Obayashi Joint Venture have reviewed environmental reports prepared for the site. The following is a summary of the previous reports:

### **Phase I Environmental Site Assessment**

The eastern portion of the Site is located in an area historically known as the Tar Flat which was a former industrial area developed during the Gold Rush Era of the 1850's. The Site has been occupied by numerous buildings involved in metal work facilities, foundries, and a coal yard. Also, the San Francisco Gas Light Company was located on the south central and south eastern edge Site. Coal tar waste is believed to have been discharged into the surrounding tidelands which include the eastern portion of the Site. The Transbay Terminal Building was constructed between the years of 1936 ad 1938 and was used as a passenger rail station. In 1958, the train tracks were removed and/or paved over and the Site has been used by buses since. In the 1950's, elevated concrete roadways were built on the Site as part of the Transbay Terminal and the Embarcadero Freeway. The Embarcadero Freeway was damaged during the 1989 Loma Prieta earthquake and was subsequently demolished. Since the 1990's, the Site has remained largely unchanged.

Significant findings included:

- The subsurface fill material at the Site may contain elevated concentrations of heavy metals and other residual petroleum hydrocarbons. These concentrations are likely associated with the presence of 1906 earthquake fill material located below the ground surface. Special soil handling and/or sampling will likely be required during any construction activities.

- Due to the proximity of the former San Francisco Gas and Light Plant (bounded by First, Fremont, Howard, and Natoma Streets) and the presence of manufactured gas by-product waste found on nearby properties, hazardous materials may exist in the subsurface beneath the Site. Special soil handling and/or sampling will likely be required during any construction activity.
- The soil and groundwater near the West section of the Transbay Terminal Building may contain petroleum hydrocarbons and VOCs associated with the former USTs release. Special soil and groundwater handling and/or sampling will likely be required during any construction activities.

### **Site Investigations**

Limited soil and groundwater sampling has been performed beneath the ramps and near the Transbay Terminal building in 1999 and 2008 by Treadwell & Rollo. Also, they performed an Environmental Site Characterization (ESC) in 2009 at the Transbay Terminal which included collecting soil samples of the fill material and underlying sand from 23 exploratory borings, chemical testing of selected samples, and evaluating the results. Treadwell & Rollo collected groundwater grab samples from four of the exploratory borings for chemical analysis. The objective of the ESC was to assess the presence of petroleum hydrocarbon and metal contamination in the soil and groundwater beneath the Site that will be removed and disposed during the proposed construction activities. Concentrations of chemical compounds and metals detected in the soil and groundwater samples were compared to state and federal criteria for hazardous waste and disposal options.

The results of our environmental site characterization and other available subsurface information in the vicinity indicate the Site is generally underlain by approximately 5 to 16 feet of fill material, composed of loose to medium dense silty sand with varying amounts of brick, wood, tar, and glass fragments. The presence of fill material underlying the Site is likely associated with the 1906 earthquake and fire. A sand layer consisting of medium dense to very dense sand with variable amounts of silt approximately 15 to 18 feet thick underlies the fill material. Bay Mud is present beneath the sand layer.

### **Soil Results**

TPHg was detected above the method reporting limit (0.1 mg/kg) in 3 of the 88 samples analyzed at concentrations ranging from 0.29 mg/kg to 26 mg/kg. TPHd was detected above the method reporting limit (2 mg/kg) in 9 of the 87 samples analyzed at concentrations ranging from 2.01 mg/kg to 54.8 mg/kg. TPHmo was detected above the method reporting limit (4 mg/kg) in 49 of the 88 samples

analyzed at concentrations ranging from 4.09 mg/kg to 137 mg/kg. Methylene chloride was detected in 3 of the 14 samples analyzed at concentrations ranging from 0.056 mg/kg to 0.24 mg/kg. No other VOCs were detected at or above methods reporting limits.

Total cyanide was not detected above the method reporting limit (1 mg/kg) in any of the 5 samples analyzed. No SVOCs, Pesticides, PCBs, Sulfide, or Cyanide were detected at or above method reporting limits in the samples analyzed. The pH measured in five samples ranged from 6.70 standard units (S.U.) to 8.66 S.U.

Total lead was detected in each of the samples analyzed at concentrations ranging from 1.2 mg/kg to 1,000 mg/kg (Table 2). Total lead was detected at concentrations at or above 50 mg/kg but below 1,000 mg/kg in 33 soil samples. Each of these soil samples was subsequently run for STLC and TCLP lead to determine soluble lead levels. One soil sample (TR-21-5) matched the State of California hazardous waste criteria of 1,000 mg/kg for total lead and subsequently run for TCLP lead to determine if this soil represents a federal RCRA hazardous waste. The TCLP result was 0.83 milligrams per liter (mg/L) so less than the federal RCRA hazardous waste criteria of 5 mg/L.

STLC lead was detected at or above the method reporting limits in 33 of the 34 samples analyzed at concentrations ranging from 0.13 mg/L to 52.1 mg/L. A total of 19 soil samples exceeded the State of California hazardous waste criteria of 5 mg/L. TCLP lead was detected at or above the method reporting limits in 22 of the 36 samples analyzed at concentrations ranging from 0.13 milligrams per liter (mg/L) to 14.5 mg/L. A total of one soil sample (TR-21-5) exceeded the Federal hazardous waste criteria of 5 mg/L.

The remaining metal concentrations were within normal<sup>1</sup> background ranges found in the western United States with the exception of zinc in sample TR-2-1.5 which was detected at a concentration of 5,600 mg/kg.

## **Groundwater Results**

No oil and grease, TRPH, or SVOCs were detected above method reporting limits in any of the four samples. TSS was detected in all the samples with concentrations ranging from 110 mg/L to 160,000 mg/L. COD was detected in TR-19-GW, TR-20-GW, and TR-24-GW with concentrations of 24 mg/L, 20

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<sup>1</sup> "U.S.G.S. Professional Paper 1270, Element Concentrations in Soils and Other Surficial Materials of the Conterminous United States," 1984.

mg/L, and 64 mg/L, respectively. Phenolics were detected in TR-24-GW at a concentration of 0.074 mg/L. TR-19-GW, TR-20-GW, and TR-24-GW were tested for pH with concentrations of 7.41 S.U., 7.07 S.U., and 7.45 S.U., respectively.

Trichloroethylene was detected in TR-8-GW at a concentration of 1.58 mg/L. 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, benzene, ethylbenzene, isopropyl benzene, n-propylbenzene, styrene, toluene, and total xylenes were detected in TR-19-GW with concentrations of 0.0223 mg/L, 0.00568 mg/L, 0.0251 mg/L, 0.011 mg/L, 0.00561 mg/L, 0.00138 mg/L, 0.00143 mg/L, 0.0171 mg/L, and 0.0591 mg/L, respectively. Methyl tert-butyl ether (MTBE) was detected in TR-20-GW at a concentration of 0.00078 mg/L. Naphthalene was detected in TR-19-GW, TR-20-GW, and TR-24-GW at concentrations of 0.417 mg/L, 0.00371 mg/L, and 0.0548 mg/L, respectively. No other VOCs were detected in any of the samples.

Antimony was detected in TR-20-GW at a concentration of 0.012 mg/L. Arsenic was detected in TR-24-GW at a concentration of 0.024 mg/L. Barium was detected in TR-8-GW, TR-19-GW, TR-20-GW, and TR-24-GW at concentrations of 0.066 mg/L, 0.052 mg/L, 0.085 mg/L, and 0.022 mg/L, respectively. Chromium was detected in TR-8-GW and TR-20-GW at concentrations of 0.032 mg/L and 0.008 mg/L, respectively. Cobalt was detected in TR-8-GW and TR-20-GW at concentrations of 0.011 mg/L and 0.006 mg/L, respectively. Molybdenum was detected in TR-8-GW, TR-20-GW, and TR-24-GW at concentrations of 0.01 mg/L, 0.024 mg/L, and 0.009 mg/L, respectively. Nickel was detected in TR-8-GW, TR-20-GW, and TR-24-GW at concentrations of 0.054 mg/L, 0.052 mg/L, and 0.013 mg/L, respectively. Vanadium was detected in TR-8-GW, TR-19-GW, TR-20-GW, and TR-24-GW at concentrations of 0.032 mg/L, 0.012 mg/L, 0.012 mg/L, and 0.021 mg/L, respectively. Zinc was detected in TR-8-GW, TR-20-GW, and TR-24-GW at concentrations of 1.1 mg/L, 0.013 mg/L, and 0.011 mg/L, respectively. No other metals were detected in any of the samples.

## **SUBSURFACE CONDITIONS**

The results of previous site investigations and other available subsurface information in the vicinity indicate the Site is generally underlain by approximately 5 to 16 feet of fill material, composed of loose to medium dense silty sand with varying amounts of brick, wood, tar, and glass fragments. The presence of fill material underlying the Site is likely associated with the 1906 earthquake and fire. A sand layer consisting of medium dense to very dense sand with variable amounts of silt approximately 15 to 18 feet thick underlies the fill material. Bay Mud is present beneath the sand layer.

Groundwater was encountered at the time of the investigation at depths ranging from 13 to 20 feet bgs. Groundwater levels may fluctuate depending on the season. The groundwater flow direction is likely to the northeast towards San Francisco Bay.

## **DISCUSSION**

Based on the analytical results from the Site subsurface investigation and previous analytical results, some of the fill material contains elevated total and soluble lead levels at concentrations exceeding Federal and State of California hazardous waste criteria. The remaining fill material will most likely be accepted at a regulated Class II and/or Class III landfill. Based on previous environmental investigations at the Site and vicinity, the sand underlying the fill would likely be disposed of as unrestricted waste.

The area of fill material containing soluble lead concentrations exceeding the Federal hazardous waste criteria are near boring TR-21 at a depth of 5 feet bgs. The areas of fill material containing total and soluble lead concentrations exceeding the State of California waste criteria are located near borings TR-1 at depths of 1.5 and 5 feet bgs, TR-2 at depths of 1.5, 3 and 5 feet bgs, TR-4 at depths of 3 and 5 feet bgs, TR-8 at depths of 1.5 and 3 feet bgs, TR-14 at a depth of 3 feet bgs, TR-15 at a depth of 3 feet bgs, TR-16 at a depth of 5 feet bgs and 10 bgs, TR-17 at depths of 1.5, 3 and 5 feet bgs, TR-19 at a depth of 7.5 feet bgs, TR-20 at a depth of 7.5 feet bgs, and TR-21 at a depth of 3 feet bgs. The remaining fill material will be disposed as Class II non-hazardous waste.

Groundwater is encountered at depths ranging from approximately 13 to 20 feet bgs across the Site. The proposed construction activities most likely will encounter groundwater in quantities that will require its removal from the subsurface. Prior to discharge into the sanitary sewer system, the dewatering contractor will obtain a batch groundwater discharge permit from the San Francisco Public Utilities Commission (SFPUC).

Because hazardous materials were detected at the Site, a SMP and a HASP will be required prior to construction. The Subcontractor HASP will outline proper soil handling procedures and H&S requirements to minimize worker and public exposure to hazardous materials during construction.

## **RECOMMENDATIONS FOR MITIGATIVE ACTIONS**

The results of previous environmental investigations at and near the Site indicate the fill material beneath the Site contains elevated concentrations of heavy metals and petroleum hydrocarbons. The presence of these compounds poses soil management and potential H&S issues to be addressed as part of the Site

development activities. The soil management objectives for the Site are to minimize exposure to construction workers at the Site, nearby residents and/or pedestrians, and future users of the Site to constituents in the soil.

### **Health and Safety Issues**

There may be a potential H&S risks associated with the heavy metals and petroleum hydrocarbons detected at the Site. There also may be a potential for this soil to affect construction workers at the Site, nearby residents and/or pedestrians, and future users of the Site. The routes of potential exposure to the petroleum hydrocarbons and metals could be through three pathways: 1) dermal (skin) contact with the soil, 2) inhalation of dusts, and 3) ingestion of the soil.

The most likely potential for human exposure to the petroleum hydrocarbons and metals in the soil will be during soil excavation operations. Because on-site materials contain concentrations of petroleum hydrocarbons and lead in excess of the Proposition 65 guidelines, there is a requirement that appropriate health and safety procedures, as well as warning requirements, be implemented during construction. The trade sub contractor will be responsible for establishing and maintaining proper H&S procedures to minimize worker and public exposure to Site contaminants during construction. Webcor/Obayashi Joint Venture will oversee this process and require the development and implementation of a comprehensive HASP, which should be prepared by a certified industrial hygienist that represents each subcontractor or its sub tier contractor.

The H&S training requirements, i.e. trained in accordance with Section 1910.120 of 29 Code of Federal Regulations (HazWoper training), specific personal hygiene, and monitoring equipment that will be used during construction to protect and verify the H&S of the construction workers and the general public from exposure to constituents in the soil. Air monitoring to evaluate the amount of airborne particles during excavation will be required by the tub trade contractors. All reports will be kept in a central location managed by Webcor/Obayashi Joint Venture.

A representative of Webcor/Obayashi Joint Venture and the Site health and safety officer (HASO) representing the trade subcontractor will be on site at all times during excavation activities to ensure that all health and safety measures are maintained. The Webcor/Obayashi Joint Venture representative or HASO will have authority to direct and stop (if necessary) all construction activities in order to ensure compliance with the HASP.



The purpose of the HASP is to provide field personnel with an understanding of the potential chemical and physical hazards, protection of any off-site receptors, procedures for entering the project Site, H&S procedures, and emergency response to hazards should they occur. All project personnel shall read and adhere to the procedures established in this HASP. A copy of all plans will be kept on site during field activities and will be reviewed and updated as necessary.

The general public will be protected through the following measures maintained by trade subcontractors and monitored by Webcor/Obayashi Joint Venture:

- the Site will be fenced;
- exposed soil at the construction Site will be watered as necessary to prevent visible dust from migrating off-site;
- soil stockpiles will be covered;
- water will be misted or sprayed during the loading of soil onto trucks for off haul;
- trucks transporting contaminated soil will be covered with a tarpaulin or other cover;
- the wheels of the trucks exiting the Site will be cleaned prior to entering public streets;
- public streets will be swept daily if soil is visible; and
- Excavation and loading activities will be suspended if winds exceed 20 miles per hour.

### **Soil Management**

The proposed construction activities will disturb soil during the excavation activities including: soil handling during archeological investigations, shoring wall installation, construction of a buttress for the adjoining 301 Mission Street property, timber pile removal and disposal, utility relocation and the mass excavation for the new Transbay Transit Center. During all excavation activities, dust control measures will be implemented to reduce potential exposure. These measures shall include moisture-conditioning the soil using dust suppressants and covering the exposed soil and stockpiles with weighed down plastic sheeting to prevent exposure of the soil.

Since all the contaminated fill material will be excavated and disposed of off-site, there will be no risk of direct contact with the underlying fill material by future Site users.

The Site's HASP (prepared by the trade sub contractor) will contain additional dust monitoring, action levels, dust control measures, and work stoppage provisions that will be followed during construction activities.

### **Soil Segregation and Disposal**

Before any excavation activities begin at the Site, a TJPA representative shall be provided documentation from the excavation contractor that the accepting landfill facility for the soil from Transbay Terminal project has been provided with and has reviewed all analytical data collected from the Site. TJPA shall approve all off-site disposal facilities and soil transportation contractors, including, without limitation, available insurable coverage, and prior to the shipment of any soil or other waste materials. The TJPA representative will provide testing and schedule the intervals that testing shall occur.

The results of previous soil analytical testing indicate that some of the soil located at the Site will be disposed off-site at a Class I landfill, however additional chemical testing of the soil may be required by the landfill prior to disposal. The excavation contractor shall be responsible for tracking the disposition of soil removed from the Site. Any excavated soil characterized as a hazardous waste shall be tracked using the Uniform Hazardous Waste Manifest System (USEPA Form 8700-22), as applicable. Soil not characterized as a hazardous waste shall be tracked using non-hazardous bills of lading. All documentation will be provided to TJPA during the excavation activities.

If soil stockpiling of suspected contaminated soil is to be performed, the excavation contractor shall establish appropriate soil stockpile locations on the Site to properly segregate, cover, control dust, profile, and manage the excavated soil. Stockpiled soils are to be placed on top of one layer of 10-mil polyethylene sheeting (or equivalent), such as Visqueen. When stockpiled soil is not actively being handled, top sheeting will be adequately secured so that all surface areas are covered.

### **Soil Disposition**

The Trade Sub contractor will establish appropriate off-site soil disposal locations and direct truck loading scheduling and/or soil stockpile locations on the Site to properly segregate, cover, moisture control, and profile the excavated soil. Soil profiling criteria will ultimately depend on the acceptance criteria of the landfills receiving the soil. These procedures will be established by the excavation contractor and coordinated with the proposed landfills prior to initiating soil excavation. It is not anticipated that soil will be reused at the Site for construction-related activities.

The Webcor Obayashi JV will, on behalf of TJPA, will be responsible for tracking final soil dispositions and turn that information to the TJPA representative. Any excavated soil considered hazardous waste will be tracked using the Uniform Hazardous Waste Manifest System (USEPA Form 8700-22), as applicable. Soil not considered hazardous waste will be tracked using non-hazardous bills of lading. These two systems will be used to comply with appropriate state and local requirements.

The contractor will arrange for transportation of all wastes off-site. Hazardous and non-hazardous waste will be transported to the appropriate disposal facility using a permitted, licensed, and insured transportation company. Transporters of hazardous waste must meet the requirements of 40 CFR 263 and 22 CCR 66263. All trucks transporting bulk hazardous waste will be properly lined and covered with compatible materials. Trucks will be decontaminated prior to any use other than hauling contaminated materials unless the contaminated material was already double-contained. The contractor will be responsible for preparing and submitting traffic control plans for trucks entering and leaving the Site. A decontamination pad location plan and decontamination procedures will be prepared. A route plan will also be prepared showing the expected route each truck will use to reach each landfill.

For soil that is to be exported off-site that is characterized as a hazardous waste, an appropriate USEPA Generator Identification Number will be recorded on the hazardous waste manifests used to document transport of hazardous waste off-site. The hazardous waste transporter, disposal facility, and U.S. Department of Transportation (DOT) waste description required for each manifest will be determined on a case-by-case basis. A description of the number of containers being shipped, the type of container, and the total quantity of waste being shipped will also be included on each manifest.

Webcor/Obayashi Joint Venture representative will be responsible for overseeing the sub trade provides accurate completion of the hazardous waste manifests and nonhazardous bills of lading. Records of all wastes shipped off-site will be maintained by TJPA and will be made available for inspection on request. The final destination of wastes transported off-site will be documented in the Site Closure Report that will be prepared by others.

### **Soil Sampling**

If needed, chemical testing of the stockpiled soil will be performed to profile the soil for disposal. Soil profiling criteria depends on the proposed landfill location or off-site receiving facility. These procedures shall be established by the excavation contractor and coordinated with the proposed landfills prior to initiating soil excavation. Typical soil profiling requirements are one four-point composite sample per 500 to 750 cubic yards to be disposed.

If soil samples are required for analysis, the samples shall be collected by the TJPA representative and tracked.

### **Timber Pile Removal and Disposal**

Part of the foundation system for the Transbay Terminal building includes timber piles beneath the basement slab. During the excavation activities these timber piles will be removed and disposed of. The timber piles will be extracted from the subsurface and as much as possible removal of all the soil which is attached to the timber pile will need to be performed. The extracted timber piles will be segregated, tested by the TJPA representative and transported. If disposed of as a Treated Wood at a Class II non-hazardous waste with copies of the Bill of Ladings will be submitted to TJPA representative.

### **Underground Storage Tank Removal and Disposal**

If a underground storage tank (UST) and/or and associated product lines are found, arrange for a licensed tank removal contractor to properly remove and dispose of the UST. Proper permits and notifications should be in place prior to removing the UST. If soil staining is observed, place the affected soil into a stockpile onto plastic sheets and cover with plastic sheets. The Environmental Consultant will complete soil sampling and analysis tasks for UST closure in accordance with San Francisco Fire Department (SFFD) and SFDPH.

### **Coal Gasification Residual Material**

The former San Francisco Gas Light Company was located on the south central and south eastern edge of the Site. Coal tar waste is believed to have been discharged into the surrounding tidelands which include the eastern portion of the Site. Excavation in this area of the Site will most likely encounter residual coal tar waste. Some of the coal gasification residual material encountered may be former piping, coal tar, phenols, heavy metals, and polynuclear aromatic hydrocarbons. If any coal gasification residual material is encountered during the excavation, the material will be stockpiled onto plastic sheeting and covered with plastic sheeting. The TJPA representative will collect soil samples and analyzed the material to determine proper disposal of the material.

### **Groundwater Management**

Groundwater is encountered at depths ranging from approximately 13 to 20 feet bgs across the Site. The proposed construction activities most likely will encounter groundwater in quantities that will require its removal from the subsurface. Prior to discharge into the sanitary sewer system, the dewatering Trade Subcontractors will obtain a batch groundwater discharge permit from the San Francisco Public Utilities

Commission (SFPUC). Based on analytical results of the groundwater samples analyzed during previous Site investigations, approval of the groundwater discharge from the dewatering system would be granted by SFPUC.

### **Dust Control**

Prior to initiating construction activities, a dust control plan (prepared by Trade Subcontractor and specific to this project) will be implemented to reduce potential exposure during excavation and loading operations. This document will contain measures to protect construction workers and the public including: dust monitoring, action levels, dust control measures, and work stoppage provisions that will be followed during construction activities.

Dust control will be accomplished through implementation of engineering controls, including light water spraying or misting of stockpiled soil, truck loading areas and work areas. Misting or spraying will be performed to sufficiently reduce fugitive dust emissions, but limited to prevent water runoff. Efforts will also be made to minimize the soil drop height from an excavator's bucket onto soil piles or into transport trucks. The site-specific dust control plan will as needed, include some or all of the following procedures: site fencing; wetting soil; analysis of wind direction; dust monitors at the work zone and at the Site perimeter and appropriate record keeping, visible inspection; establishing a hotline for community response; limiting excavation area; soil storage regulations (e.g. covering stockpiles); windbreaks; paving; truck loading requirements (e.g. covering vehicles or excavator bucket drop heights); Site vehicle speed limits; wheel washing; street sweeping; termination of excavation if winds exceed 20 mph; and/or addition of soil stabilizers; or other responses as needed.

### **Contingency Procedures**

Hazardous materials including; sumps and/or vaults, asbestos piping, former monitoring wells, and soil with petroleum hydrocarbon odors and/or stains may be encountered during excavation activities. If unanticipated hazardous materials are encountered, the following procedures will be maintained by trade subcontractors and monitored by Webcor/Obayashi Joint Venture:

- stop work in the area where the suspect material was encountered and cover it with plastic sheets;
- notify the Webcor/Obayashi Joint Venture representative, the TJPA Environmental Consultant for Site a inspection and appropriate action in the suspect area; and
- review the existing H&S plan and make revisions, if necessary; and

- Have appropriately trained personnel on Site to work with the affected materials, once directed by Webcor/Obayashi Joint Venture.

If a sump and/or vaults are encountered during excavation activities, contact the TJPA Environmental Consultant for inspection and appropriate action. If no liquid, obvious staining or odors are observed, sump and/or vaults will likely be destroyed and disposed of. If liquid is present within the sump and/or vault and/or obvious staining and odors are observed, the TJPA, Environmental Consultant will collect samples for analyses to determine how to properly disposal of the material.

If stained soil or odors are observed, plastic sheeting will be placed over the affected area and the TJPA Environmental Consultant will be contacted for inspection and appropriate action. If the material is to be excavated, the material will be stockpiled onto plastic sheeting and covered with plastic sheeting. Soil samples will be collected and analyzed to determine proper disposal of the material.

## REFERENCES

*Site Mitigation Plan Transbay Transit Center:* Treadwell & Rollo, Inc. dated March 2010.



<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
BALFO900-0001	BSE Natoma Street Trestle Access	Closed	04/18/2011	05/02/2011	04/20/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor Construction LP Masashi Kojima	Answered By:Webcor Construction LP Masashi Kojima				
Co-Author:							
REQUEST: Reference Project Bidding Manual (Exhibit A)  Per the requirements outlined in the project bidding manual (Exhibit A), BBII has developed our trestle design to provide access for Natoma street extending from gridline 11.5 at the center of the excavation (grid line E) to gridline 10 at the centerline of the shoring wall. After staking out this point on the shoring wall, it is apparent that the 530 Howard St. building is in conflict with the access point. See the attached sketch and photos indicating the approximate location of 530 Howard in relation to the trestle access. Please advise if the Natoma St. access point should be changed to a more suitable location.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The geometric requirements for Access Trestle in Exhibit A, A3 and SL-001 are schematic and minor adjustments can be acceptable based on the actual site conditions. For this particular item, it is acceptable to shift the Natoma Access of the Access Trestle to west by approximately 30 ft.			

BALFO900-0001.1	BSE - Natoma Street Trestle Access	Closed	05/05/2011	05/15/2011	05/09/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor/Obayashi Joint Ventu Masashi Kojima	Answered By:Webcor/Obayashi Joint Vt Masashi Kojima				
Co-Author:							
REQUEST: Reference Project Bidding Manual (Exhibit A)  Per our discussion at our meeting on 4/26/11, the response to BBI RFI 076 indicated that BBII should relocate the access trestle but was not specific enough. Please provide an exact location for the Natoma St. offshoot that will satisfy the access requirements of future trade subcontractors. BBII requests a meeting to discuss any impacts of the relocation.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The Access Trestle design should be included in BSE Trade Subcontractor's scope.  The geometric requirements for Access Trestle in Exhibit A, A3 and SL-001 are schematic and minor adjustments can be acceptable based on the actual site conditions. The "exact" locations should be designed by BSE Trade Subcontractor as the Design-Built scope.  Also, please refer to the General section regarding to the coordination in Exhibit A, Attachment 3.			

BALFO900-0002	BSE - Scaffolding For Interim Screen Wall	Closed	03/21/2011	03/31/2011	03/22/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor Construction LP Masashi Kojima	Answered By:Webcor/Obayashi Joint Vt Masashi Kojima				
Co-Author:							
REQUEST: Reference attached photo		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The scaffolding installation is per the response to RFI			





# Webcor/Obayashi Joint Venture

## PROJECT MANAGEMENT - REQUEST AND ANSWERS LOG

### 30100 - Transbay Transit Center Project

Page: 2 of 1053  
Date: 11/05/2013  
Time: 10:53 AM  
Job: 30100

<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
	Scaffolding is currently being erected for the interim screen wall within Zone 4. It appears that the scaffolding lies in the path of the CDSM wall and will conflict with our work (See attached photo). When is the scaffolding scheduled to be completely dismantled and removed from the area?						
		</					



<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
	In reference to the CDSM Shoring Wall DFOW QC meeting held in BBII's office on June 1, 2011, please find below the following RFI submitted by BBII's sub-contractor DND Construction:  "The reference specifications for tolerance relative to centerline of wall for both the CDSM and steel soldier beams are extremely strict compared to what is common for this nature of work, particularly given the depth of the work. It is also more strict than if the verticality tolerance (1:150 CDSM/1:200 pile) is applied at a conservative excavation depth of 60 feet. Can the tolerance be changed from 0" in/2" out (CDSM) & 0" in/3" out (piles) to a uniform 0" in/4" out"?						
BALFO900-0005	BSE - Temporary Power For Construction	Closed	06/21/2011	07/01/2011	07/05/2011	Potentially	<input type="checkbox"/>
	From: Balfour Beatty Infrastructure, Inc. Ural Yal	To: Webcor/Obayashi Joint Ventu Masashi Kojima	Answered By:Webcor Construction LP Nhi Tran				
	Co-Author:						
	REQUEST: Temporary Power Package TG05.2 was awarded to Bass Electric on 5/12/2011. Drawing SL-003 shows locations for Temporary Power Skids that will be used to facilitate construction. Please provide dates of when the following Temporary Power Skids are going to be made available to BBII:  Skid 1 by Natoma St. Skid 2 by Minna St. Skid 3 by First St. Skid 4 by Fremont St. Skid 5 by Beale St.	SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Please refer to Exhibit A, IV. B., mentioning "Temporary power skids might be available at beginning of the dewatering." For the latest information, please refer to the latest weekly update schedule for the available dates of Temporary Power Skids. The next latest weekly update schedule will be issued on 07/06/2011.				
BALFO900-0006	BSE - Discharge Point for Buttress Operation	Closed	06/23/2011	07/05/2011	07/05/2011	Potentially	<input type="checkbox"/>
	From: Balfour Beatty Infrastructure, Inc. Ural Yal	To: Webcor/Obayashi Joint Ventu Masashi Kojima	Answered By:Webcor Construction LP Nhi Tran				
	Co-Author:						
	REQUEST: Please reference attached sketch.	SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> This question is not appropriate as RFI, but logistics				



# Webcor/Obayashi Joint Venture

## PROJECT MANAGEMENT - REQUEST AND ANSWERS LOG

### 30100 - Transbay Transit Center Project

Page: 4 of 1053  
Date: 11/05/2013  
Time: 10:53 AM  
Job: 30100

<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
<hr/>							
BBII is planning to discharge water generated by the Buttress operation into the sewer manholes shown in the sketch. Please confirm that this is acceptable. Note that location of sewer manholes is approximate and will be per As-Built. Temporary piping layout shown in the attached sketch is diagrammatic.			Submittal. Please submit as Buttress Water Discharge Logistics Plan in Zone 4 accordingly.				
<hr/>							
BALFO900-0007	BSE - Archeological Dig Site D-3 Information	Closed	10/13/2011	10/23/2011	10/13/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal To: Webcor/Obayashi Joint Ventu Masashi Kojima			Answered By: Webcor/Obayashi Joint Vt Masashi Kojima				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification Section 01 13 50 and Sheet D-1002				The area of archaeological investigation dig approx. D-3 was released to BBII 10/5/2011.			
Due to the recent Archeological Investigation at dig site D-3, at the depth of 10-25 feet, BBII request confirmation that the excavation, observation, and all the investigations at that depth have been completed.				Per Ural Yal BBII would perform the backfill of the archaeological investigation dig at no cost to W/O or the TJPA in consideration of CR(s) T-020 & T-005.			
Please Confirm.							
<hr/>							
BALFO900-0008	BSE - PG&E Dimensions at Tie-in Points - VOID	Closed	10/12/2011	10/12/2011	10/13/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal To: Webcor/Obayashi Joint Ventu Nhi Tran			Answered By: Balfour Beatty Infrastructu Ural Yal				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference CR T-017 and attached drawings				Update by BBI -			
The drawings provided for the installation of the PG&E phases 2 utilities do not provide dimensions for the tie ins between the existing utilities and the phase 2 utility installation. Please see attached modified sketch indicating areas of concern.				Per PG&E meeting 10/13/2011 (Phase II Utility Installation)			
Please provide updated drawings, with dimensions from existing property lines to the tie in locations for the existing utilities and phase 2 utilities.				The location of existing PG&E tie in points / connection points will be determined in the field with PG&E inspector & BBII.			



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<div>Confirm MH/Vault number for the tie north west of A line (see attached drawing)</div>							
BALFO900-0009	BSE - D.I. Installation on First Street	Closed	10/27/2011	11/06/2011	10/31/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor/Obayashi Joint Ventu Nhi Tran		Answered By:Webcor/Obayashi Joint Vt Nhi Tran			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Sheet U-3021 and D-2230				Catch Basin #501 was deleted per RFI #U-0101, response issued on 2/28/2011.			
The attached drawing shows a new Catch Basin #501 RUP drawing U-3021 BSE drawing D-2230 to be installed on First Street.							
Currently this CB does not exist. Please confirm it will be installed.							
BALFO900-0010	BSE - Conflicts between revised trainbox columns and internal bracing	Closed	10/31/2011	11/10/2011	11/03/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor/Obayashi Joint Ventu Nhi Tran		Answered By:Webcor/Obayashi Joint Vt Masashi Kojima			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification Section 31 55 00				This RFI was superseded by RFI T-251.1 and the answer is no longer required.			
BBII received additional comments on the internal bracing from Thornton Tomasetti on 10/17/11, after the 100% submittal had already been reviewed and approved by DBI. The comments provided include revised column locations and sizes that differ from our BSE drawings.							
The attached drawings highlight conflicts and reduced clearances presented by these revisions to the trainbox columns. As trainbox drawings are not available to BBII, please provide direction on where to locate bracing elements to resolve these conflicts.							



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BALFO900-0011	BSE - CR T-018 Gate Requirements	Closed	11/02/2011	11/12/2011	11/03/2011	Potentially	
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor/Obayashi Joint Ventu Nhi Tran		Answered By:Webcor/Obayashi Joint Vt Masashi Kojima			
Co-Author:							
REQUEST: Reference CR T-018  CR T-018 issued to BBII indicates that the gates need to be installed at the fire lane access of 540-580 Howard. The gates will prevent access to the rear of the building from Howard and Natoma Street.  Please advise if the gates specified in CR T-018 are due to be installed by BBII. If BBII is requested to install the gates under CR T-018, please provide a specification and detail for the gate system that will be in meet fire regulation and standards.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> This RFI was covered by the response for RFI T-256 and the answer is no longer required.			
BALFO900-0012	BSE - Natoma Street Trestle Access - VOID	Closed	11/01/2011	11/11/2011	12/02/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor/Obayashi Joint Ventu Nhi Tran		Answered By:Webcor/Obayashi Joint Vt Masashi Kojima			
Co-Author:							
REQUEST: Reference CR T-018, Specification Section 01 53 13, BBI Letter #4225-000-0145 (attached), and attached sketch  CR T-018 included drawings for access to the side and rear of 540 Howard St. BBII issued letter 4225-000-0145 in response and included a sketch highlighting a conflict between the proposed building access and the Natoma St. trestle offshoot.  The Natoma St. trestle offshoot was originally specified to span from Grid 11.5 at the center of the excavation to Grid 10 at the edge of excavation. The offshoot was moved further west per [W/O] response to the conflict with 530 Howard St.  The 540 Howard St. building access arrangement as proposed in CR T-018 does not provide sufficient access to the Natoma offshoot (see attached sketch). Please provide direction if the offshoot is to be relocated or eliminated.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Please consider the following the response to BBII's RFI(s) 243 & 251.  Please refer to marked-up sheets SH-2202 & SH-2200 for the revised trestle configuration. The depicted configuration is to be effective immediate.			
BALFO900-0012.1	BSE - Natoma Street Trestle Access	Closed	12/06/2011	12/16/2011	12/06/2011	Potentially	<input type="checkbox"/>



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<b>From:</b> Balfour Beatty Infrastructure, Inc. Ural Yal <b>Co-Author:</b>  <b>REQUEST:</b> Reference CR T-018, Specification Section 01 53 13, BBI Letter #4225-000-0145 (attached), and attached sketch  CR T-018 included drawings for access to the side and rear of 540 Howard St. BBII issued letter 4225-000-0145 in response and included a sketch highlighting a conflict between the proposed building access and the Natoma St. trestle offshoot.  The Natoma St. trestle offshoot was originally specified to span from Grid 11.5 at the center of the excavation to Grid 10 at the edge of excavation. The offshoot was moved further west per [W/O] response to the conflict with 530 Howard St.  The 540 Howard St. building access arrangement as proposed in CR T-018 does not provide sufficient access to the Natoma offshoot (see attached sketch). Please provide direction if the offshoot is to be relocated or eliminated.	<b>To:</b> Webcor/Obayashi Joint Ventu Masashi Kojima  <b>SUGGESTION:</b>	<b>Answered By:</b> Webcor/Obayashi Joint Vt Masashi Kojima  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> REVISED RESPONSE to BALFO900-0012: Delete the Natoma St. access and provide credit proposal.					
<b>BALFO900-0013</b>	<b>BSE - Access Trestle at Gridline 3 - VOID</b>	<b>Closed</b>	<b>11/21/2011</b>	<b>12/01/2011</b>	<b>12/02/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Ural Yal <b>Co-Author:</b>  <b>REQUEST:</b> Reference RFI #T-0251.1 and Specification Section 01 53 13  In order to avoid conflicts with both the Thornton Tomasetti "pile exclusion zones" provided in response to RFI T-0251.1, the first trestle pier near gridline 3 must be relocated. BBII Proposes two options:  Option A - Move the last pier East to clear the pile exclusion zones and adjacent bracing struts, resulting in a trestle deck that ends approximately 15' East of gridline 3. The capacity of this end span would be increased to allow for the additional reach.  Option B - Move the last pier West and extend the end	<b>To:</b> Webcor/Obayashi Joint Ventu Nhi Tran  <b>SUGGESTION:</b>	<b>Answered By:</b> Webcor/Obayashi Joint Vt Masashi Kojima  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Please consider the following the response to BBII's RFI(s) 243 & 251.  Please refer to marked-up sheets SH-2202 & SH-2200 for the revised trestle configuration. The depicted configuration is to be effective immediate.					



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	span to clear the pile exclusion zones and adjacent bracing struts, resulting in a trestle deck that ends approximately 20' West of gridline 3.  Please advise how BBII should proceed.						
BALFO900-0013.1	BSE - Access Trestle at Gridline 3 Revised W/O Response to BALFO900-0013	Closed	12/06/2011	12/16/2011	12/06/2011	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.	Ural Yal	To: Webcor/Obayashi Joint Ventu Masashi Kojima	Answered By:Webcor/Obayashi Joint Vt Masashi Kojima				
Co-Author:							
REQUEST:	Reference RFI #T-0251.1 and Specification Section 01 53 13  In order to avoid conflicts with both the Thornton Tomasetti "pile exclusion zones" provided in response to RFI T-0251.1, the first trestle pier near gridline 3 must be relocated. BBII Proposes two options:  Option A - Move the last pier East to clear the pile exclusion zones and adjacent bracing struts, resulting in a trestle deck that ends approximately 15' East of gridline 3. The capacity of this end span would be increased to allow for the additional reach.  Option B - Move the last pier West and extend the end span to clear the pile exclusion zones and adjacent bracing struts, resulting in a trestle deck that ends approximately 20' West of gridline 3.  Please advise how BBII should proceed.	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	REVISED RESPONSE to BALFO900-0013: Option A	
BALFO900-0014	BSE - Location of Security Cameras	Closed	01/16/2012	01/26/2012	01/16/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.	Ural Yal	To: Webcor Construction LP	David Fields	Answered By:Webcor Construction LP			
Co-Author:							
REQUEST:	According to Exhibit A - Rev H of the trade subcontractors	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	Per Exhibit A - Rev H:	



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	bid manual. "Temporary poles shall include conduit for security cameras, power at the pole tops for security cameras, and mounting hardware for security cameras." Please advise on quantity and the location of these temporary poles.							
				"Trade Subcontractor shall be responsible for installing and maintaining temporary lighting at the perimeter traffic/pedestrian barricades, at pedestrian walkways, and as required to provide code-minimum lighting at egress paths, as well as sufficient foot candle lighting levels to safety perform the work at all times, including within the excavation. At a minimum, Trade Subcontractor's lighting plan will include temporary poles at street level. In addition to supporting lighting, temporary poles shall include conduit for security cameras, power at the pole tops for security cameras, and mounting hardware for security cameras. Security cameras will be installed and maintained by others. Temporary lighting work item includes, but is not limited to, installing lighting poles, installing all hardware, switch boxes, breakers, conduits, pulling strings among temporary power skids /generators /lighting poles and maintenance required for temporary lighting works. Trade Subcontractor's lighting plan will be a submittal requirement for the project. Trade Subcontractor is responsible for maintaining the temporary lighting and related facilities for each zone until completion of Mud/Rat Slab construction. Those facilities for Temporary Bridges and Access Trestles shall be maintained by Trade Subcontractor until their removal. Temporary lighting for Staging Areas that may be provided by TJPA shall be maintained by Trade Subcontractor all the time."				

BALFO900-0015	BSE - Beale St. Trestle Pile Conflict Follow-Up		Closed	02/08/2012	02/18/2012	02/08/2012	Potentially	<input type="checkbox"/>
From:	Balfour Beatty Infrastructure, Inc.	Shad Gardner	To:	Turner Construction Compan	Gary Krutsch	Answered By:	Webcor Construction LP	Marina Rosso
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>		
The response to RFI T-264.1 requested BBII provide the loading that would placed onto the CDSM wall. This response leads us to believe that the option to leave the pile in the current location was unacceptable. Please confirm that the pile must be moved and provide a						Can't find answer in Constructware.		





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	<p>detailed location of where the pile placement would be accepted. Upon receipt of this information BBII can accurately determine the load to placed on the Wall for Arup¿s review.</p>						
<hr/>							
BALFO900-0016	BSE- Stabilization of CDSM Wall	Closed	04/10/2012	04/20/2012	04/10/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.	Ural Yal	To: Webcor Construction LP	Kirk Nielsen	Answered By:Webcor Construction LP Kirk Nielsen			
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
<p>BBII is requesting direction for a method to stabilize the unimproved soil conditions along the interior face of the CDSM wall. This request was generated after a field review of the wall conditions revealed a potential safety issue regarding workers working on the mass excavation, bracing and dewatering activities</p> <p>The current condition of the CDSM wall includes unimproved soil conditions that have the potential to become detached from the wall and create a falling safety hazard to workers as the mass excavation and bracing reach lower depths. Please reference attached photo for visual details.</p> <p>Based on our records, the CDSM wall met all the specification requirements for uniformity and improved soil as per section 31 56 13 of the contract specifications.</p>				<p>During the 4/4/12 BSE meeting AAI indicated that a RFI was not the correct format to inquire with regard to a safety issue the responsibility of the contractor. Further in addition to the +1" cavity issue per section 31 00 00.3.8.L, contrary to section 3156 13.3.7.C which indicates no individual lump of unimproved soil shall exceed 6", there are a pervasive amount of +6" lumps of unimproved soil throughout the CDSM. W/O will contact a waterproofing manufacture to investigate this issue further. KN 4/6/12</p>			

<b>BALFO900-0017</b>		<b>BSE - Beale Street Bridge Pile Location Conflicts</b>		<b>Closed</b>	<b>09/19/2012</b>	<b>09/29/2012</b>	<b>09/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.		Diarmuid Cregg	<b>To:</b> Webcor Construction LP		David Fields				
<b>Answered By:</b> Webcor Construction LP   David Fields									
<b>Co-Author:</b>									
<b>REQUEST:</b>			<b>SUGGESTION:</b>			<b>ANSWER:</b>			
<p>The response to submittals TG0300-206.1 and TG0300-261.1 states that BBIL's Beale St Bridge fails to comply with specification section 01-53-13.1.3D with regard to coordination and constructability, but does not elaborate. BBIL assumes this is related to future work not included in</p>						<p><b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>This addresses only one of W/O's multiple comments in response to BBIL's submittal TG0300-206.1 and TG0300-261.1. Columns were clearly depicted on, to include however not limited to, 1/S1-2027. Beams atop said columns were depicted on TG03 drawings,</p>			



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	<p>the BSE contract documents. BBII had previously coordinated pile locations, and cleared future concrete structures shown in drawings that were available to us, however please advise us what clashes you have detected or what specific clearances revisions are necessary for future work, so BBII can properly incorporate into our design.</p>						<p>to include however not limited to, 2/A1-2005, 3/A1-6000, and A/S1-3201. Should BBII have further inquiries please footnote on BBII's revised submittal and remit.</p>
BALFO900-0018	BSE - Beale Street Bridge Pile Location Conflicts	Closed	09/24/2012	10/04/2012	09/24/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor Construction LP David Fields	Answered By:Webcor Construction LP David Fields				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Based on the discussions at today's BSE meeting, BBII understands that the W/O's intention is to relocate the Beale Bridge from the location depicted in BBII's current submittal in order to accommodate work of future trade packages. Please provide detailed information regarding where to place the bridge, and what horizontal and vertical clearances are required. Time is of the essence for BBII to receive this additional, previously unavailable information, so the re-design process can be started as soon as possible.		Refer to TCCO response to submittal TG0300-206.1.					
BALFO900-0019	BSE - Removal of Over Head Power Lines In Lot N	Closed	10/08/2012	10/19/2012	10/09/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Webcor Construction LP David Fields	Answered By:Webcor Construction LP David Fields				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
In order to construct the Beale Street Bridge per submittal: TZ1030-015313A38, it must be pre constructed in Lot N. In order to do this the overhead power lines located on the east side of Lot N must be taken down throughout the bridge deck fabrication phase and during the final installation of the deck on Beale Street. The attached drawing illustrates the fabrication area in Lot N and the location of the overhead power lines through this area. BBII will also need to acquire a section of the W/O lot to complete the bridge deck		Submittal TZ1030-015313A38 was returned "Not Reviewed" on 10/3/12. BBI's Beale St. bridge layout proposal is currently under review by the TJPA as RFI T-0264.7.  In response to the existing utility facilities inquiry: Contractor to follow the provisions set forth in the contract documents regarding existing utility facilities.  In response to inquiry relative to W/O lot south of					



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	<p>fabrication. Please confirm that these items will be resolved before the Beale Street Bridge deck fabrication commences.</p>						<p>pacel pacel N: Infringing on W/O's lot south of lot N in order to construct the Beale St. Bridge is a Trade Subcontractor is means and methods issue. As a result, all cost associated with this work would be borne by BBII. In order for W/O to respond relative to the logistics of this inquiry at a minimum a plan demonstrating the following would need to be provided:</p> <p>-W/O's trailer complex will maintain ADA compliance. Drawing(s) should show relocated K-Rails and other pertinent information relative to W/O's Trailers and other facilities. - Expected duration of the infringement into W/O's Lot. - Demonstration that areas disturbed will be restored to original condition upon the completion of Beale St. bridge installation.</p>
<b>BALFO900-0020</b>	<b>BSE - Rebracing Supports above the Lower Concourse Level</b>	<b>Closed</b>	<b>11/06/2012</b>	<b>11/16/2012</b>	<b>11/06/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Ural Yal		<b>To:</b> Webcor Construction LP	<b>Answered By:</b> Webcor Construction LP David Fields				
<b>Co-Author:</b>							
<b>REQUEST:</b> <p>In futher review of W/O letter COM 00479, dated November 2, 2011, regarding rebracing of internal bracing above concourse level, BBII requests the following clarification.</p> <p>The letter states "internal bracing cannot be rebraced to a pin pile above the concourse level." Are trestle piles considered pin piles in this statement? Also, please clarify why rebracing above the concourse level cannot be supported to pin piles and/or trestle piles.</p>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> <p>BBII elected to utilize the trestle piles to function as reaction elements for its design-build internal bracing system. COM0479 was in response to concerns relative this means and methods decision and was authored to provide notification that trestle pile utilization would not be possible for re-bracing reactions at the lower concourse level given the coordination requirement for trestle removal prior to the final level of rebracing.</p> <p>BBII may elect to utilize existing piles for rebracing reactions provided the re-shoring and removal sequence is developed and coordinated with Concrete</p>				



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Trade Subcontractor, Structural Steel Trade Subcontractor and other Trade Subcontractors.							
BALFO900-0021	BSE - Sump Pit Location and Dimension	Closed	12/05/2012	12/15/2012	12/05/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Joe Chapman		To: Webcor Construction LP Robert Kjome	Answered By:Webcor Construction LP Joanne Filipas				
Co-Author:							
REQUEST: In Drawing S1-2022 the Sump Pit on the North Side of Zone 1 between GL 4 and GL 5, does not have all necessary dimensions to properly excavate. Please provide the dimensions drawn in blue on Drawing GT-2101, and the dimensions of the bottom footprint of the pit (See G-3004).		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The drawings referenced in BBI RFI #336 have been superseded. Please refer to current drawings, issued via Field Order #00010R2 dated 9/26/2012 which included revised drawings dated 8/30/2012. Refer to drawings including but not limited to S1-2022 and S1-3006.			
BALFO900-0022	BBII RFI # 342: Minna Street Manhole Sewer As-built Video	Closed	01/21/2013	01/31/2013	01/22/2013	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Dean Wallahan		To: Webcor Construction LP Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu				
Co-Author:							
REQUEST: Please provide BBII a copy of the as-built CCTV (video recording) of Minna Street sewer from SSMH#203 to SSMH#501.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Pleae download videos and reports from the following Box website: https://webcor.box.com/s/3gidqeq942zx0hwiwfg.			
BALFO900-0023	BSE - Chain Link Fence Locations on Beale Street Temporary Bridge	Closed	02/19/2013	03/01/2013	02/19/2013	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Brandon Miller		To: Webcor Construction LP Lynn Kowallis	Answered By:Webcor Construction LP Lynn Kowallis				
Co-Author:							
REQUEST: Ref: CR T-043A  Please refer to CRT -043A Scope of Work regarding installation of chain link fence on temporary bridges in lieu of contract specified plywood. CR T-043A references blind		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Confirmed. Per RFI T-293.2			



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	spots for "199 Fremont Street and 301 Mission Street onto Beale Street." Please see the attached sketch of Beale Street Temporary Bridge with location for chain link fence to be installed per CR T-043A.						
	Please confirm locations for chain link fence on Beale Street Temporary Bridge.						
BALFO900-0024	BSE - Relocate Zone 3 Dewatering and Electrical Equipment	Closed	02/27/2013	03/09/2013	02/27/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Webcor Construction LP Kirk Nielsen	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
BBII will be relocating equipment along the North perimeter wall in Zone 3 per W/O and TCCO direction. Items to be relocated include but are not limited to dewatering header pipe, dewatering control boxes, site electrical, monitoring equipment, etc. Please see the attached photos and sketches and for approval to proceed with relocation of said equipment.				1. The direction to evacuate the Muni Hump was provided by QBD #TG0300-0162. 2. WOJV recommends relocating the utilities consistent with BBII's RFI #352 SK(s) 1/2 & 2/2. 3. While WOJV will coordinate as necessary to avoid utility relocation(s) WOJV cannot confirm the utilities may remain the duration of the dewatering system, nor is WOJV obligated to: a. Specification section 31 23 19.1.3.C instructed bidders to "Locate system components to allow continuous dewatering operations without interfering with installation of permanent Work and existing public right-of-way, sidewalks, and adjacent buildings, structures, improvements and construction operations performed under this Contract or other contracts." b. Exhibit-A.Section IV.C.15 instructed bidders to "he design and the installation sequence shall be coordinated with Permanent Structure construction, Temporary Structures / Equipment by other Trade Subcontractors, Internal Bracings, Access Trestle, Temporary Bridges and other structures." BBII was instructed as what to anticipate as it pertains to the permanent structure reference the BSE A-series drawings.			
Please confirm the utility locations shown herein do not conflict with other trade subcontractors and can remain for the duration of the dewatering system.				WOJV 2/26/13			



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BALFO900-0025	BSE - As-built Minna Street Manhole Rim Elevations	Closed	03/04/2013	03/14/2013	03/05/2013	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Brandon Miller To: Webcor Construction LP Lynn Kowallis			Answered By:Webcor Construction LP Lynn Kowallis				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please provide BBII with as-built elevations of Minna Street sewer manholes: MH#201 , 202, 203, 204, 205, 206, 207.			See attached As-Built Drawings for Minna Street sewer manholes: MH#201 , 202, 203, 204, 205, 206, 207.				
BALFO900-0026	Project Milestones and Substantial Completion	Closed	08/08/2013	08/18/2013	08/08/2013	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Rodney Gordon To: Webcor/Obayashi Joint Ventu Joanne Filipas			Answered By:Webcor/Obayashi Joint Vt Joanne Filipas				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Based on conversation in today's progress meeting, please confirm that substantial completion is not a prerequisite of project milestones and is therefore not required to meet any milestone obligations.			Refer to COM2209				
P-0001	Unknown Conduit Located in Geo Test DMM Area	Closed	09/15/2009	09/29/2009	09/15/2009	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Marina Rosso To: Transbay PMPC Jim Coughlin			Answered By:Transbay PMPC Alfred Lau				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
What is the source of the conduit located with-in the DMM Geo test Area and are they live? During the pre trenching operation for the DMM drilling on Tuesday 9-15-09, Raito discovered a bank of what appears to be conduits inside the archeological trench. (See Attached Pictures) We were told that all obstructions at the test locations were removed up to a depth of 15 feet. These conduits are at about 2 feet down. Can you verify that these conduits are live or abandoned? Is there any mention of them in the archeological report? We have not seen a copy of the report. Please provide direction if these conduit can be safely removed from test area.			subject conduits are abandoned lines, cut and proceed with work.				
(Originally opened by Bret Dobel)							
P-0002	50% DD Drawings Walk Thru Minutes Questions	Closed	09/15/2009	09/29/2009	10/01/2009	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ryan Cerri To: Transbay PMPC Mark O'Dell			Answered By:Transbay PMPC Mark O'Dell				
Co-Author:							



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**REQUEST:**

Reference: Attached Meeting Minutes

Please provide the following:

- 1.) Meeting Minute Item 3.2.4.1 - Please provide the VE alternate addendum
- 2.) Meeting Minute Item 4.7.5.4 - Please provide the RVA criteria VE options
- 3.) Meeting Minute Item 4.7.5.1 - Please provide Webcor / Obayashi with information we are to review
- 4.) Meeting Minute Item 5.5 - Please provide the TT Revit 3D model to Webcor / Obayashi
- 5.) Meeting Minute Item 9.5 - Please provide the clarification for items 9.5, 9.5.2, 9.5.3, 9.5.4, and 9.5.5

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

For pricing, assume the basket pipe columns from ground level to underside of bus deck are filled with lightweight concrete. At the Bus Deck Level, the exterior pipe columns should be assumed to be inherently fire proof without concrete fill, intumescent paint or spray fireproofing. All the rest of the steel sections, the WF or built up sections, are spray fireproofed and columns wrapped with a cladding.

<b>P-0003</b>	<b>TC1/ TC2: Elevators PE703 &amp; PE704 Phase Discrepancy &amp; Phase 1 &amp; 2 Definition</b>	<b>Closed</b>	<b>09/17/2009</b>	<b>10/01/2009</b>	<b>09/29/2009</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Transbay PMPC		Mark O'Dell		

**Co-Author:**

**REQUEST:**

Reference: Attached SKA-0488 to SKA-0494, SKA-sheets A-2207, A-2307, TTCSF - OA Phasing Narrative, TTC-MEP Phasing

Passenger elevators PE703 & PE704 (sheets A-2207 & A2307) at gridlines 35.7/E.6 are indicated as Phase 1 (Red) scope at the Lower Concourse Level (SKA-0489) and as Phase 2 (Green) scope at Ground Level (SKA-0490) on the Phasing Sketches dated 9/8/09. Please confirm of what the planned operation of these elevators will be if they will not go to the ground level.

In addition, please provide the following pertaining to Phase 1 & 2 Definition:

- 1.) Above Grade, Paragraph 4 - Please provide the temporary landscaping information that is to be included in the 50% DD Budget Estimate.
- 2.) Above Grade, Paragraph 5 - Please provide the temporary mechanical and electrical service information that is to be included in the 50% DD Budget Estimate, or

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Passenger elevators PE703 & PE704 are affected by Phase 1 and 2. See the attached revised B1 Level Phasing Drawing. These elevators are now shown as green i.e. constructed in Phase 2. The elevators are located under the east end temporary mechanical compound and therefore serve no useful function in Phase 1. However for Phase 1 the pits should be constructed and provided with a guardrail at the B1 level as well as the ground floor opening framed and provided with a temporary, waterproofed, concrete infill over the opening. The shaft, cabs, roping, associated ME / controls and finishes would be provided in Phase 2.

Response to additional questions 1 thru 12:

see attachment (file too large)





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	note which items on the MEP Phasing PDF provide this information.						
	3.) Below Grade, Paragraph 3 - All four (4) stairs shown on SKA-0488 are shown in orange, which indicates they are temporary, however the narrative indicates differently. Please indicate in plan, which stairs are temporary and which are permanent.						
	4.) B2 Train Platform Level, Paragraph - All four (4) stairs shown on SKA-0489 are shown in orange, which indicates they are temporary, however the narrative indicates differently. Please indicate in plan, which stairs are temporary and which are permanent.						
	5.) B1 Train Platform, Paragraph 2 - Please confirm which option of "temporary rated floor assemblies" or "rated GWB on metal stud enclosures" is to be included in the 50% DD Estimate.						
	6.) B1 Train Platform, Paragraph 3 - Please provide the dimensions and rating for the "temporary closure wall" to be provided at the entry.						
	7.) B1 Train Platform, Paragraph 6 - Please provide the location of the "temporary stud and drywall wall" at the glass skylight. Is this to be constructed at the Concourse Level?						
	8.) SKA-0488 - Please provide the general details of what the "temporary" train box East and West end walls will consist of, so this can be included in the 50% DD Budget Estimate.						
	9.) SKA-0488 - Per Thornton Tomasetti (as indicated in DL's Alternate & Phasing document, dated 9/3/09), the "Trainbox of Phase 1 extends to 1/3 bay past grid-line 36 as basis for estimate", this is not consistent with the SKA-0488. Please confirm which is correct.						
	10.) SKA-0489 / Detail 2 - Please provide the general details for the "temporary" train box East end wall will consist of, so this can be included in the 50% DD Budget Estimate.						





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11.) SKA-0490 / Detail 1 - Please provide the general details for the "temporary construction" will consist of at the circular vent structure.

12.) SKA-0490 / Detail 2 - Please provide the general wall and roof type details for the "temporary mechanical compound" will consist of at the East end. Is it anticipated that this structure will be completely removed and replaced by the permanent Phase 2 construction?

<b>P-0004</b>	<b>Phase 1 &amp; 2 Definition Sketch Questions</b>	<b>Closed</b>	<b>09/18/2009</b>	<b>10/02/2009</b>	<b>10/07/2009</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Ryan Cerri	<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Transbay PMPC	Mark O'Dell		

**Co-Author:****REQUEST:**

Reference: SKA-0488 thru SKA-0490

1.) SKA-0488 - Please provide the general details of what the "temporary" train box East and West end walls will consist of, so this can be included in the 50% DD Budget Estimate.

2.) SKA-0488 - Per Thornton Tomasetti (as indicated in DL's Alternate & Phasing document, dated 9/3/09), the "Trainbox of Phase 1 extends to 1/3 bay past grid-line 36 as basis for estimate", this is not consistent with the SKA-0488. Please confirm which is correct.

3.) SKA-0489 / Detail 2 - Please provide the general details for the "temporary" train box East end wall will consist of, so this can be included in the 50% DD Budget Estimate.

4.) SKA-0490 / Detail 1 - Please provide the general details for the "temporary construction" will consist of at the circular vent structure.

5.) SKA-0490 / Detail 2 - Please provide the general wall and roof type details for the "temporary mechanical compound" will consist of at the East end. Is it anticipated that this structure will be completely removed and

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Response to DR 00003.

1) See attached sketch SSK-012

2) Follow SKA-0488

3) Same as indicated in SSK-012

4) Disregard "Temporary Construction" as none is needed

5) "Temporary Mechanical Compound" will consist of a chain link enclosure fencing with privacy screening.



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replaced by the permanent Phase 2 construction?

<b>P-0005</b>	<b>TC1: Window Washing Equipment 50% DD Budgeting Scope</b>	<b>Closed</b>	<b>09/18/2009</b>	<b>10/02/2009</b>	<b>10/15/2009</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Ryan Cerri	<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Transbay PMPC	Mark O'Dell		
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
Reference: Specifications Vol 1 - Sections 11 24 23				The response to this question is the specification sections should be disregarded and the drawings should be costed at this point.			
Specifications sections 11 24 23 paragraphs: 2.1.2.1, 2.1.2.6 and 2.1.2.9 - references monorail track systems, compatible manual and power driven trolley assemblies				We will be modifying the methods based on meetings yesterday, but we will not be utilizing those things noted in the Specs under any scenarios.			
2.1.4.1 - references to powered platforms							
2.1.7.3 - references gantry work							
None of the items listed above can be found on the window washing drawings issued in the current set. Please advise where the window washing monorails, trolley assemblies, powered platforms and gantries be allowed for in the 50% DD Budget.							

<b>P-0006</b>	<b>TC1: Finish Schedule Missing Information</b>	<b>Closed</b>	<b>09/19/2009</b>	<b>10/02/2009</b>	<b>10/13/2009</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Ryan Cerri	<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Transbay PMPC	Mark O'Dell		
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
Reference: 1/ A-0005, A-9250, attached mark-up detail sheets				Public Stairs -			
1.) Schematic design architectural drawing sheet A-9250 (Train Platform Level Finishes Layout Plan) identifies room types "S-1" - Public Stair and "S-2" - Exit Stair. These room types are not identified on 50% DD detail 1/A-0005 (Room Finish Schedule). Please advise what the finish information for floor, base,				Typical open stairways, to and from the public concourses.			
				Steel stair construction, with brushed stainless steel finish i.e. sheet stainless steel cladding and trim to exposed stringers, edges and soffits.			





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				GLASSFIBER REINFORCED GYPSUM, PAINTED  GL GLASS  GLC CHANNEL GLASS			
				Yes, the Room Type Codes on the Finish Schedule (1/ A-0005) are intended to similar to codes identified on the Layout Sheet Plan "Room Type Legend" (sheet A-9250).			
P-0007	TC1: Exterior Skin Mockups	Closed	09/21/2009	09/28/2009	11/04/2009	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Ryan Cerri	To: Transbay PMPC	Mark O'Dell	Answered By: Davis Langdon	Mike Parkyn		
	Co-Author:						
	REQUEST: Reference: 50% DD Specifications Sections [08 41 23], [08 44 26] and [08 63 00]  50% DD specifications sections [08 41 23 - 17], [08 44 26 - 26] and [08 63 00 - 16] refer to section 084426A for the extent of glass enclosure mockups. Section 084426A cannot be found in the specifications. Please advise what should be anticipated as mockup requirements for the 50% DD budget estimate. For example, please advise to which skin systems will have performance, blast and/ or visual mockup requirements and what approximate test size areas should be anticipated.	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
				In the absence of further definition, at 50% DD W/O and DL both carry \$500K allowance for glass enclosure mock-ups. This does not include blast testing, as this would be part of RVA add.			
P-0008	TC1: Phasing Inconsistancy: 50% Budget - Stair #202 Extension to Platform Level	Closed	09/23/2009	09/30/2009	09/29/2009	Potentially	<input type="checkbox"/>



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<hr/>							
From: Webcor/Obayashi Joint Venture		To: Transbay PMPC	Mark O'Dell	Answered By:Pelli Clarke Pelli Architect Randy Volenec			
Co-Author:							
REQUEST: Reference: SKA-0488, A-2102, attached mark-up sheets  Phasing sketch SKA-0488 indicates in RED Stair 202 extending to the Train Platform Level (gridlines F.5/ 1.5). The 50% DD drawing sheets A-2102 & A-2202 indicates the stair terminating at the Lower Concourse Level. Please advise if the Stair 202 extension to the Train Platform Level is a permanent revision or temporary, requiring stair removal and floor opening structural in-fill in Phase 2.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Stair 202 is a permanent stair that will rise from the B2 level up to the Ground Floor level. It will serve the (currently) Unassigned Space of the North West Triangle at the B2 level and the Muni Control Center at the B1 level. Stair 202's final configuration and location has not been settle yet, however it will definitely be required permanently and will be built as part of Phase 1.  Randy Volenec - PCPA 9/29/2009			
<hr/>							
P-0009	Revised Trainbox Layout for Construction Documents	Closed	11/10/2009	11/10/2009	11/23/2009	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Ryan Cerri		To: Transbay PMPC	Alfred Lau	Answered By:Transbay PMPC      Mark O'Dell			
Co-Author:							
REQUEST: Please confirm SKA 637 R1, SKA 638 R1, and SKA 646 are the most current trainbox layouts, which shall be used for preconstruction scheduling and planning, and construction.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> We confirm that the documents attached to Design Review No. 00012 are the most current versions, at this time, of the Architectural sketch studies for the 2'4" move and 2 x 10" reduction of the trainbox.  These sketches were prepared primarily as study information for the design team and to assist decision making on the location and size of the building relative to adjacent properties. Accordingly they form part of the on-going Design Development process.  The Design Team cannot assume any responsibility whatsoever for the interpretation and use by others, of sketches provided for Design Development information. Furthermore, anyone who chooses to use this information will be responsible for verifying the suitability of this data for their own application.			





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	<p>Phasing sketch SKA-0489 (Lower concourse level) indicates a temporary Phase 1 stair (enclosed in Red and Orange) by gridlines 36-37/ F-G. Phasing sketches SKA-0488 (Train Platform level) and SKA-0490 (Ground level) do not indicate of a stair or enclosure at the referenced grid location. Please advise if the stair identified is to go up to the Ground level or down to the Train Platform level.</p>				<p>Stair 701. In Phase 2 these provide a vertical connection between the Train Concourse Level and the Ground Level. They are indicated on SKA-0490 (Ground) and SKA-0489 (B1 Train Concourse) in green and are not installed in Phase 1. They do not go down to the Train Platform level.</p> <p>In Phase 1, escalator pits are to be provided at the B1 Train Concourse Level and installed with temporary concrete on metal deck on steel framing infill. At the Ground Floor Level, i.e. Train Box lid, in the area to the west of the foundation wall at gridline 36-37, an opening is to be framed to suit the future stair and escalators. This opening will be provided with a temporary concrete on metal deck on steel framing infill and shall be covered with waterproofing similar to the rest of the slab in this area forming the floor of Temporary Mechanical Compound. This will be removed and replaced as part of the Phase 2 Intercity Bus Facility.</p> <p>Paul McPhail - Adamson Associates 9-29-2009</p> <p>*Additional comments by Randy Volenec*</p> <p>One caveat is the second paragraph response should be tempered with openings at the Lower Concourse Level as temporary concrete on metal deck and framing, with an alternate cost to construct the openings and put up temporary guard rails around the openings.</p> <p>Randy Volenec - PCPA 9-29-2009</p>		

<b>P-0012</b>		<b>TTC - Raito Geo-test Core Locations</b>		<b>Closed</b>	<b>10/01/2009</b>	<b>10/08/2009</b>	<b>10/14/2009</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture		Ryan Cerri	<b>To:</b> Arup	Demetrious Koutsoftas	<b>Answered By:</b> Transbay PMPC		Mark O'Dell		
<b>Co-Author:</b>									
<b>REQUEST:</b>		<b>SUGGESTION:</b>			<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>		
Reference: Attached Raito RFI, attached drawing					panels where coring was agreed to are: Panels B-				



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	Please identify the locations of Raito's (3) requested core locations for the Transbay Transit Test Program project. Please reference the attached drawing of Raito's drilling. Raito has discussed the recommended core locations with Deme on 10-1-2009.			11/B-12,C-4/C-5,and B-7/B-8			
<b>P-0013</b>	<b>Pre-Qualification Questions</b>	<b>Closed</b>	<b>01/05/2010</b>	<b>01/19/2010</b>	<b>03/24/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ryan Cerri		<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Webcor Construction LP   Marina Rosso			
<b>Co-Author:</b>							
<b>REQUEST:</b> Please see the attached questions regarding the pre-qualification process. Please verify if the answers are correct. If they are not, please provide the correct answer. Thanks.		<b>SUGGESTION:</b> (Can't find answer in Constructware)	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
<b>P-0014</b>	<b>Caltrans Spec for Temp Road Design Criteria</b>	<b>Closed</b>	<b>01/13/2010</b>	<b>01/27/2010</b>	<b>01/14/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Ryan Cerri		<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Transbay PMPC      Mark O'Dell			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: OAC Meeting Minutes 12/10/09; Below Grade Internal Bracing Design Workshop Meeting Minutes 12/15/09, Caltrans Spec 12/18/09  Please confirm that the Caltrans spec you attached to the OAC Meeting Minutes 12/10/09 are to be used as design criteria for the temporary roadways on First St., Fremont St., and Beale St.		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/> Criteria for the design of temporary roadways is contained in the document however the specific criteria will be indicated in the 100% Shoring Construction Documents Specifications. Preliminary indications are that HS20-44 Loading will be used.			
<b>P-0015</b>	<b>East Shoring Wall at Gridline 37</b>	<b>Closed</b>	<b>01/14/2010</b>	<b>01/28/2010</b>	<b>03/03/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ryan Cerri		<b>To:</b> Transbay PMPC	Mark O'Dell	<b>Answered By:</b> Transbay PMPC      Mark O'Dell			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			





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	Ref: GT-1302, Draft 90% Shoring CD's,37 Line; GT-2114, Draft 90% Shoring CD's, Wall Segment 37-1. Please locate from gridline the East shoring wall between Phase 1 and Phase 2 trainbox.				As we discussed in the Below Grade Structure Workshop on Tuesday January 12th, 2010, the location of the east shoring wall is still in flux. Current indications are that the wall will be located closet to column line 35 than column line 37. Since the location of the wall will coincide with the location of the future seismic joint, PCPA indicated yesterday (January 13th) in a conference call @ 3:00PM that the final design team recommendation is awaiting feedback from Thornton Tomasetti. We expect this decision will be made this week. The final dimensioned location will be documented in the 100% Shoring Construction Documents however it is likely that the final dimensioned location will be available sooner. The exact dimension is indicated on sheet GT-2013 of the 100% Buttress/Shoring/Excavation Submittal dated 2/26/10. The centerline of the shoring wall is 9'-7 1/2" east of Column Line 35.		
<b>P-0016</b>	<b>PG&amp;E Phase I Duct Banks Weights at Temp Road Decks</b>	<b>Closed</b>	<b>01/14/2010</b>	<b>01/28/2010</b>	<b>01/21/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ryan Cerri <b>To:</b> Transbay PMPC		Guy Hollins	<b>Answered By:</b> Transbay PMPC		Guy Hollins		
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref: 50% DD, U-2020, U-2021, U-2022, U-2023 Please provide weight per LF of PG&E I duct banks at 1st. St. and Fremont St.. This information is required for design of the temporary road decks.		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/> Response Notes: Steel conduit = 17.7 lb/ft Cable = 8.2 lb/ft Total = 25.9 lb/ft			
<b>P-0017</b>	<b>TC1 Division 00 Specs Receive Date</b>	<b>Closed</b>	<b>01/15/2010</b>	<b>01/29/2010</b>	<b>01/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ryan Cerri <b>To:</b> Transbay PMPC		Mark O'Dell	<b>Answered By:</b> Transbay PMPC		Mark O'Dell		
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref: email "Re: Div 01 spec sections for consultant review" dated 1/14/10; Div 00 and 01 index; Division 01 Specs W/O received the Division 00 and 01 index from TJPA on 1/13/10. W/O received the Division 01 specifications on 1/13/10, but did not include Division 00. Please confirm		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/> Response Notes: PMPC sent Division 00 to W/O on January 18, 2010.			



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	when W/O will receive Division 00.						
P-0018	TC1 Transmittal for Buttress Package received 1-14-2010	Closed	01/15/2010	01/29/2010	01/21/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Ryan Cerri	To: Transbay PMPC	Mark O'Dell	Answered By: Transbay PMPC	Mark O'Dell		
Co-Author:							
REQUEST:	Ref: "Buttress Package - Construction Documents Issued for Review" transmittal dated 1/14/10	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
	The transmittal sent with the "Buttress Package - Construction Documents Issued for Review" is not complete. Please include the following information in the transmittal and reissue so we can verify all documents have been received: - Listing of all drawings transmitted - Listing of all specifications transmitted - Title and date of CD, including a list of all documents included on the CD - Review Comments Responses (which were found on the CD, but no hard copy)  Please apply this protocol to all future transmittals so W/O knows exactly what is included in the packages.			Response Notes: Please see attached Transmittal.			
P-0019	TC1 Construction Documents Issuance Schedule	Closed	01/19/2010	02/02/2010	03/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Ryan Cerri	To: Transbay PMPC	Mark O'Dell	Answered By: Transbay PMPC	Mark O'Dell		
Co-Author:							
REQUEST:	A part of our preconstruction scope of services, we are to provide cost estimates at 100%DD, 50%CD, 85%CD, and 100%CD, however there are currently no publish dates for 50%CD and 85%CD. Please provide publish dates for 50%CD and 85%CD for incorporation into the project schedule.	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
				The current date for issuing the 50% Construction Document Submittal is August 30, 2010. The current date for issuing the 85% Construction Document Submittal is December 20, 2010. These dates will most likely change in the future to support revisions to the project and or schedule.			





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P-0020	301 Mission Wall - Survey Info, Dim. From A-Line	Closed	03/04/2010	03/18/2010	04/14/2010	Potentially	
From: Webcor/Obayashi Joint Venture      Manuel Saldana      To: Transbay PMPC		Mark O'Dell	Answered By: Transbay PMPC		Mark O'Dell		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
Ref: email "301 Mission Wall - Survey Info, dated 3/3/10", C-2003 - A Line, A-2306 - A line. Please provide the dimension from the "x" marked on the sidewalk (adjacent to the 301 Mission wall) to gridline A in the 100% Design Development drawings.			Accept Suggestion: <input type="checkbox"/> The dimension is 6'-4". It's shown on the attached sketch from Sandor.				
P-0021	Site Description After Demo	Closed	03/10/2010	03/24/2010	03/30/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana      To: Transbay PMPC		Mark O'Dell	Answered By: Transbay PMPC		Mark O'Dell		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
After demolition of the site and upon turnover to Webcor / Obayashi, please provide a description of what the site will look like and drawings containing the following information:  1) Finish grade elevations 2) Locations of fences and gates 3) Properties available for staging and storage 4) Laydown of crushed concrete (Volume and location of crushed concrete available for our use) 5) Condition of existing basements and structures			Accept Suggestion: <input type="checkbox"/> This information is to be provided in the bid documents.  Constructware DRQ #00021				
P-0022	Missing 100%DD DWG Files	Closed	03/10/2010	03/24/2010	03/30/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana      To: Transbay PMPC		Mark O'Dell	Answered By: Transbay PMPC		Mark O'Dell		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
Listed below are drawings in which the DWG files are missing from the issuance of the 100%DD, please provide:  1) S-2103 2) S-5301 3) SE-4000 4) SE-4001 5) SE-5010 6) SE-5020 7) SE-5030 8) SE-5040			Accept Suggestion: <input type="checkbox"/> The files were sent to Webcor / Obayashi on March 10, 2010.  Constructware DRQ #000022				



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9) SE-5050							
P-0023	UR - Existing Water Line At Fremont Street	Closed	03/11/2010	03/25/2010	04/05/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Transbay PMPC	Mark O'Dell	Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference: AECOM Early Release Package dated 1-15-10; U-1122, Note 13; U-2023		Sheet U-1123 Note ER10 calls for the demolition of the existing water line between the limits of early release as shown (between STA ~3+80 and ~4+60) due to the existing water line affected by the hammer head portion of the temporary shoring wall.					
Sheet U-1122, Note 13 calls for the water line in Fremont Street to be demolished, but not in the early package. Sheet U-2023 of the early package does call for the relocation of a small portion of that waterline between stations 4+00 and 4+50 to accommodate the shoring wall.		Sheets U-1122 and U-1123 show the temporary shoring wall for Transbay Terminal footing demolition labeled as "TEMPORARY SHORING WALL BY OTHERS". The wall is based on information included in the Buttress/Shoring/Excavation package.					
After review of the demolition drawings as provided by TJPA to Webcor/Obayashi for reference only, and a field review taking into account the extent of the footings we see a conflict with the (E) water line based on the location of the water line provided thru U.S.A. The footings are extensive and demolition will require shoring that will be very close to the existing water line if not on top of the line.		Based on the temporary shoring wall as shown in the Buttress/Shoring/Excavation package, the location of the existing water line as shown in the Program Topographic and Underground Utility Survey, and as shown on U-1122, appears not in conflict with the existing water line south of STA ~3+80.					
Please review and provide a solution. Webcor/Obayashi JV believes that a temporary relocation of that water line from station 2+50 and 4+50 is a potential solution.		AECOM believes that the water line may be improperly marked by CDD in response to USA ticket recently activated. Blue water line markings in the field show the water in the same alignment as the PG&E HP Gas (steel gas pipe). Based on the Transbay Program Topographic and Underground Utility Survey the existing water line should be ~3.2' west of the existing PG&E HP Gas line. Trenching work on Fremont St. at Natoma St. performed by AECOM found the water line to be 3.25' west of the PG&E HP Gas line. Additionally, visual observations made by AECOM during PG&E HP Gas work in Fremont St., it appeared that the HP Gas line was in the location as shown on the plans and there was no indication of the water line in the bell hole excavated by PG&E.					



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AECOM recommends the following:

PMPC/TJPA ¿ provide CAD files that show the location of the temp shoring wall for Transbay Terminal footing demolition. Confirm what is shown in the Buttress/Shoring/Excavation package is accurate. PMPC/AECOM ¿ Notify SFPUC CDD that they suspect their water line has been improperly marked and request CDD remark the existing water line. Analyze the above data to determine if the water line is impacted beyond the area already shown for demolition in the Early Release. Zagol, AECOM 4/5/10

<b>P-0024</b>	<b>DTX 650' HSR Tracks And Platform Extension Study Drawings</b>			<b>Closed</b>	<b>03/19/2010</b>	<b>04/02/2010</b>	<b>04/15/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture		Manuel Saldana	<b>To:</b> Transbay PMPC		Mark O'Dell		<b>Answered By:</b> Transbay PMPC		Mark O'Dell
<b>Co-Author:</b>									
<b>REQUEST:</b>			<b>SUGGESTION:</b>			<b>ANSWER:</b>			
Webcor / Obayashi received drawings regarding the "Updated Figures for DTX 650' HSR Tracks and Platform Extension Study", please provide a transmittal and direction on how to proceed with the following attached files:						<b>Accept Suggestion:</b> <input type="checkbox"/>			
1) Sheet-DTX Modifications for HSR FIG1- 03-09-10						Please see attached transmittal.			
2) Sheet-DTX Modifications for HSR FIG2-BLOWUP 03-09-10						Transmittal #140-00069 Remarks (04/15/10):			
3) Sheet-DTX Modifications for HSR FIG3-201 Mission 03-09-10						The accompanying information is for your review and reference. No action is required at this time.			
						Constructware DRQ #00024			

<b>P-0025</b>	<b>Tieback Anchors Under Natoma And Minna Drawings</b>			<b>Closed</b>	<b>03/19/2010</b>	<b>04/02/2010</b>	<b>04/15/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture		Manuel Saldana	<b>To:</b> Transbay PMPC		Mark O'Dell	<b>Answered By:</b> Transbay PMPC		Mark O'Dell	
<b>Co-Author:</b>									
<b>REQUEST:</b>			<b>SUGGESTION:</b>			<b>ANSWER:</b>			
Webcor / Obayashi received drawings regarding the						<b>Accept Suggestion:</b> <input type="checkbox"/>			
						Please see attached transmittal			



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"Tieback Anchors Under Natoma and Minna", please provide a transmittal and direction on how to proceed with the following attached files:

- 1) 400 Howard Shoring Tiebacks, (Sheet #SH1-1., SH1-2., SH1-3., SH1-4)
- 2) 500\_HOWARD\_SHORING-TIEBACKS
- 3) X-2082-1

Transmittal #140-00070 Remarks (04/15/10):  
The accompanying information is for your review and reference. No action is required at this time.

Constructware DRQ #00025

#### P-0026 Shoring Wall And Buttress Comment Log Clarification Request

Closed

03/19/2010 04/02/2010 04/15/2010 Potentially ☐

From: Webcor/Obayashi Joint Venture Manuel Saldana To: Transbay PMPC

Mark O'Dell

Answered By: Transbay PMPC Mark O'Dell

Co-Author:

#### REQUEST:

Below is a list of questions that provide an overview of information Webcor / Obayashi needs clarified for the Comment Logs provided with the 100% CD Shoring. These are not the only questions we have or will have.

- 1) The "Design Team Response" comments do not appear to be final answers. For example, the Shoring comments #2 and #5 say items "will" be submitted / provided. What date will they be provided?
- 2) What date can Webcor / Obayashi expect the final response / answer for items that are unresolved (i.e. #5 on the Shoring Comment Log- "TJPA to respond", and #329 on the Buttress Comment Log - "PMPC to respond.")?
- 3) What is Webcor / Obayashi expected to do with response comments like Shoring comment #5.10 - "Alternate solutions to the buttress scheme should be considered"; and #5.12 - "Needs further discussion"?

#### SUGGESTION:

ANSWER: Accept Suggestion: ☐

These comments will be addressed along with the remainder of Webcor / Obayashi Comments dated April 6th 2010 regarding the review of the 100% CD: Buttress / Shoring / Excavation - Issued for Structural Design Review.

Constructware DRQ #00026

#### P-0027 100%DD Specification Section 07 18 23 & 09 27 13 Discrepancies

Closed

03/23/2010 04/06/2010 03/31/2010 Potentially ☐

From: Webcor/Obayashi Joint Venture Manuel Saldana To: Transbay PMPC

Mark O'Dell

Answered By: Transbay PMPC Mark O'Dell

Co-Author:

#### REQUEST:

#### SUGGESTION:

ANSWER: Accept Suggestion: ☐



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In Volumes 1 & 2 of the 100% DD specifications, sections 07 18 23 and 09 27 13 have the following discrepancies:

1) Spec. section 07 18 23 - Vehicular Traffic Coating (02/16/10) is missing from Volume 1 of the 100%DD specifications, but is marked as issued in the Table of Contents. Please confirm spec. section 07 18 23 no longer exists, it's corresponding information has been inputted / consolidated with spec. section 07 18 00 - Traffic Coatings (02.16.10), and update contract documents accordingly.

2) In Volume 2 of the 100%DD specifications, section 09 27 13 - Glass-Fiber Reinforced Plaster-GFRP-Fabrications (02.16.10) is labeled as 09 27 16 in the Table of Contents. Please confirm whether spec. section #09 27 13 or 09 26 16 is correct for the Glass-Fiber Reinforced Plaster-GFRP-Fabrications (02/16/10) specification and update contract documents accordingly.

1. Confirmed - Vehicular Traffic Coatings are specified in 07 18 00. Spec Section 07 18 23 no longer exists.

2. Section 09 27 13 is correct. There is a typographical error in the Table of Contents.

Constructware DRQ #00027

**P-0028 Missing 100% DD Spec. Section 00 30 00 - Desktop Cladding And Secondary Struc Closed**

**From:** Webcor/Obayashi Joint Venture Manuel Saldana

**To:** Transbay PMPC Mark O'Dell

**03/23/2010 04/06/2010 04/15/2010 Potentially** ☐

**Answered By:** Transbay PMPC Mark O'Dell

**Co-Author:**

**REQUEST:**

In Volume 1 of the 100%DD specifications, section 00 30 00 - Desktop Cladding And Secondary Structure Wind Load Review (12/14/09) is marked as issued in the Table of Contents, but is not included in the package. Please provide specification section 00 30 0 - Desktop Cladding and Secondary Structure Wind Load Review (12/14/09) or confirm it has not been issued and update contract documents accordingly.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

The Desktop Cladding and Secondary Wind Load Review Report is listed by mistake. The report is preliminary and not ready for issuance. It was not intended to be issued with the B / S / E Package.

Constructware DRQ #00028

**P-0029 Length Of Concrete Mat Slab Pour**

**From:** Webcor/Obayashi Joint Venture Manuel Saldana

**To:** Transbay PMPC Mark O'Dell

**Closed**

**04/01/2010 04/15/2010 04/05/2010 Potentially** ☐

**Answered By:** Thornton Tomasetti Albert Chen

**Co-Author:**

**REQUEST:**

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐



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	As discussed in previous meetings, please confirm it is acceptable to pour the concrete mat slab in the full width of the project and in up to 400' in length.  (Note: Webcor / Obayashi needs this response for 100%DD estimating purposes.)						
					The 100%DD specification, paragraph 3.2.2A limit the maximum length of the concrete pour for mat slab and train box wall to 60ft. This requirement is to minimize heat gain due to cement hydration during the pour and reduce shrinkage induced cracking and plastic settlement. This practice is very common in the construction of large water containment structures that require good quality concrete for water tightness.  Please follow the DD Spec.  Answered by Albert Chen Thornton Thomasetti 04/05/10  Constructware DRQ #00029		
P-0030	TC1 100% DD Train Platform Mechanical Room Door Sizes	Closed	05/12/2010	05/19/2010	05/20/2010	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Ryan Cerri To: Transbay PMPC	Mark O'Dell	Answered By: Transbay PMPC	Mark O'Dell			
	Co-Author:						
	REQUEST: Ref: A-3001, grids 3-6 and B-D (dated 2/16/10) Per our scheduling exercises, we observed these conditions in the 100% DD drawings: The mechanical rooms in the Train Platform BOH call for CMU walls. We are scheduling to install the mechanical equipment prior to CMU because most equipment in these rooms will not fit through a 3' wide door. Please confirm the door sizes for the following rooms are 3' wide: B2222, B2223, B2230, and B2228.	SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>	Confirmed.		
P-0031	TC1 100% DD PE301 & PE603 Phase 1/Phase 2 Clarification	Closed	05/12/2010	05/26/2010	05/20/2010	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Ryan Cerri To: Transbay PMPC	Mark O'Dell	Answered By: Transbay PMPC	Mark O'Dell			
	Co-Author:						
	REQUEST: Ref: Adamson Associates Transbay Transit Center Phasing, February 26, 2010; A-2106 and A-2103 (dated	SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>	Response: Answer provided; no action needed		





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	<p>2/16/10) Per the referenced phasing document, PE301 and PE603 are identified on the Train Platform level as the core being built in Phase 1 (color red), and the elevator being built in Phase 2 (color green). We have scheduled the CMU installation for Phase 1 and the elevator installation for Phase 2 at both elevator locations. Please confirm this is in compliance with Phase 1 and Phase 2 construction. This is important for the 100% DD schedule development.</p>						<p>Response Notes: 100% Design Development Architectural Drawings A-2103 and A-2106 do not depict phasing. For phasing refer to SKA-0777 and SKA-0778, dated 02/26/2010. For elevators PE301 and PE603, the Phasing Diagram Legend Note # 5 states: Elevator Pit in Mat Slab. It is the intent to provide elevator/escalator pits in the Mat Slab only for the CalTrain platform, to accommodate low platform height.</p>
P-0032	TC1 100% DD Stair 202 Landings Clarification	Closed	05/12/2010	05/26/2010	05/20/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ryan Cerri To: Transbay PMPC		Mark O'Dell	Answered By:Transbay PMPC		Mark O'Dell		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Ref: A-2102, A-2202, A-2203 and A-2204; 1/A-7103 (dated 2/16/10) Per our scheduling exercises, we observed these conditions in the 100% DD drawings: The referenced plan view drawings show stair 202 from the Train Platform Level to the 2nd Level. 1/A-7103 shows stair 202 from the Train Platform Level to the ground level. We have scheduled stair 202 to service up to Level 2. Please confirm this is correct. This is important for the 100% DD schedule development.			Response: Answer provided; no action needed				
			Response Notes: Stair 202 is to service from Platform Level to the 2nd Level inclusive. The section on drawing A-7103 is drawn incorrectly.				
P-0033	TC1 Vertical Transportation at Grids 10-11 Phase Designation	Closed	06/15/2010	06/30/2010	06/28/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ryan Cerri To: Adamson Associates, Inc.		Sandor Rott	Answered By:Adamson Associates, Inc		Sandor Rott		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Ref: Adamson Associates Phasing Plan, dated 2/26/10; SKA-0778 and SKA-0779; 100% Design Development drawings, dated 2/16/10; A-2203 and A-2303			Acceptable				
SKA-0779 identifies the following vertical transportation areas (grids 10-11) as Phase 1 or Phase 2:							





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P-0035	P - Steel Basket Column Strut Connection at Glazing	Closed	07/12/2012	07/12/2012	07/18/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jeff Heath To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Gary Krutsch				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Ref: 14/SI-6092					Accept Suggestion: <input type="checkbox"/>		
1. The strut connecting the basket columns to the glazing sub framing is currently shown as part of the TG08.1 package. Because of structural steel tolerances of the basket columns, the length of the strut will vary depending on the final location of the basket column. The discussions have been going on for months about speeding up the fabrication and installation of the glazing system, therefore we would like to incorporate the strut as part of the TG07.1 Structural Steel package. Please confirm it is acceptable to incorporate the strut into the Structural Steel package.					This request is neither an RFI nor QBD. If W/O would like to pursue this issue, please formalize a letter addressed to PMPC and route through the proper venue.		
2. Provide details for an adjustable end strut at the glazing sub frame connection.							
3. Provide a typical length that takes into account the tolerance of the basket columns.							
RFI T-0491	BSE - Extract Timber Piles at Footing Along Gridline 33.5	Closed	04/09/2013	04/19/2013	04/17/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc. Danny Walsh							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Specification: 02 41 19 Reference Drawings: GT-2103 & D-2213					Accept Suggestion: <input type="checkbox"/>		
Based on conversation at the 4/3/13 weekly coordination meeting, BBII understands that the TJPA may consider lifting the ban on pile extraction previously issued in COM1347 (TCC letter dated 10-10-12) which directed all remaining piles to be removed by excavation and cutting.					This is not acceptable.		
BBII requests an exemption to the direction issued in COM 1347 that will permit the timber piles beneath the existing footing on gridline 33.5 to be extracted per the contract documents. The piles beneath this footing should be considered for exemption since they fall outside of the Zone 4 J-line "critical areas", the thin strip orientation has							



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<p>a minimal area of influence on the J-Line wall, and the geotechnical drawings already allow non-ground deformation control pile removal along most of the footing (see sheet GT-2103 &amp; D-2213 attached).</p> <p>Please advise if this request is acceptable?</p>							
SHIMM00-0326	BGP - Plumbing Clarifications Area 4	Open	09/18/2013	09/28/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference drawing PSK-2022 and IR Rreport 1633.							
On 0/10/2013 DBI inspector expressed concern about the installation of the 2" vent and 3" connections in the mat slab area 4 - See IR 1633.							
Please confirm that 2" ven and 3" connection pipes are to be installed per PSK-2022.							
SHIMM00-0361	Dewaering Well Re-Route	Open	10/21/2013	10/31/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Scott Bunnell		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please reference Detail 6/A1-8711 and S1-3201 of the Contract Drawings and the attached drawing.							
SCCI is requesting to re-route all 2" dewatering well llines as proposed in the attached drawings. The re-route is to eliminnte any potential conflicts with future work (bracing removal, wall waterproofing, rebar, and for/pour/strip). Upon completion of the use of the dewatering system, the line will be cut below the sleeve, capped and grouted in with the trestle block-out pour back. The line will be poured in place with the future mat and concourse slabs and all 3 wall lifts. The line will also be capped at the top of the final wall lift.							



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Is this acceptable?

<b>SHIMM000-0001</b>	<b>BGP - Construction Joint Layout</b>	<b>Closed</b>	<b>11/15/2012</b>	<b>11/25/2012</b>	<b>11/15/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Tyler Shell

**To:** Webcor Construction LP

Robert Kjome

**Answered By:** Webcor Construction LP Robert Kjome

**Co-Author:**

**REQUEST:**

Please confirm that the construction joint layouts for the Lower Concourse, Foundation Walls and Mat Slab as shown on sheet SL-025 (Exhibit A) are acceptable. Please note that the construction joint lengths of the Mat Slab exceed 120 linear feet in (7) of the specified areas.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Construction joints on Sheet SL-025 are diagrammatical in nature and is not intended to replace the design drawings. Proposed construction joint locations shall be included in a submittal per specifications and conform with the requirements set forth in specification section 03 30 20.

<b>SHIMM000-0002</b>	<b>BGP - Foundation Wall Horizontal Construction Joint Elevation</b>	<b>Closed</b>	<b>11/27/2012</b>	<b>12/07/2012</b>	<b>11/27/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Tyler Shell

**To:** Webcor Construction LP

Robert Kjome

**Answered By:** Webcor Construction LP David Fields

**Co-Author:**

**REQUEST:**

Reference Drawings: S1-3201, SCCI#11 & #12  
Reference Specification: 03 30 20

Please see attached drawings showing conflicts between the temporary waler lookouts and the horizontal wall construction joints as shown on drawing S1-3201. Please provide direction

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Coordinate construction joint locations with TG0300 including but not limited to shop drawings and sequencing consistent with S1-3201. Submit proposed joint locations for evaluation.

<b>SHIMM000-0003</b>	<b>BGP - UV damage to Modified Bitumen Waterproofing</b>	<b>Closed</b>	<b>01/11/2013</b>	<b>01/21/2013</b>	<b>01/11/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Chris Williams

**To:** Webcor Construction LP

Robert Kjome

**Answered By:** Webcor Construction LP Robert Kjome

**Co-Author:**

**REQUEST:**

Specification Reference: 07 12 10

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Please refer to the Manufacturer's product data and specifications regarding allowable time the modified



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Most of the self-adhering modified bitumens are damaged by long-term exposure to UV. Can this membrane be exposed to ultraviolet radiation for extended periods of time? If so, how long?

Butimen Waterproofing can be exposed to ultraviolet radiation. All means and methods of sequencing construction must adhere to the manufacturer's specifications and recommendations as defined for allowable UV exposure.

**SHIMM000-0004 BGP - Modified Bitumen Waterproofing**

**From:** Shimmick Construction Company, Inc Chris Williams

**To:** Webcor Construction LP

**Closed**  
Robert Kjome

**01/11/2013 01/21/2013 01/11/2013 Potentially** ☐  
**Answered By:** Webcor Construction LP Robert Kjome

**Co-Author:****REQUEST:**

Reference Specification: 07 12 10

A two-ply self-adhered modified bitumen waterproofing system has been specified for this blind side application (Section 1.1 of Specifications). It is unusual for any modified bitumen system to be used in a blind side application (i.e., where the waterproofing is installed before the structure is constructed). Section 2.2 of the Specifications lists only one potential manufacturer, Laurencio Waterproofing Systems. The Laurencio system is a bitumen modified with chloroprene rubber and applied with a cold adhesive. The required waterproofing membrane properties listed in Section 2.4.B are identical to those published by Laurencio. We cannot find any other other modified bitumen manufactured with chloroprene on the market. Are you aware of any other systems?

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

If Shimmick cannot find an equal system, proceed per the specified manufacturer.

**SHIMM000-0005 BGP - Waterproofing Wall System Layers**

**From:** Shimmick Construction Company, Inc Chris Williams

**To:** Webcor Construction LP

**Closed**  
Robert Kjome

**01/11/2013 01/21/2013 01/11/2013 Potentially** ☐  
**Answered By:** Webcor Construction LP Robert Kjome

**Co-Author:****REQUEST:**

Reference Specification: 07 12 10, 3.2-3.3

1. Section 3.2, D. requires the protection board horizontal construction joints to be shingled lapping the upper sheet over the lower sheet by 4 inches. What is the purpose of this shingle? Since the waterproofing membrane will not

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

1. Adhere to the manufacturers' specified details.

2. Please provide the manufacturer's shop drawings depicting the 1/2" thick insulation between drainage composite and waterproofing membrane.



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	<p>be adhered directly to the protection board and layers will be present between them (e.g. drainage composite w/filter fabric, insulation, felt), the shingle does not seem necessary. Please confirm.</p> <p>2.Section 3.2, F. reads "seal top edge of filter fabric to membrane". There is a layer of 1/2" thick insulation between drainage composite and waterproofing membrane. Please clarify.</p> <p>3. In addition to these items, there is also a concern about the number of layers used on this wall including the stability and durability prior to concrete placement. There is a large potential for problems such as creep of the adhesives securing the various layers together and loss of adhesion between layers. What is the purpose of the asphalt saturated felt layers, drainage composite, filter fabric and EPS insulation? Can some of these layers be eliminated? What level of adhesion is required between layers? Does this system of layers have sufficient rigidity to provide intimate contact between the waterproofing layer and</p>						



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SHIMM000-0007	BGP - WPM-1 - Mud Slab Finish for Waterproofing	Closed	01/17/2013	01/27/2013	01/31/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Joanne Filipas					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Specification Section 07 12 10, 3.2				See response to T-0370			
<div>The concrete surface profile (CSP) required by the waterproofing manufacturer Laurencos, ranges between a CSP level of 2 and 4 as defined by the International Concrete Repair Institute (ICRI) of technical guide "Selecting and Specifying Concrete Surface Preparation for Sealers, Coatings, and Polymer Overlays." The ICRI defines the levels of CSP as 1 (nearly flat) to CSP Level 9 (very rough). The Laurencos waterproofing system requires "a good wood screed or broom finish...often referred to as a 'sidewalk' finish..Do not use a steel trowel finish." See attached excerpt of the manufacturer specification.</div>							
<div>1. Please confirm the specified ICRI CSP requirements as it relates to surface finish are to supersede the varying ASTM F-value requirements setforth in specification section 030300-3.6, B1 or provide a revised specification section 033000 incorporating the ICRI requirement.</div>							
<div>2. Please confirm a wood screed or broom finish is accpetable for the mud slab.</div>							

SHIMM000-0008	BGP - Geothermal Pipe Penetration Sleeves at the Manifolds	Closed	01/30/2013	02/09/2013	01/30/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Lynn Kowallis				
Co-Author:		Answered By:Webcor Construction LP Joanne Filipas					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawing: A1-8710				Reference Note 5 on Sheet M-0006 which states "The header pipes shall be installed up to the ceiling of the lower concourse level recessed in the face of the CDSM shoring wall. Prior to construction of the top of the foundation wall the pipes shall run to grade where they are capped with pressure gauges. During the forming of the final portion of the foundation wall, the headers are to be modified and installed in their final position through the foundation wall. In their final position the headers will be valved and capped with a pressure gauge."			
<div>Per Detail 1 on plan sheet A1-8710, the pipe penetration sleeves are not to be anchored to any portion of the CDSM wall. The sole mounting connection for these pipe sleeves is the bitumen waterproofing membranes. The waterproofing membrane is not strong enough to use as anchorage for these sleeves even with temporary support. The likelihood of jeopardizing the membrane with the design in Detail 1 is high.</div>							
<div>S3H proposes a constructable solution. Please find attached the details for a constructible design. This design eliminates the waterproofing anchorage support of the</div>							





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	penetration sleeve. Please advise.						
SHIMM000-0009	BGP - Geothermal Loop Soil Compaction	Closed	03/04/2013	03/14/2013	03/04/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome		Answered By:Webcor Construction LP Robert Kjome		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
After observing existing subgrade compactions varying from 88%-95%, it appears that the existing conditions of the soil could be below the 95% compaction requirement. In the case of a geothermal loop being installed in areas with existing soils below 95%, can the geothermal loop be compacted to the localized compaction level in accordance with ASTM DI557? For example, if the first field has an existing condition of88% compaction, can the geothermal loop trenches be compacted to 88%? 95% compaction may not be possible with the existing soils and existing compaction in some areas.					See Response to RFI T-0387 and RFI T-0405.		
Please advise.							
SHIMM000-0010	BGP - Schedule Dates for GLS/GLR Manifold Construction	Closed	03/05/2013	03/15/2013	03/05/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome		Answered By:Webcor Construction LP Robert Kjome		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Exhibit "I" of the TG06.1 bid package is a conceptual schedule. This schedule does not provide a date for the installation of the stainless steel geothermal manifold sleeve penetrations or manifolds themself. Please provide a date of installation for the sleeve penetrations and manifolds for each of the 15 fields.					Refer to 01 13 10 .1.2.C & F. Provide a revised schedule showing activities pertaining to the installation and testing of the geothermal sleeve penetrations and manifolds. Note that the installation of this work cannot delay follow on trades (i.e. superstructure concrete, superstructure steel). Coordinate with W/O as to the timing of the installation of these systems so as not to affect follow on trades.		
					Please coordinate off of the P6 schedule that W/O sends to SCCI weekly.		



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SHIMM000-0011	BGP - Geothermal Pipe Elevation	Closed	03/06/2013	03/16/2013	03/06/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawing: M-5002		Per the 3/06/2013 Geothermal RFI meeting, install GLS/GLR manifold piping per M-5002.					
Per drawing M-5002, Detail I, the GLS/GLR manifold piping is above the TG06 SOW demarcation line. Due to constructability concerns of the manifold, is it acceptable to install the manifold at a lower elevation below the TG06 SOW demarcation line?							
Please advise.							
SHIMM000-0012	BGP - Monitoring Instrument Penetrations	Closed	03/11/2013	03/21/2013	03/11/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawing: A1-8711		Please reference BBII's dewatering/piezometer layout and Arup's Global Analyzer log in information for coordination of sleeves per detail 3 or detail 6 of A1-8711.					
Per plan sheet A1-8711, Detail 3, the monitoring instrument penetration sleeve is to be place around the monitoring instrument itself. From the field, it appears that some of these monitoring instruments exist as drawn in Detail 3 (Picture 1) while others seem to be placed within an additional, larger sleeve (Picture 2) casing. This additional casing occurrence isn't accounted for in the contract documents. Please advise to this type of sleeve dimensions and detail. Please note that one of these types of monitoring instrument sleeves is located in the first area to be water proofed and poured for the protection slab.							
SHIMM000-0013	BGP - Welding for Penetration Sleeves	Closed	03/12/2013	03/22/2013	03/12/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Andy Khuu		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference RFI T-0411		Reference Drawings: 2/S1-3003, 5/S1-3003, 6/S1-3003.					
The Engineer's response to RFI T-0411 states that the collar ring and cap plate cannot be shop welded prior to being installed and that the collar must be welded onto the		Per detail 2, 5 and 6 on sheet S1-3003 the ring plates are shown to be field welded.					



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<p>sleeve prior to the mat slab pour for access purposes. However, in the submittal comments to SUB-TG0600-036, the Engineer clearly states that the "contract documents specify a field weld of the steel ring such that the pile can be cut and removed without the ring installed." Without access to weld the collar after the mat slab has been poured, it isn't possible to weld the assembly in the field. Additionally, if the collar is to be welded prior to the pile being cut, damage will most likely occur to the ring plate or sleeve during the cutting process as stated in the submittal comments. With the comments to submittal TG0600-036 and the response to RFI T -0411 clearly contradictory, please provide the necessary construction sequencing to avoid damage to the assembly in the field and enable a constructible design.</p>							
SHIMM000-0014	BGP - Geothermal Risers in Leaking CDSM Wall	Closed	03/18/2013	03/28/2013	03/18/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome	Answered By:Webcor Construction LP Robert Kjome			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
With water leakage throughout the CDSM wall at many different locations, the likelihood of a geothermal loop riser being laid out in the location of a CDSM wall leak is high. In the event that the Geothermal Riser is located at the same location as a CDSM wall leak, what should S3H do? Should the riser be relocated to a portion of wall that isn't leaking? If the riser is to be embedded in the wall at the location of a leak, grouting the riser back into the wall will not be possible. Please advise.				Discussed in Geothermal RFI Meeting 3/06/2013. Refer to follow up RFI SCI-087.			
SHIMM000-0015	BGP - Shoring Beam in Sump Pit	Closed	03/18/2013	03/28/2013	03/18/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Robert Kjome	Answered By:Webcor Construction LP Robert Kjome			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Photo: attached				Please confirm that the H pile is in conflict with the geothermal loop.			



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<p>Please find attached a photo of the sump pit near J Line in the Geothermal Field 1. In the pit, there is a H-beam from a previous shoring wall. There is potential for this beam to come in conflict with with geothermal loop. Is this beam to be removed? Please advise.</p>							
SHIMM000-0016	BGP - Clarification of Mass Concrete Reporting Periods	Closed	03/25/2013	04/04/2013	03/25/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Robert Kjome		Answered By:Webcor Construction LP Robert Kjome		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please reference specification section 03 30 20.3. 11.A (pg 24).				Record temperature differentials per 03 30 20 3.11.A and submit to Webcor Obayashi with SCCIs daily reports.			
CTL Group "Thennal Control Plan Model ing" Figure 3 (submittal TG0600-20 1.1 It em #033000-0 l 1.1 pg 8), illustrates the max temperature di fferential is reached and has begun to drop at approximately 8 calendar days.							
SCCI will record temperature differentials at 6 hr intervals and report those readings on a daily (24 hr) basis. Is this acceptable?							
SHIMM000-0017	BGP - Concourse Slab Beams and Trestle Pile Conflicts	Closed	04/09/2013	04/19/2013	04/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan	Gary Krutsch		Answered By:Webcor Construction LP Lynn Kowallis		
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref: S1-2202 through S1-2210 Submittal TG0300-284.1 revision 7				Pursuant to sheet note #9 on sheet S1-2052 for each pile conflict please provide the northern dimension to the nearest alphanumeric grid line and easting to the nearest numeric grid line.			
Please reference attached drawings. SCCI has overlaid the locations of the trestle and bridge piles onto Contract Drawings S1-2202 through S1-2210, the Lower Concourse Slab Framing Plans. The locations of the piles were taken from BBII Submittal TG0300-284.1 revision 7. These are the most recent drawings SCCI has available for the actual locations of the piles. The attached drawings show the piles running vertically through 22 future Concourse				Revise and resubmit.			



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	Slab beams. Please advise.						
SHIMM000-0019	BGP - Foundation Wall and Internal Bracing Conflict	Closed	04/09/2013	04/19/2013	04/09/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu				
Co-Author:		Answered By:Webcor Construction LP Jackson Tukuafu					
REQUEST: Ref: Sketch - SCI-103  Please reference attached sketch of the top of the foundation walls. At gridlines 1 thru 26, top of the foundation wall above the lower concourse level is in conflict with the shoring level A. The A level lookouts encroach into the top of the walls for approximately 8". For constructability of waterproofing, and reinforced foundation wall SCCI requires 12" minimum clearance above the top of the wall. Conditions described herein do not allow top of foundation wall to be constructed per Contract Plans. Please advise.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Refer to response provided in RFI RFI T-0527.2			
SHIMM000-0020	BGP - Waterproofing and CJ Layout Conflict	Closed	04/10/2013	04/20/2013	04/10/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Kirk Nielsen				
Co-Author:		Answered By:Webcor Construction LP Kirk Nielsen					
REQUEST: Please reference AI-2203 and SI-3201ofthe Contract Plans and the attached drawings. The current elevation at the bottom ofthe 2nd level bracing lookouts is at approximately -5.13, WEST of Grid 9 (see concourse slab drawing). The proposed top of concourse slab elevation is to be -5.42, WEST of Grid 9. Per the WPM-1 waterproofing system, the minimum overall tie-in dimension needed for the succeeding lift is approximately 1 '-11" (see attached waterproofing drawing). The current elevation at the bottom of the 2nd level bracing lookouts is at approximately -6.15, EAST of Grid 9 (see concourse slab drawing). The proposed top of concourse slab		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Consistent with RFI response #SHIMM000-0002 dated 11/27/12, revise the proposed locations of the CJ's to accommodate / coordinate with all of SCCI's work consistent with the sheet note on 1/S1-3201.			



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elevation CJ is to be -7.67, EAST of Grid 9. Per the WPM-1 waterproofing system, the minimum overall tie-in dimension needed for the succeeding lift is approximately 1'-11" (see attached waterproofing drawing). In both locations, the minimum required dimension (1'-11") to tie-in to the next lift of waterproofing can not be reached with the current location of the 2nd level bracing lookouts and the proposed concourse slab elevations. SCCI is restricted in location for the CJ due to the absolute concourse slab location and elevation.

Furthermore, a similar conflict exists in the 1st foundation wall lift and the 3rd level of bracing lookouts (see 1st wall lift drawing). With SCCI's current location of the CJ, there is virtually no room to allow for the waterproofing overlap to occur. SCCI fully understands its freedom to manipulate the location of the CJ's by lowering it approximately 2'. This will potentially change BBII's rebracing plans.

Please advise.

SHIMM000-0021	BGP - Differential Movement in Waterproofing Layers	Closed	04/26/2013	05/06/2013	04/26/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Per the Engineer's response to Submittal TG0600-023.2, the Contractor is to install the waterproofing system to incorporate "provisions for differential movement". Please reference the contract documents that specify the design criteria for the differential movement of the structure. Please advise to a specification or drawing note that details such.				The submittal note states "...including provisions for differential movement between adjacent components as required by the membrane manufacturer" rather than any specification or drawing.			

<b>SHIMM000-0022</b>	<b>BGP - Testing of WPM-1 Seams</b>	<b>Closed</b>	<b>04/26/2013</b>	<b>05/06/2013</b>	<b>04/26/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon		<b>To:</b> Webcor Construction LP	<b>Answered By:</b> Webcor Construction LP Robert Kjome				
<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			



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<div>Reference Specification: 071210 - 3.5.B</div> <div>The Specifications call for testing of"seams" independently by Applicator and Manufacturer. In the waterproofing pre-installation meeting on 3/27113, the Manufacturer (Laurenco) and the Architect stated that testing of seams is not required as this is not a single-ply system. Please define "seam" and advise if testing of seams is required or not, and if it is, then to what extent?</div> <div>Specification 07 12 10 3.5.B remains unchanged. A seam is where any specified waterproofing component joins by overlapping.</div>							
SHIMM000-0023	BGP - Carlisle Miradrain 9900 Drainage Composite	Closed	04/26/2013	05/06/2013	04/26/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Robert Kjome		Answered By:Webcor Construction LP Robert Kjome		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification: 07 12 10 2.5.C						Fully bonded Miradrain 9900 is available upon request of Carlisle. If Bestdoes not want to use Miradrain submit a request for substitution pursuant to specification section 011630 and 000440.	
This section calls for "Drainage Composite: Three dimensional plastic rolls bonded to a geotextile on one or both faces: Mirafi Miradrain 9900, or equal with a minimum compressive strength of30,000 psi." The waterproofing membrane manufacturer (Laurenco) states that the specified product "Miradrain 9900" no longer meets the performance requirements of the specifications since the woven filter fabric is no longer bonded at every dimple of the molded polystyrene core. Best Contracting has contacted the drainage composite manufacturer and they have confirmed that the woven filter fabric is bonded at every fourth dimple. Best Contracting has also performed a shop "mock up" using the aforementioned composite which resulted in complete separation and failure upon the installation of the waterproofing membrane. Please provide direction.							
SHIMM000-0024	BGP - Additional Fasteners for Protection Board Installation	Closed	05/02/2013	05/12/2013	05/02/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Kirk Nielsen		Answered By:Webcor Construction LP Kirk Nielsen		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	



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	<p>Please reference Spec Section 07 12 10 - 3.2.D. Spec Section 07 12 10 - 3.2.D states the following: "Secure 1/4" protection board to flanges of soldier piles with powder driven fasteners and washers spaced 12 inches o.c. Butt vertical joints . Maximum joint width : 1/4"..."</p> <p>The manufacturer of membrane waterproofing system (Laurenco) has indicated that due to "out of plane" piles, and relaxation of CDSM substrate requirement, they are requiring intermediate fasteners to hold the 1/4" protection board tight to the CDSM wall. Please review and advise.</p>						<p>The pile plane always had a tolerance as was the CDSM surface was never continuously supported.</p> <p>Consistent with John Laurence (Laurenco's) comments during the 4/30/13 waterproofing meeting the concern over the protection board deflecting can be mitigated by two methods:</p> <p>1. Intermediate fasteners 2. Ensuring when placing concrete SCCI does not cause the protection board to excessively deflect.</p> <p>This is a means and methods issue at the discretion and cost of the Trade Subcontractor.</p>
<hr/>							
SHIMM000-0025	BGP -Request for Revit Model	Closed	05/02/2013	05/12/2013	05/02/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Andy Khuu		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
SCCI is requesting access to the latest, most up to date Structural and Architectural Revit models from the designers. The 3D database would be used for reference only and will not be used for construction. SCCI understands that the 3D Database is subject to change as the project design evolves. As a user of this 3D database, SCCI accepts the risk and acknowledge that the data is subject to change. SCCI also acknowledges the terms and conditions outlined in the Transbay Transit Specification Section 01 31 26.		Not proper use of an RFI as per specification section					
		Please					
<hr/>							
SHIMM000-0026	BGP-Geothermal Field Riser Pipe Termination	Closed	05/13/2013	05/23/2013	05/13/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc John Berggren		To: Webcor Construction LP	Robert Kjome				
Co-Author:		Answered By:Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification: 23 57 34 Reference Drawing: A1-8712, M1-5002		Sleeves as shown on A1-8712 and M1-5002 are a part of S3H's scope of work. The grey SOW line on M1-					





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Stainless sleeves as shown on A1-8712 and M1-5002 (copies attached) are not part of the S3H's scope of work. Reference is made to Note 1 and Note 2 on M-0006 (copy attached), the highlighted notes in Detail2 on A1-8712, and the SOW demarcation line in Detail A on M1-5002. S3H Inc. will terminate pipe at grade as shown in Detail A on M1-5002 with pressure guage to be modified by Others. Please confirm.  
[S3H RFI No. 36]

5002 clearly stops short of the geothermal riser which continues into the manifold sleeves uninterrupted. Detail 3/M1-5002 also distinguishes the geothermal wall penetration as being apart of the TG06 scope of work.

SHIMM000-0027		BGP - Temperature Probe Sleeve Penetration		Closed	05/13/2013	05/23/2013	05/13/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc John Berggren		To: Webcor Construction LP		Robert Kjome	Answered By:Webcor Construction LP Robert Kjome				
Co-Author:									
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>					
Reference is made to RFI T-0388.0 (copy attached) is stating the temperture probe piping shall be installed per Note 6 on Sheet M-0006. Per Note 2 on Sheet M-0006, the additional mechanical work shown above the demarcation line is for reference only and was not included in the TG06.1 package. Please confirm and clarify the design intent.				Install per RFI T-0338 response. The demarcation line does not exclude any the mechanical work referenced as it stops short of the geothermal piping.					
[S3H RFI No. 028]									

SHIMM000-0028		BGP - Mat Slab Elevator Opening Embed Dimensions		Closed	05/10/2013	05/24/2013	05/15/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Ian Corcorran		To: Webcor Construction LP	Robert Kjome				
Co-Author: Shimmick Construction Company, Inc		Ben Gordon		Answered By: Webcor Construction LP Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>					
Ref. RFI T-0439.1				The elevator manufacturer will not be awarded a contract for over a year and a half.					
TJPA's response to RFI T-0439.1 stated "Final elevator post locations shall be coordinated with elevator manufacturer." The response has a second option to use a continuous L8x4x1/2 in lieu of the 1'-2" base. Please provide the elevator post locations if an elevator manufacturer has been selected? If not, SCCI is									



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	requesting to use continuous embeds. Please advise if this is acceptable.						
SHIMM000-0029	BGP - High Congestion Mockup Revit File	Closed	05/20/2013	05/30/2013	05/20/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Jesse Dillon		To: Webcor Construction LP	Robert Kjome	Answered By:Webcor Construction LP Robert Kjome			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Gerdaus is requesting the 3D Revit model of the isometric high congesting area shown in SI-3208/DI. This will allow Gerdaus to determine conflicts prior to fabri cation of rebar for the upcoming mock up. Please provide Revit file showing this area.				Per response to RFI T-0534, "The updated In-Progress Revit computer model will be issued to TJPA for review and comment on May 31, 2013". TJPA will forward this model to the Contractor for information, review, and comment."			
				W/O will share the model as necessary once the model has been recieved and reviewed.			
SHIMM000-0030	BGP - Lower Concourse and Mezzanine Plumbing	Closed	05/21/2013	05/31/2013	05/21/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Jesse Dillon		To: Webcor Construction LP	Robert Kjome	Answered By:Webcor Construction LP Robert Kjome			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please reference attached Contract Drawings PI-2202 IFB and PI-2202 IFC. Both IFB and IFC plumbing drawings have the callouts "BELOW GRADE PACKAGE FOR REFERENCE ONLY", "NOT FOR CONSTRUCTION" and do not contain the Architect's/Engineer's seal. This circumstance applies to all Lower Concourse Level and Mezzanine level Plumbing Contract Drawings, PI -2202 to PI-2211 and PI-2252. All Lower Concourse and Mezzanine plumbing depicted in these drawings is excluded from the Below Grade Package. The scope excluded from SCCI's work package includes, but is not limited to, floor drains, area drains, floor sinks and cleanouts. Please inform SCCI about which future package this scope is contained for coordination.				TG06 scope of work for the lower concourse and mezzanine includes all sleeves and openings as per the contract drawings and specifications. The future package containing the floor drains, area drains, floor sinks, and cleanouts has not gone out to bid.			



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SHIMM000-0031	BGP - S-3 Wall Stirrups Preassembled Using IDEA Machine	Closed	06/04/2013	06/14/2013	06/04/2013	Potentially	
From: Shimmick Construction Company, Inc Andy Khuu			To: Webcor Construction LP		Answered By:Webcor Construction LP Robert Kjome		
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Reference: RFI T -0340 and T -0526			Voided per SCCIs request.				
Approval was provided to utilize the IDEA machine per the response to RFI T-0340. Since the issuance of this response, approval has also been provided to utilize an S-3 stirrup in lieu of the T-9 hairpin within the walls per RFI 0526. Please confirm that it is acceptable, following the same criteria as outlined in the response to RFI 0340, to use the machine/welded holding wires to pre-assemble the stirrups within the wall reinforcing.							
SHIMM000-0032	BGP - RFI 448.5, Dimension From Grid Line to Extent of Change	Closed	06/20/2013	06/30/2013	06/18/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Andy Khuu			To: Webcor Construction LP		Answered By:Webcor Construction LP Michael Spillane		
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Reference: RFI T-0448.5			The intent is to replace all the original reinforcement WR1 west of GL -06 as show on drawing S1-2060 with the modified reinforcement detail option One				
Within the response to RFI 448.5 the proposal indicates to utilize Option 1 between CDSM piles #733 - #772. No dimension for reference has been provided to layout the reinforcing details. Please provide a dimension from the nearest grid or column line to the Eastern most extent in which the wall change is required per RFI 448.5.							
SHIMM000-0033	Foundation Wall Conflicts with Level A Bracing	Closed	06/24/2013	07/04/2013	06/24/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon			To: Webcor Construction LP		Answered By:Webcor Construction LP Robert Kjome		
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
See attached drawings CJ-35 and CJ-66. Per response to RFI T-0527.1, Wall lifts W326 and W350 are still in conflict with the shoring level A. Please advise on how to proceed.			See attached response to RFI T-0527.2				
SHIMM000-0034	BGP - RFI T-0527.1, BSE- Revision to Zone 4 Bracing Elevations Level A-D, Clarific Closed		07/02/2013	07/12/2013	07/02/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Andy Khuu			To: Webcor Construction LP		Answered By:Webcor Construction LP Michael Spillane		



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**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Reference: RFI T-0527.1 - BSE -Revision to Zone 4 Bracing Elevations Level A-D

In the response to RFI T-0527.1, W/O included a comment "The TG06 Trade Subcontractor is to provide a credit for, to include however not limited to, the concrete rebar and waterproofing which has been deleted from the TG06 scope of work." Please confirm if the intent of the RFI response is to eliminate the 4th lift of wall reinforcing above the upper CJ as lowering the elevation of the CJ does not reduce the quantity of the reinforcing required.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The intent is to remove the 4th lift of wall reinforcement from the TG06 scope of work

<b>SHIMM000-0035</b>	<b>BGP - 'Intermediate' Base of Sleeve Flat Mud Slab Elevation for 8 Penetrations in F Closed</b>	<b>07/08/2013</b>	<b>07/18/2013</b>	<b>08/16/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon	<b>To:</b> Webcor Construction LP Jackson Tukuafu	<b>Answered By:</b> Webcor Construction LP Jackson Tukuafu				

**Co-Author:**

**REQUEST:**

Reference: SK-2676,S

SCCI is in receipt of RFI T-0479.1 response outlining that there will be 8 additional areas requiring slab penetration detail per SKA-2676 and SKA-2677 (issued in original RFI#0479). Please provide the elevations of 'intermediate' base of sleeve flat horizontal mud slab area for all 8 trestle piles, pin piles or bridge piers.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The elevations of the penetration sleeves have been coordinated per field walk between Jose Verduzco (W/O), Scott Bunnell (SCCI) and Don Muns (TCCO). Please coordinate all sleeve elevations for Zone 4.

SHIMM000-0036	BGP - Area 3 Room Layout Discrepancies	Closed	07/16/2013	07/26/2013	07/16/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP Jackson Tukuafu	Answered By: Webcor Construction LP Jackson Tukuafu				

**Co-Author:**

**REQUEST:**

SCCI is in receipt of CR #071- ASI #104 on Jun 26th, 2013. This ASI #104 changes the layout of the room in area 3 mat slab. This changes the partition wall configuration and the dowels coming out of the mat slab that are required for the construction of the partition wall rebar.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

SCCI is to construct and install per RFI T-0612 response, which is the most up-to-date drawing.



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<p>SCCI is also in receipt of RFI response to T-0612 on July 2nd, 2013, after the issuance of ASI #104. In this RFI response, the layout of the rooms and partition walls, as well as updated wall, door opening, and control joint locations for the B2 Emergency Electrical Room B2880 shown in A1-9214 are altered with the issuance of SKA-2746 to 2750.</p> <p>Please confirm which room layout, door opening, and control joint SCCL is to construct and install, especially the layout as shown on A1-9214. (E.G: Please provide the most final/ updated drawings)</p>							
SHIMM000-0037	BGP - Mass Concrete Specifications	Closed	07/17/2013	07/27/2013	07/17/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
<p>Please reference attached letter published by Jon Feld, CTL Group, dated July 8, 2013. This letter contains further analysis of the "Performance-Based Temperature Differential Limit", also referred to as "Strength-Based Temperature Difference Limit", for Mat Slab mix # 1557204.</p> <p>This additional analysis was prepared per RFI response T-0585, in which the reviewer found this PBTDL method to be acceptable based on satisfying four (4) conditions. See below:</p> <p>I. The attached analysis was specifically developed for mix #1557204</p> <p>2. SCCL confirms that all remaining mass concrete specification requirements shall still apply.</p> <p>3. Shimmick Construction will be providing field quality control and the required concrete maturity measurements through the "Concrete Maturity HardTrack System". Reference attached HardTrack system data and example concrete maturity data. This system has been procured by Shimmick Construction, and has been successfully tested</p>				<p>The conditional requirements set forth in RFI T-0585 by George Metzger appear to be satisfied. Procedural requirements are approved via submittal. Please revise and resubmit via submittal package TG0600-201.X (TG0600-201.2, item # 033020-011.1.)</p>			



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	<p>on multiple mock-ups.</p> <p>4. It is confirmed that Shimmick Construction shall remain responsible for providing a mat foundation that meets requirements of the contract documents.</p> <p>Please confirm conditions have been satisfied. This analysis will be submitted as a supplement to the Mass Concrete Plan (TG0600-20 1.1)</p>						
SHIMM000-0038	BGP - Geothermal Loop Excavation in Zone 4	Closed	07/19/2013	07/29/2013	07/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Shimmick Construction Comp Ben Gordon	Answered By:Webcor Construction LP Jackson Tukuafu				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
<p>Per discussions in the Trade subcontractor meeting with Turner, BBII, and WOJV, it is apparent that BBII has been directed to demo the buttress shafts in Zone 4 to bottom of mud slab elevation. Per the geothermal trenching and backfill specification 31 23 34, 1.1.A.1, the only slot excavation in CDSM/concrete is to be in the wall panels. The specification does not require slot excavation/demolition for the horizontal field loops. Per Plan sheet GT-5201, the buttress shafts are to be demolished to a maximum of 4' below subgrade elevation (bottom of mud slab). The geothermal pipe is to be installed at 15" below the bottom of mud slab elevation, well within the 4 ' below mud slab demolition elevation. Please confirm that the geothermal loops in zone 4 will be trenched in soil like the rest of the project and as detail in the geothermal trenching and backfill specification (31 23 34).</p>				<p>BBI's contract drawing GT-2103 and the Geothermal shop drawings (TG0600-065), indicate the excavation and demolition of the buttress is set to final subgrade elevation 41'-5" or bottom of the mud slab. SCCI's interpretation on plan sheet GT-5201 as it relates to demolition is incorrect. The note "...shafts shall be maximum 4 feet below, maximum 2 feet above subgrade elevation" is in reference to the parameters set for the concrete (high strength) being placed in relation to the CLSM mix. These parameters are not set as demolition or excavation bench marks.</p> <p>SCCI to proceed with geothermal loops in Zone 4 as shown in the approved shop drawing TG0601-065 and conform to specification section 31 23 34. SCCI to remit request for backfill and excavation requirements per specification 31 23 34 at buttress locations.</p> <p>SCCI to consider the following when re-submitting: Does SCCI plan to demo the buttress shafts down to the required 15",re-fill the area and meeting compaction requirements? or Does SCCI intend to seek a design variance by slot excavating through the buttress' and seek back-fill requirements within the buttress from the design team?</p>			



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SHIMM000-0107	BGP - Concourse Slab Embeds and Trestle Pile Conflicts	Closed	04/09/2013	04/19/2013	09/20/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST: Ref: S1-2202, S1-2203 and S1-2205  Please reference attached drawings S1-2202, S1-2203 and S1-2205 with pile locations overlaid. There are three locations where the trestle piles interfere with the embedded assemblies at elevator and escalator openings/pits. Please advise.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Please refer to WOJV RFI T-726. Further coodination is required to anlayize other conflicts.			
SHIMM000-0141.1	BGP - Moment Beam and Pile Conflicts	Open	07/29/2013	08/08/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST: Reference: SCI RFI-141, RFI T-0510.1  Please reference SCCI RFI # 141 and W/O RFI T-0510.1. The response to T-0510.1 provided details for rectifying the MFB conflict at internal Bracing Pin Pile #8. It was made clear this solution could only be used at Pin Pile #8. No guidance was provided for the additional five MFB conflicts shown in SCCI RFI #141.  Please provide information for the five additional MFB and pile conflicts shown in SCCI RFI# 141.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
SHIMM000-0203.1	BGP - Blockout -Reinforcement and Size Detail Needed at Dewatering Well and Co Closed		07/19/2013	08/02/2013	08/27/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST: As a follow up to RFI#T0584 response:  1. General note GR9 on S-005 is not applicable for wall block out. Please provide block out detail for the reinforcement on the partition wall for blockout for: Dewatering Well #1, #21 and #22 2. For dewatering well #3- please provide detail for blockout for reinforcing at shearwall		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Refer to response to RFI T-0584.2.			



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	3. Please provide size and extent for blockouts for all 4 dewatering wells.						
SHIMM000-0204.1	BGP - Locations of Electrical Outlets, Equipment, and Fixtures	Closed	07/31/2013	08/10/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference: Spec Section, 34 05 34							
Per Specification Section 26 05 34, 3.2 B., the dimensions of the equipment fixtures and outlets are to be submitted via RFI for clarification pre pour. Attached is the layout for Electrical Room B2221 in the first Mat Slab pour.							
Please confirm that these dimensions are acceptable so that the conduit can be laid out correctly.							
SHIMM000-0204.2	Locations of Electrical Outlets, Equipmtent, and Fixtures.	Closed	08/23/2013	09/03/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Please find attached the revised layout for Electrical Room B2221. Please confirm that the layout is acceptable.							
SHIMM000-0204.4	BGP - Locations of electrical Outlets, Equipment and Fixtures	Accepted	09/12/2013	09/22/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Per the RFI response, please find attched the revised layout for the Electrcl Room B2221. This revised layout shows the dimensions of the conduit locaitons in respec tto the interior walls. Additionally, dimensions showing th							





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erom locaiton in respset to the grid lines are shown.  
please advise if it is acceptable.

SHIMM000-0233.1		BGP Bracing Removal Sequence - Area 5-13		Open	07/30/2013	08/09/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP		Jackson Tukuafu	Answered By:			
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
The latest Webcor's weekly update schedule received by SCCI (Data date 06.17.2013 ), shows that:								
- Bracing Removal- Level D" (BGSOX-1120) is the driving predecessor to "Wall Waterproofing} st lift" (BGSOX-4000)- in each area.								
- Bracing Removal- Level C" (BGSOX-4100) is the predecessor to "Wall Waterproofing- 2nd lift" (BGSOX-4110)- in each area								
- Bracing Removal- Level B" (BGSOX-6000) is the predecessor to "Wall Waterproofing- 3rd lift" (BGSOX-6010) in each area								
Based on the current schedule logic, the bracing will need to be modified to allow the removal of walers and struts in each area, separately and independently from each other. E.g: Any walers spanning two areas will need to be cut during removal of bracing so SCCI can proceed with the waterproofing install in that area, without having to wait for the adjacent area. This is applicable to Bracing Removal level B, C and D. As requested in RFI#233 response, please find attached bracings that SCCI assumes are going to be removed/ cut prior to SCCI's specific wall pour.								
Please confirm.								

SHIMM000-0242.1	BGP - 100% CD Phase 1 Documenation	Accepted	08/22/2013	09/01/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu		Answered By:		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			



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The responses to SCCI's s RFI#0242/ WOJV RFI T-0633 refers to "100% CD Phase 1 Documentation" for the drawings that have not been issued in ASI#104. SCCI does not have access to and has not received the following drawings that are needed to finalize the pricing of ASI#104:  
A 1-2224-2231  
A 1-2844-2846, 2848-2851  
Please provide 1 00% CD Phase 1 Docs for the pages listed above

SHIMM000-0252.1		BGP - Geothermal Loop Excavation in Zone 4		Accepted	07/30/2013	08/09/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP		Jackson Tukuafu	Answered By:			
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference: Spec Section 31 23 34								
<p>SCCI received the response to RFI-252 regarding the excavation of the geothermal loops in Zone 4. The response directed SCCI to conform to specification section 31 23 34 regarding the ptential section 31 21 34 that cover buttress concrete demolition for the geothermal loops. SCCi is aware of the CDSM wall excavation required for the geothermal field risers, but is not aware of a geothermal specification requiring buttress shaft dempition for the geothermal loop trenches. Specificaion 31 23 34, Section 3.2 is very clear i the ful scope of the gound excavation in soild and wall riser excavation in CDSM, but it does not cover trenching in buttress shaft concrete.</p>								
Please advise.								

SHIMM000-0255		BGP - Plumbing Scope Clarification ASI 104		Closed	07/26/2013	07/27/2013	07/26/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP		Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu				
Co-Author: Webcor Construction LP		Jackson Tukuafu							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>			



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	<p>Reference: Drawing P1-6001, Spec Section 22 13 01</p> <p>See attached marked up Rev 0 and Rev 1 Drawings P 1-6001. PI-6001 Rev 1 is a revision per AST 104. Rev 1 of the noted drawing does not have any "for reference only" notations in the details.</p> <p>Is the intent of the Designers to significantly change the scope of TG06 work?</p> <p>Please clarify the scope of work, i.e. applicable and non applicable details of the CD P1-6001 for the TG06 package.</p>						
				As per the attached drawing:			
				1. Detail 1, 2 and 5 of drawing sheet P1-6001 (ASI #104) depict typical standpipe details. These details are not applicable to the TG06 package.			
				2. Detail 4/P1-6001 (ASI #104) depicts a change in the floor clean-out cover. This detail is applicable to the TG06 package where the floor drains are either at the concourse and mat slab level and the specific detail is called-out for "floor cleanout detail."			
				3. Detail 6/P1-6001 is applicable if below the concourse slab. Typ.			
				4. Detail 11 and 12 of sheet P1-6001 show sump pump details titled "Detail At Mech Pump Room B2230 and B2442." The applicable scope to TG06 includes embeded pipe in the mat slab or added pony wall, pony wall and pit opening.			
				WOJV welcomes a page-turner with SCCI for any future clarifications.			

SHIMM000-0261	ASI#104- TG06's Scope Clarification	Closed	07/26/2013	08/05/2013	07/26/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor/Obayashi Joint Ventu Spencer Sayles		Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
There are multiple changes between the Issued for Construction (IFC) drawings to the newly issued ASI #104 drawings. This RFI requests for information regarding TG06's scope of work that may or may not be added through the issuance of ASI #104 due to removed notations "For Reference Only " or similar. Please provide clarifications of TG06's Scope per ASI #104 in the following drawings (also attached):  S1-7005, S1-7101, S1-7111, S1-7600, S1-7602, S1-7660, S1-9000, S1-9050 and S1-9051.				Per the attached drawing:  1. Per drawing S1-7005 (ASI #104), exclude all steel/stair components, all other details are applicable. Show credits for wall removal etc. accordingly in pricing review of ASI #014. 2. Per drawing S1-7101 (ASI #104), the only applicable detail is 1/S1-7101. All othe detail are shown to be on the ground level, second level and bus deck level. Please note, there will be no poured in place walls on the concourse level in the TG06 package; however, SCCI will provide the applicable dowels to accomodate the tie-in. 3. Per drawing S1-7111, the details in question are on the ground, second and bus deck level. Not applicable			



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**Co-Author:****REQUEST:**

Reference: Drawing S1-3001, Spec Section 03 30 20

A few potential conflicts exist between the typical shear wall vertical dowels and the 36" OD shoring Pipe Struts in Area 1. See attachment for locations of conflict.

Based on Detail A shown in S1-3260, the typical shear wall verts will be lap spliced.

Per the schedule in Detail 1-S1-3001, the #9 vertical shear wall reinforcement requires a 63" lap splice, which places the top of dowel at elevation -30'-5".

The centerline of Level D diagonal bracing atop Area 1 is shown to be at EL -29'-0" and the bottom of the 36" OD pipe strut at level D is at EL -30'-6".

The pipe strut will potentially encroach on the shear wall dowels since the vertical spacing is #9 at 10" OC.

Please confirm that a 60" lap splice is acceptable at locations where conflicts exist, if not please provide solutions.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The contractor proposed lap splice length is acceptable only at locations where the conflict exists.

<b>SHIMM000-0265</b>	<b>BGP Embedded Conduits in Mat Slab for the Light Column</b>	<b>Closed</b>	<b>07/24/2013</b>	<b>08/03/2013</b>	<b>08/02/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon	<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**Co-Author:****REQUEST:**

Please reference attached drawing E1-2205 and E1-4105.

Per the attached lighting plan drawings, there are no electrical conduits shown to be embedded exclusively for the Light Column on drawing S1-6005.

Please confirm that there are no conduits required for the light column in both the concourse slab and mat slab or provide the location, route and size of the conduit at each level.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

No, there are no embedded conduits required in lower concourse slab or mat slab.



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SHIMM000-0266	BGP - Temporary Perimeter Lighting	Open	07/24/2013	08/03/2013	07/30/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu				
Co-Author:							
REQUEST: Per the TG06.0 pre bid Q&A TG06.0-0036 response dated 6/11/12 (attached), the temporary perimeter lighting drawings are to be issued to the trade subcontractor prior to the start of the work. When is this work scheduled to begin? Are the drawings and specifications for the perimeter lighting available?  Please provide the required documents or clarify when they will be provided.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> SCCI to produce and provide all information including, but not limited to, product data and layout drawings necessary for installing and maintaining temporary lighting along the perimeter of the site at 50'-0" O.C. and installed in such a manner that it does not interfere with the structure and at all walkways utilized by the workers and the public, as required to provide code-minimum lighting at egress paths, as well as sufficient foot candle lighting levels to safely perform the work at all times. SCCI is responsible for maintaining the temporary lighting and related facilities until completion of the work.			
<hr/>							
SHIMM000-0267	BGP - Mat Slab Conduits	Closed	07/24/2013	08/03/2013	08/13/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP Jackson Tukuafu	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Reference: A1-9204, E1-6001  The electrical conduit details on sheet A1-9204/Detail 1 and Detail 5 on E1-6001 regarding the electrical conduits on the columns are in conflict. Detail 1 on A1 -9204 indicates an embedded junction box in the long portions of the columns at Line D.8 above the Train Platform Level. Detail 5 on E1- 6001 indicates all conduits are to be stubbed up 12" at the face of the column. This Detail 5 shows all conduits (shown dashed) above the 12" stub up in the Mat Slab are to be installed in future phases outside of the TG06.0 contract. The columns are part of the TG06.0 scope.  1. Please clarify if these junction boxes and conduit are to be embedded in the columns or stubbed up through the slab at the face of each column at all four (4) locations..  2. If the conduits and boxes are to be embedded in the columns please provide a revised embedded conduit detail indicating conduits as part of TG06 Below Grade Scope.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The embedded junction box details on A1-9204 applies only to the flat surfaces (north and south sides) of the columns along GL D.8 of Platform 2 (refer to note on details 1 & 2 on A1-9204) and shall have embedded boxes and conduits. Locate the conduit and boxes such that the device faceplates will be finished flush to the finished column cladding.  The east and west sides of the columns indicated on the note shall have surface mounted junction boxes and conduits (refer to detail 1 on A1-9204).  For all other columns in the BGP, the junction boxes and conduits are typically surface mounted (refer to detail 5 of E1-6001).			



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SHIMM000-0268	BGP - Column and Reshoring Struts Conflict	Closed	07/26/2013	08/05/2013	09/20/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon		<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b> Webcor Construction LP Jackson Tukuafu			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Attached Drawings  The highlighted areas on the attached re-shoring drawings show re-shoring struts against some of the oval shaped columns. In order to construct the concrete columns SCCI will need at least 30" of clearance between the column face and the struts.  Please confirm that the reshoring struts will be moved enough to provide needed clearance.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Further review and coordination of specific struts that are in conflict or in close proximity to formwork is required. Please submit as-built of all locations that are in concern.				
SHIMM000-0269	BGP - 1st Street 48" Bridge Pile Asbuilts	Open	07/25/2013	08/04/2013	07/31/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon		<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b> Webcor Construction LP Jackson Tukuafu			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Drawing S1-3003  48" temporary bridge piles (00 1 through 010 in the drawing attached) under the 1st Street temporary bridge exceed the 48" diameter required per Detail 6 on Plan Sheet S 1-3003. The varying diameter of each temporary bridge pile is the result of the pile being a 48" CIDH concrete pile instead of a steel pile like the rest of the slab penetrations. As typical of a CIDH pile, the surface profile varies much greater than the 1 /2" gap tolerance required per Detail 6 on S 1-3003. Attached is an as built of the 48" piles with their varying diameters. In consequence the penetration sleeves will not fit the current conditions of the 48" piles.  Please advise how to proceed.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> BBI's temporary bridge detail drawing SH-5101, depicts the CIDH pile diameter at 48". Our review of the the Caltrans specification on CIDH piles indicate no reference to tolerances; therefore, we cannot ascertain any diameter larger than 48". SCCI to proceed as shown on the BBI and contract drawings with the CIDH pile at 48" in diameter. Please note, SCCI has ten (10) sleeves fabricated and onsite. The remaining sleeves are in fabrication at this time.				
SHIMM000-0270	BGP - Clear Cover to Mat Reinforcing at CDSM Pile Encroachment	Closed	07/30/2013	08/09/2013	08/07/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon		<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Drawing S1-3201, Spec Section 03 30 20		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Encroachment into the 6" clear dimension is				





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	<p>Per Section 1 on S1-3201, the mat slab reinforcing is shown with 6" of clear cover from the outside face of the concrete wall. When the outside face wall and mat foundation step in and out due to CDSM encroachment, the 6" clear dimension shown on 1/S1-3201 will be encroached upon.</p> <p>Please confirm this is acceptable. This would apply in any area where the wall thickness is being reduced due to encroaching CDSM Pile.</p>						
	<p>acceptable as long as mat rebar does not conflict with the foundation wall vertical reinforcement at the outer face. To avoid this conflict, clear dimension between the mat slab reinforcing and outer face of the concrete wall shall not be less than 4". For future reference, note that the condition at the embedded columns within the foundation walls is different. That condition is illustrated in detail 1/S1-3302 of the construction drawings and the question included in this RFI does not cover that condition.</p>						
SHIMM000-0272	bgp - Pin Pile Encroachment	Accepted	08/23/2013	09/02/2013		Potentially	<input type="checkbox"/>
	From: Shimmick Construction Company, Inc Filip Filipic	To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
	Co-Author:						
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
	See attached photo.						
	Pin pile No. 6 is encroaching into the future RCW. This RCW is not part of TG06 package, but the form savers fo rfuture walls are. With the pin pile in the way SCCI will not be able to install form savers in the area of encroachment.						
	Please advise.						
SHIMM000-0274	BGP - Rebracing Conflict RKB 15	Open	08/15/2013	08/25/2013	08/15/2013	Potentially	<input type="checkbox"/>
	From: Shimmick Construction Company, Inc Filip Filipic	To: Webcor Construction LP	Jackson Tukuafu	Answered By:	Webcor Construction LP Jackson Tukuafu		
	Co-Author:						
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
	Reference: PSK-2022, Spec Section 22 13 01						
	Please see attached.						
	After performed layout of the drainage system in the mechanical room SCCI has discovered that the reshoring raker base plate ofRKB#15 lands over the floor cleanout. Top of floor cleanout is supposed to be set to FFE (EL -						
		</					





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	35.42) which is 3" above the top of mat slab. Floor cleanout at this location will be protruding into the raker's base plate.  Please advise on how to proceed on this matter.						
SHIMM000-0275	BGP - Rebracing Conflict RKB 16	Open	08/15/2013	08/25/2013	08/15/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST:	SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>			
Reference: PSK-2022, Spec Section 22 13 01				Reference: RFI# PBA-172			
Please see attached.				Please see the internal RFI response from PB&A that allows the raker to move as noted in the RFI.			
After performed layout of the drainage system in the mechanical room SCCI has discovered that the reshoring raker base plate ofRKB#16 lands over the floor drain. Top of floor drain is supposed to be set to FFE (EL -35.42) which is 3" above the top of mat slab. Floor cleanout at this location will be protruding into the raker's base plate.							
Please advise on how to proceed on this matter.							
SHIMM000-0279	Placing Protection Slab on Sloped Surfaces of Pits	Open	08/21/2013	08/21/2013	08/21/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST:	SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>			
Please reference attached sketch SK-PSOOI.				The proposed option is unacceptable. Without any protection on the sloped surfaces of the pits, iron workers may damage the waterproofing. Furthermore, once the rebar is installed it is very difficult to go inside these cages and perform an inspection on the waterproofing.			
Due to quality and constructability concerns of placing a 4" thick slab on the 45-degree plane of the pits, installed on waterproofing membrane, SCCI is proposing the option to pour the sloped plane of the pits with the mat slab. In order to provide protection from pit reinforcing steel, SCCI will place the protection slab in the bottom of the pit, 12" up the sloped plane on all sides, and the horizontal placement will stop at the top edge of the pit.				Other means and method options for SCCI to consider, include but not limited to:			



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	<p>Per the Grace waterproofing requi rement that tbe membrane not be left exposed for more than 56 days all'er installation, SCCI will ensure that the membrane never exceeds the 56-day exposure limit.</p> <p>Please confirm this option is acceptable?</p>						<div>1. Installing #3 rebars at 18" o.c. each way similar to what was done in the mud slab.</div> <div>2. Use smaller aggregate 1/2" instead 1".</div> <div>3. Install top and bottom protection slab first and then pour this sloped surface after.</div> <div>4. Try to pour concrete similar fashion it was poured at the steep pit mud slab. You may need to add more dobe's horizontally to allow the concrete to adhere to 1 1/2" space between bars and waterproofing. Rebar is more stronger than wire mesh for someone to climb up onto the surface.</div>
<hr/>							
SHIMM000-0282	Temporary Power from Skids #3 and #4	Open	08/14/2013	08/24/2013	08/14/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor/Obayashi Joint Ventu Spencer Sayles		Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
SCCI and Bass had planned to used Temporary Power "skids #3 & #4 for temporary power needs. Currently Skids #3 & #4 are not available and have been removed and are unavailable. Will these skids be up and running in time fto use for temporary power? If not, where should SCCI and BAss route temporary power from? Serving the projects temporary power needs from Skids #1 and #2 is not feasible.				Please refer to Drawing SL-001 of Exhibit A.			
				Temporary power skids 3 & 4 are not represented in any of trade group package TG06 contract documents. As indicated in trade group package TG06 Exhibit A, SCCI is required to tie into the "nearest" power source; furthermore, the Site Logistics Plan drawing SL-001 show the location of three (3) skids (Skid 1, 2 and 5) to tie into. Servicing the projects temporary power needs is a means and methods by SCCI. Overcoming distance and circuitry limitations, include but not limited to, increasing the load capacity to each zone and/or using available Skid 5.			
<hr/>							
SHIMM000-0283	BGP - Moment and Spandrel Beams 180 Degree Hooks Versus 135 Degree Hooks	Accepted	08/26/2013	09/06/2013	08/30/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP Jackson Tukuafu		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			



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See attached Gerdau's RFI#068, S1-3600, S1-3410

At the contractor's option, Gerdau is requesting to change the 135 degree hooks on the Moment Frame and the Spandrel Beam stirrups to 180 degree hooks. Please confirm this is acceptable.

Contractors proposal to replace the 135 degree hooks with 180 degree hooks on the Lower Concourse Moment Frame Beam and Spandrel Beam Perimeter Stirrups is acceptable.

<b>SHIMM000-0284</b>	<b>REBAR - Configuration at Moment Beam</b>	<b>Closed</b>	<b>08/13/2013</b>	<b>08/23/2013</b>	<b>08/13/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Ben Gordon

**To:** Webcor Construction LP

Jackson Tukuafu

**Answered By:** Webcor Construction LP Jackson Tukuafu

**Co-Author:**

**REQUEST:**

See attached Gerdau's RFI #066

Withing all of the Moment Frame Beam Sections found in the structural drawings, the T9 ties are depicted alternating. Gerdau is proposing to install the T9 ties within the Moment Frame Beams with all the 90 degree hoods at the bottom rather than alternating.

During the installation of the mock up, it was evident that the process of hooking the 135 degree hook around the bars at the bottom of the beam was problem due to the limited clearance (1.5") and the depth of the 135 hook (4.5"). By eliminating the alternating ends and only installing the 90 degree hook end down, it would resolve this situation.

Please confirm that this configuration is acceptable withing the Moment Frame Beams.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Per meeting between TT, WOJV and SCCI on 08/08/2013, TT rejected the non-alternating configuration per code.

<b>SHIMM000-0287</b>	<b>BGP - North Shear Wall Concrete Mix</b>	<b>Accepted</b>	<b>08/21/2013</b>	<b>08/31/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Ben Gordon

**To:** Webcor Construction LP

Jackson Tukuafu

**Answered By:**

**Co-Author:**

**REQUEST:**

See attached drawing regarding the North shear wall. Due to the monolithic pours at the intersection of the shear wall, foundation wall and mat slab chamfer, there will be

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐



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differentiating concrete mix uses. The attached drawing assigns the portions of this intersection with its corresponding concrete mix.

Please verify the use of these concrete mixes at this location as acceptable.

<b>SHIMM000-0290</b>	<b>BGP - Couplers for Future Construction</b>	<b>Accepted</b>	<b>08/19/2013</b>	<b>08/29/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Filip Filipic

**To:** Webcor Construction LP

Jackson Tukuafu

**Answered By:**

**Co-Author:**

**REQUEST:**

Reference drawings: S1-3001, S1-3206

See attached photo of the form savers that are going to be used for the couplers for future construction as depicted on Detail 4 of S1-3206, and Detail 6 of S1-3001. SCCI believes that Detail 6 on S1-3001 is not applicable due to the following:

1. As shown on the attached photo, epoxy coated form savers have tin cap incorporated into coupler's body. This tin cap will protect the rebar until the future construction.
2. Whatever tar intended to be used with form savers is not compatible with the Grace waterproofing.
3. Detail 6 on S1-3001 is a detail for the slabs, where future walls are to be constructed.

SCCI proposes to install the couplers for future construction as shown on Det. 4 S1-3206 with form savers set against the waterproofing membrane. Care shall be taken to ensure that waterproofing is not damaged.

Is this acceptable?

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

<b>SHIMM000-0291</b>	<b>BGP - FF&amp;FL Values for Mat Slab and Concourse Slab</b>	<b>Accepted</b>	<b>08/23/2013</b>	<b>09/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Shimmick Construction Company, Inc Don Muns

**To:** Webcor Construction LP

Jackson Tukuafu

**Answered By:**

**Co-Author:**

**REQUEST:**

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐





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<hr/>							
<b>REQUEST:</b> Note B on the SKE-01-3201, SKE-01-3202, & SKE-02-3201(from RFI T-0633 response) indicate that all electrical equipment shown in halftone is to be included in the later phase 2 construction (outside of TG06.0 scope). With that, there is extensive electrical equipment (switch gear, panels, etc) that are shown in full tone on the drawings. Please clarify whether or not this electrical equipment is to be furnished and installed under the TG06.0 scope of work. Additionally, if it is required, please provide the specifications pertinent to the required equipment.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> All termination points, conduits and boxes shall be clearly identified and labeled for future connections to be performed by other trade subcontractors for the electrical equipment shown. All Electrical equipment shown in the attached sketches are excluded from trade package group TG06.0 and will be included in the phase 2 construction as noted..				
<hr/>							
<b>SHIMM000-0294</b>	<b>BGP - Rebar Configuration at Moment Beam with Incorporation of S-3 vs T-9 Ties</b>	<b>Accepted</b>	<b>08/23/2013</b>	<b>09/03/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon		<b>To:</b> Webcor Construction LP      Jackson Tukuafu	<b>Answered By:</b>				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please find attached Gerdau's RFI#70.  At the contractor's option, Gerdau would like to propose utilizing S-3 stirrups with only one T-9 tie (see attached sketch) for the vertical ties in the moment frame beam. This will be installed in lieu of installation all T-9 ties. This is done to avoid the constructability issues associated with alternating the hooks under the 1.5" of clear cover beneath the bottom beam bars.  Please confirm that the proposed reinforcing configuration is acceptable.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
<hr/>							
<b>SHIMM000-0296</b>	<b>BGP - Drain Line and Micro Pile Conflict at K.5 5.5</b>	<b>Accepted</b>	<b>08/22/2013</b>	<b>08/30/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Filip Filipic		<b>To:</b> Webcor Construction LP      Jackson Tukuafu	<b>Answered By:</b>				
<b>Co-Author:</b>							
<b>REQUEST:</b> See attached photo and CD PI-2030.  After performed layout of the drainage line system around	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				



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	<p>GL K5 SCCI has discovered that a row of micro piles is in conflict with the 4" cast iron pipe drain line. SCCI suggest shifting the drain line run to clear the micro piles.</p> <p>Is this acceptable?</p>						
SHIMM000-0297	BGP - Drain Line conflict with reinforcement at GL K3	Accepted	08/22/2013	08/30/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
See attached photos and CD P 1-2030.							
Tails of the bottom rebar mat at the drainage pit are interfering with the construction of drainage lines and catch basin. SCCI proposes following: 1. Shift the catch basin to where it clears the reinforcement tails. 2. Cut the rebar tails to allow installation of the drainage lines and the catch basin.							
Please advise.							
SHIMM000-0298	Additional Rebar Conflict for Plumbing Trim at GL2/D.4	Accepted	08/23/2013	09/03/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
Due to the density or the typical N-S top mat bars (#10) and additional bars (#11) near the elevator pit at Gridlines 2 and D.4, the additional trim rebar per 1/S1-3501 for interrupting the bars over the plumbing opening cannot be installed to the East of the plumbing opening within 3" of the opening. The alternative solution would be to install the additional steel in a new layer below the top mat; however, due to proximity of the piping to the steel the bars cannot be placed below the top mat. Gerdau proposes the folloing options:							



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	<p>A. Omit the additional trim bars to the East of the trimmed opening.</p> <p>B. Relocate the additional trim bars approximately 3'-0" East of the opening where the rebar spacing would allow for additional steel.</p> <p>Please advise if proposed options are acceptable. (see attached SKS-1)</p>						
SHIMM000-0299	BGP - Additional Rebar Conflict for Floor Sink Trim GL B.7/2.7	Accepted	08/23/2013	09/02/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>			
<p>See attached Gerdau's RFI#72</p> <p>Due to the density of the typical N-S top mat bars (#10), additional N-S top mat bars (#11) and pin pile trim steel (#11 with lap splices directly over floor sink) near the floor sink at Gridlines 2.7 and B.7, the additional trim rebar per 1/S1-3501 for interrupting the bars over the plumbing opening cannot be installed on either side of the plumbing opening. The alternative solution would be to install the additional steel in a new layer below the top mat; however, due to the proximity of the plumbing piping to the steel the additional bars cannot be placed below the top mat. Also, the additional bar to the East of the opening would conflict with the pin pile. Gerdau proposes to cut top mat bars to allow for the floor sink installation and omit the additional trim bars.</p> <p>Please advise if the proposed solution is acceptable.</p>							
SHIMM000-0300	BGP - Glass Guard Rail Attachment by Others Clarification	Open	09/12/2013	09/26/2013	09/20/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu			
Co-Author:							
REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>			
<p>Refer to drawing S1-3410.</p> <p>Confirmed. Tabs will be included in the scope for that</p>							





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	<p>Please reference attached detail 7, S1-3410. Please confirm SCCI is to provide 3/8x7xcontinuous plate only, and no tthe tabs shown at 5'-0" OC.</p>					"future" contractor, when that connection of the glass guardrail is finalized in Phase 2 per coordination with the preconstruction team.	
<b>SHIMM000-0301</b>	<b>BGP - Vehicle/Bike Beam End Suppoert Embed</b>	<b>Accepted</b>	<b>08/27/2013</b>	<b>09/09/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Shimmick Construction Company, Inc Ben Gordon	<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b>			
	<b>Co-Author:</b>						
	<b>REQUEST:</b> Please reference attached drawing S1-3411 .  Detail I calls for a W'x4"x 18" embed plate at the toe of the corbel. 1D/S1-3411 details this embed and shows it as 24" rather than 18".  Please clarify the correct dimensions for this embed.	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>	
<b>SHIMM000-0302</b>	<b>BGP - Catch Basin Requirements</b>	<b>Accepted</b>	<b>08/27/2013</b>	<b>09/06/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Shimmick Construction Company, Inc Filip Filipic	<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b>			
	<b>Co-Author:</b>						
	<b>REQUEST:</b> See attached page from DBI's standard catch basin detail, and reference drawings P1-6001 and P1-2022 thru 2030.  On 08/26/2013 during pressure testing inspection of the drainage lines in mat slab areas 1 and 2, DBI Plumbing Inspector has pointed out that all catch basins in the mat slab should be constructed per attached detail.  Contract drawings do not show catch basins details with cleanouts, vents and trap primer connections. Constructing the catch basins per attached sheets constitutes a compensable change.  Please provide details and direction for construction of the catch basins.	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>	



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SHIMM000-0303	BGP - Chamfer Bar Top Hook	Closed	08/29/2013	09/08/2013	08/29/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon <b>To:</b> Webcor Construction LP      Jackson Tukuafu <b>Answered By:</b> Adamson Associates, Inc George Metzger							
<b>Co-Author:</b>							
<b>REQUEST:</b> See attached Gerdau's RFI#74. See attached SKS-74  In an effor to prevent the chamfer bar from encroaching on the existing shoring waler beams, Gerdau would like to propose over bending the top hook and turning it into a standard 180 degree hook as shown on the attached sketch.  Please advise if this is acceptable		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Contractor-proposed 180 degree hook for the chamfer bars that are in conflict with double shoring walers is acceptable for bars that have not been fabricated. The radius point for the bend shall remain located as originally detailed on 1/S1-3201.			
SHIMM000-0304	BGP - Drainage Conflicts with Reinforcement	Accepted	08/29/2013	09/08/2013		Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Filip Filipic <b>To:</b> Webcor Construction LP      Jackson Tukuafu <b>Answered By:</b>							
<b>Co-Author:</b>							
<b>REQUEST:</b> See attached marked up contract drawings PSK-2022 and S1-3005  Some of the drainage lines and fixtures are designed to be constructed in close proximity of the concrete columns, similarly S1-3005 depicts typicall mat shar reinforcement schedule and details. Some of these shear reinforcement bars will be interfering with the drainage lines and fixtures. SCCI suggest to displace these shear reinforcement bars where conflicts occur. Displacement would occur lateraly, in 8" increments, governed by the grid of the mat slab main reinforcement bars.  Please advise.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
SHIMM000-0305	BGP - Haunch Reinforcement at Double Waler Condition	Closed	08/29/2013	09/08/2013	09/02/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc John Berggren <b>To:</b> Webcor Construction LP      Jackson Tukuafu <b>Answered By:</b> Adamson Associates, Inc George Metzger							
<b>Co-Author:</b>							
<b>REQUEST:</b> Gerdau RFI No. 075 dated August 29th, 2013  This RFI is to confirm the resolution as proposed in the		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The revised haunch reinforcement clear cover as described in the RFI per field coordination is confirmed.			



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<p>field. At the double shoring waler condition, where the waler web is lower than that of a single waler, the tail of the #10@8" (10C262 on BM-3t) haunch reinforcement interferes with the web of the shoring waler. The condition was observed at Grid 2/ A and will likely repeat at other double waler locations. The resolution to the condition shall be to adjust the position, where required, so that the interfering tail clears the double waler web. As a result the 1-1/2" clear cover will deviate up to 4-112" of clear cover. The plan location of the tail shall remain as close as possible per the placement drawings. See the attached sketch for further details. The 1-1/2" clear spacing shall remain at locations unaffected by the reduced clearance of the double-waler. For pieces not yet fabricated and delivered, Gerdau has submitted in [Gerdau] RFI #074 {SCCI #303} a proposed solution to conform to the 1-1/2" clear cover.</p> <p>Is this confirming RFI accurate and acceptable?</p>							
SHIMM000-0307	BGP - Jitter Bug Finish on Mat Slab Surface	Accepted	09/03/2013	09/13/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference Spec Section 033020.3.6.B.I.c. See attached photos for a visual reference.							
Please reference TG06.0, BGP contract specifications 033020.3.6.B.I.c. SCCI is proposing to finish the top surface of the Mat foundation Slab, as a "Jitter Bug" finish. All other finishing requirements will remain the same.							
Is this acceptable?							
SHIMM000-0308	BGP - Haunch Reinforcement Alternative Detail	Accepted	08/30/2013	09/16/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							







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**REQUEST:**

Reference Det. 6 on S1-3001  
See attached photo of the form savers that are going to be used as couplers for future walls.

**SUGGESTION:****ANSWER:**

Accept Suggestion: ☐

<b>SHIMM000-0312</b>	<b>NW Corner Wall intersection Horizontal and Haunch - Area 3</b>	<b>Closed</b>	<b>09/04/2013</b>	<b>09/14/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon	<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b>			

**Co-Author:****REQUEST:**

Reference Drawing: 3/S 1-3001  
Reference Spec: 03 20 00

Per field coordination with the on-site structural engineer the following conditions are to be confirmed as acceptable:

1. In the Northwest corner of Area 3, corner bars matching the size, spacing and lap splices of typical horizontal reinforcing are installed in-lieu of bent typical horizontal bars. See Bar A in sketch FC-1
2. In-lieu of hooked haunch horizontal bars, straight bars of the same size have been installed with the required embedment. See Bar B in sketch FC-1.
3. At the intersection of the North and West haunch bars, the haunch bars along the North (Bar D) wall have been trimmed at the approximate intersection with the West (Bar C) haunch bars. Reference sketch FC-2. The observed condition is acceptable, but at future locations within the intersection of two haunches the detail for Bar E will be used unless Bar D already has 42" of embedment.

**SUGGESTION:****ANSWER:**

Accept Suggestion: ☐

<b>SHIMM000-0313</b>	<b>BGP - Haunch Reinforcing Intersection with Dewatering Wells</b>	<b>Closed</b>	<b>09/04/2013</b>	<b>09/04/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon	<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b>			

**Co-Author:****REQUEST:****SUGGESTION:****ANSWER:**

Accept Suggestion: ☐





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	<p>Per field measurements, the 36" bump out trestle pile near gridlines F.7/15 interfere with the nearby column shear reinforcement at gridlines G/15.</p> <p>Due to the size of trestle pile, the adjustment of the shear head locations, as provided in RFI T-0703, cannot be achieved . Please provide direction on how to proceed.</p>						
<hr/>							
SHIMM000-0317	BGP - Trim Steel Requirements for Mat Slab	Open	09/10/2013	09/20/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
<p>Per field instructions, to help alleviate congestion in the mat reinforcing, and in particular, congestion resulting from add bars due to openings and penetrations, please confirm the following:</p> <p>1. Details 4 and 7 on Sheet S1-3009 in so far as they apply to trestle piles, pin piles, dewatering wells and piezometric pipes can be relaxed in terms of additional bars. For an even number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars)/2. For an odd number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars +1)/2.</p> <p>2. Detail 1 on Sheet S1-3501, which applies to sinks, can be relaxed in terms of additional bars. For an even number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars)/2. For an odd number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars +1)/2. The minimum requirement of 2 bars on either side of the opening need not apply.</p> <p>3. The number of bars and maintenance of clear spacing will take precedence over 8<math>\phi</math> or 4<math>\phi</math> module spacing as to minimize the number of potential bar interruptions (and minimize resulting add bars). Any bar may be displaced to avoid conflict. The maximum center-to-center spacing of</p>							





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any two adjacent bars may be as large as 16 $\phi$ . Clear spacing of 1 bar diameter shall be maintained between bars where bar relocation necessarily reduces spacing in the vicinity of relocation. Where bar relocation affects a lap splice, noncontact lap splices will be allowed up to 6 $\phi$  for #10 and #11 bars. This remedy shall apply in particular when seeking to avoid interruptions at small penetrations such as risers, vents, sinks and conduits.

4. Clear spacing of 1db minimum shall be maintained in all mat reinforcing except for contact lap splices.5. Measures to reduce congestion at other locations such as catch basins, sump pits, elevator pits, shoring bracing and bridge piers will be considered on a case-by-case basis during field coordination with Thornton Tomasetti's field representative.

SHIMM000-0318	BGP - Mat Slab CJ Layout Areas 2/4, 6	Accepted	09/10/2013	09/20/2013	09/10/2013	Potentially	<input type="checkbox"/>	
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu				
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
Please reference the attached CJ layout drawing, CJ-04, regarding the proposed CJ layout for Areas 2/4 and Area 6. These changes are to eliminate conflict with diagonal pit rebar as well as micro piles. Please verify that these changes are acceptable.				The requested approval must be submitted via submittal process. Please re-send using the next submittal package designated for this shop drawing: Submittal TG0600-0030.3 and item number 033000-030.3.				

SHIMM000-0320	BGP - Sump Pump Conduit Terminations Between Grid Lines 1 & 12	Open	09/12/2013	09/22/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Jackson Tukuafu	Answered By:		
Co-Author:						
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>
Per Detail 7 on plan sheet E1-6001, sump pump conduits for the below grade package are to be terminated 12" above the mat slab directly adjacent to the future train platform wall. With the train platform wall beginning at grid line 12 and moving east, where are the conduit terminations for the sumps to be installed west of grid line						



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	<p>12 where there is not a train platform? Is there a set dimenion the conduit should be set away from the sump when the train platform is not present? Please advise. Please note that for the two sumps that have been poured</p> <p>in Area 3, the conduits were placed roughly 9' to the north of each sump opening to avoid the future train tracks. There are 8 total sumps west of grid line 12 with 6 ofthem left to be placed.</p>						
SHIMM000-0321	BGP - Pit Detail Near Grid E/34.5	Open	09/17/2013	09/27/2013		Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture Bob Garcia		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
<p>The bridge pier pile (4'-0" diameter) near grid E/34.5 is shown in SI-2057 to be offset from the typical row ofpiles show along gridline 34.7. In addition, detaill /SI-3007 depicts the pile being located within the pit that is located at gridline E/34.5. Based on field observations, it appears that the pile in question has been installed in line with the other piles on gridline 34.7 which could possibly result in the pile being outside of the pit.</p> <p>Please confirm if the pile is located within the pit as shown in S12057 and 1/SI-3007. If not, then please provide an alternative detail to 1/SI-3007.</p>							
SHIMM000-0322	BGP - Mat slab, Grade 75 #11 Reinforcing	Open	09/17/2013	09/27/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
<p>Due to mill shortages of grade 75 #10 reinforcing please confirm that at no cost to the Owner the implementation of grade 75 #11 reinforcing where required will be acceptable for use within the typical mat reinforcing installed at 8" O.C.</p>							



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The use of the grade 75 # 11 rebar is expected to supplement the typical #1 0 bar in the following locations, 3rd and 4th layer of Area 6, and 4th layer of Area 7.

SHIMM000-0323	BGP - Column C16 and Knock-Out Corbel - West Throat	Open	09/17/2013	09/27/2013	09/18/2013	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture Bob Garcia		To: Webcor Construction LP Jackson Tukuafu	Answered By: Adamson Associates, Inc George Metzger				

Co-Author:

REQUEST:

Per previous discussion with TT field engineer, in the West throat shearwalls which contain integrated C16 columns and vertical corbels to restrain the knock-out walls, only the C16 column ties are required to penetrate the mat at the designated spacing for a distance of at least 12" below the lowest top mat elevation. The ties associated with the corbel are not required to penetrate the mat slab. This RFI confirms that the column and corbel ties, as placed, are acceptable based on the observation by the TT field engineer.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

George Metzger  
9/17/2013

RESPONSE:

Column C16 is a boundary element in the West Throat Shearwall. Integral to the column (and the wall) is a vertical corbel that restrains the knock-out wall. Ties are indicated for both the column and the corbel. Only the column ties are required to penetrate the mat at the designated spacing for a distance of at least 12" below the lowest top mat elevation. The ties associated with the vertical corbel are not.

As the corbel ties are not required below the mat, the corbel ties observed in the field are necessarily confirmed as acceptable.

The column ties, which are required to penetrate the mat, shall be placed per the contract drawings. This RFI response does NOT confirm the placement or spacing of the column ties observed in the field.

SHIMM000-0324	BGP - Area 1- Confirming RFI- Knock Out Corbel and Haunch at SW Corner	Closed	09/17/2013	09/27/2013	09/18/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP Jackson Tukuafu	Answered By: Adamson Associates, Inc George Metzger				

Co-Author:

REQUEST:

Per field coordination with TT field engineer, please confirm it is acceptable to omit the pilaster ties of Detail 2/S1-

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

George Metzger  
9/17/2013

RESPONSE:

<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
	<p>3204 within the body of the haunch provided that:</p> <ul style="list-style-type: none"><li>¿ The pilaster West corner bar (Bar A in attached photo) is tied with 135 hooks in both directions</li><li>¿ Ties shall be #4 bars spaced at 4" o.c.</li><li>¿ The tie perpendicular to the South wall shall be developed a minimum of 14" into the South wall beyond the haunch.</li><li>¿ The tie parallel to the South wall shall be hooked around the pilaster East corner bar (Bar B in attached photo).</li><li>¿ In lieu of two individual ties, it is also acceptable to combine the ties into a single shape with a 90 degree bend at Bar A.</li><li>¿ The extent of the ties shall be from the top of the mat to the top of the haunch, after which Detail 2/S1-3204 will resume.</li><li>¿ The horizontal haunch bars shall terminate with a spliced matching hook.</li><li>¿ The horizontal formsaver bars for the future train tunnel shall be #7 @ 6" O.C. on the inside and outside face of the 3'-0" foundation wall.</li></ul>				The pilaster detailing as described in the RFI is acceptable within the body of the haunch.		
SHIMM000-0325	BGP - Area 6 CJ Layout Modifications	Open	09/18/2013	09/28/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Jackson Tukuafu	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
<p>See attached photos of the construction joint at mat slab area 6 South, near grid line 8.5, and CJ layout drawings.</p> <p>Due to congestion and access SCCI would like to shift the walls and concourse joints at this location 14.5" to the East. This adjustment does not affect any other structure's elements and complies with the CJ parameters outlined in the contract specifications.</p> <p>Is this acceptable?</p>							
SHIMM000-0327	BGP - Area 6 East Bulkhead and Catch Basin Conflic	Open	09/20/2013	09/30/2013		Potentially	<input type="checkbox"/>





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	<p>teh first mat slab pour show that after two weeks mat slab reaches between 4.5 and 5 KSI, this is approximeateley the end of the thermal control fo rthe mass concrete, as well.</p> <p>SCCI requests design team to allow TG03 Trade Contractor to remove level Dinterior bracing when mat slab concrete reaches 4.5 KSI.</p> <p>Is this acceptable.</p>								
					<p>Spencer,</p> <p>We're retracting SCCI RFI # 329. Concrete maturity data from the mat slabs will be available for everyones use and interpretation. Changing the terms/specifications/scope of bracing removal is for WOJV/BBII/Designer coordination.</p> <p>For the benefit of the Projects progress I suggest pursuing the concept of our, now voided, RFI 329 and Ryan's e-mail below.</p> <p>If you have any questions, please let me know.</p> <p>Regards,</p> <p>Filip Filipic</p>				
SHIMM000-0330	BGP - Haunch Bar Grade and Size Increase	Open	09/25/2013	10/05/2013		Potentially	<input type="checkbox"/>		
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Jackson Tukuafu		Answered By:				
Co-Author:									
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>					
Please confirm if it is acceptable to utilize Grade 75 #10 or #11 rebar in-lieu of the Grade 60 #10 rebar for the 3'-0" haunch.									
SHIMM000-0331	BGP - Geothermal Fields 11, 12, & 13 Layout in Zone 4	Open	09/30/2013	10/10/2013		Potentially	<input type="checkbox"/>		
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor/Obayashi Joint Ventu Spencer Sayles			Answered By:				
Co-Author:									
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>					
Attached are the two proposal drawings fo rthe geothermal layout in zone 4. Please confirm which layout is acceptable, Option #! or Option #2.									





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is acceptable.							
SHIMM000-0334.1	Loc. of Electrical Equipment and Boxes for Elec. Room 82441	Open	10/28/2013	11/07/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Please reference RFI #T-0781, drawings EI-2024 and AI-2104 and Spec Section 26 05 34.							
RFI #T-0781 response proposes layout for electrical equipment box layout in Electrical Room B2441 - Area 09 in CAD format. See attached.							
Please confirm that the layout is acceptable.							
SHIMM000-0335	Location of Electrical Equipment and Boxes for Electrical Room B2460	Open	10/02/2013	10/12/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Please find attached the revised layout for Electrical Room B2460 in Mat Slab Area 15. Please confirm that the layout is acceptable.							
SHIMM000-0335.1	Loc. of Electrical Equipment and Boxes for Elec. Room B2460	Open	10/28/2013	11/07/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Please reference RFI #T-0780, drawings EI-2026 and AI-2104, and Spec Section 26 05 34.							
RFI #T -0780 response proposes layout for electrical equipment and box layout in Electrical Room B2460 - Area 08 in CAD format. See attached.							





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Please confirm that the layout is acceptable.							
SHIMM000-0336	Locations of Electrical Equipment and Boxes for Electrical Room B2461	Open	10/02/2013	10/12/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Spencer Sayles		Answered By:		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Please find attached the revised layout for Electrical Room B2461 in Mat Slab Area 8. Please confirm that the layout is acceptable.							
SHIMM000-0336.1	Loc. of Electrical Equipment and Boxes for Elec_ Room B2461	Open	10/28/2013	11/07/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles		Answered By:		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Please reference RFI #T-0779, drawing EI-2024, and Spec Section 26 05 34.							
RFI #T - 0779 response proposes layout for electrical equipment and box layout in Electrical Room B2461 - Area 08 in CAD format. See attached.							
Please confirm layout is acceptable.							
SHIMM000-0337	Loc. of Electrical Equipment and boxes for Elec. Room B2640	Open	10/02/2013	10/12/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Spencer Sayles		Answered By:		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Please find attached the revised layout for Electrical Room B2640 in Mat Slab Area 8. Please confirm that the layout is acceptable.							



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SHIMM000-0338	Clarification of Vehicle/Bike Beam End Supports	Open	10/02/2013	10/12/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles		Answered By:		
Co-Author:							
REQUEST: This RFI is being submitted in response to RFI resonse T-0453.1. Please confirm the Vehicle/Bike Ramp end support angles. Confirm the acute angle is 56 degrees and obtuse angle is 124 degrees.		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
SHIMM000-0339	Type C31/D22 Coupler Stagger	Open	10/03/2013	10/03/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles		Answered By:		
Co-Author:							
REQUEST: Detail 1/S1-3301 requires the couplers for the adjacent column vertical bars be staggered with a vertical distance of 24" or more; however, due to the pattern and spacing of vertical bars for the type C31/D22 detailed on S1-3306, the condition cannot be met.  Attached is a sketch of a proposed pattern for the vertical bars in the type C1/D22 columns, please confirm if it is acceptable.		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
SHIMM000-0340	Areas 5 and 6 EW Top Mat Reinforcing at South Wall Radius	Open	10/04/2013	10/14/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Spencer Sayles		Answered By:		
Co-Author:							
REQUEST: Refer to the attached sketch 131003_S105-S106 South Radius.  In Areas S105 and S106, EW top mat reinforcing makes an increasingly acute angle with the south wall. This eventually prevents the reinforcing from penetrating the haunch and wall reinforcing curtains to reach the edge of the mat.  Per field coordination, it is acceptable to terminate EW top mat reinforcing in a hook prior to reaching the edge of the mat slab. The provisions are as follows:  ¿ All terminating EW top mat reinforcing shall be hooked		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		



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	<p>¿ Where the angle becomes such that the mat reinforcing cannot penetrate the inner wall reinforcing. The reinforcing may terminate immediately in front of the wall reinforcing inside the haunch. This is labeled Zone 1 in the sketch.</p> <p>¿ In Zone 1, single haunch bars that interfere with penetration of mat reinforcing into the haunch shall be relocated to allow penetration. Relocation will be to the nearest adjacent placement opportunity without regard to the 8" spacing module. Clear spacing, however, between haunch bars shall be maintained.</p> <p>¿ The total number of haunch bars will remain unchanged.</p> <p>¿ In Zone 1, provide a curved band of reinforcing at the typical size and spacing of the mat within the wall.</p> <p>¿ Where the angle becomes such that the mat reinforcing cannot penetrate the haunch without relocating more than one haunch bar, reinforcing may terminate at the toe of the haunch. This is labeled Zone 2 in the sketch.</p> <p>¿ In Zone 2, provide a curved band of reinforcing at the typical size and spacing of the mat within the haunch.</p> <p>¿ Zone 1 and Zone 2 bands will overlap typical reinforcing by the distance LTS.</p>						
<hr/>							
SHIMM000-0341	Mat Slab S108 East Construction Joint Modifications	Open	10/08/2013	10/18/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:		<input type="checkbox"/>	
See Attachments.							
After the layout of the East construction joint in the mat slab area 8, SCCI discovered several constructability issues with the mat keyway and other project structure elements.							
1. East construction joint in area 8 falls within th erow of micropiles. For this area, SCCI intends to jog the joint 12" +/- to the East to clear the mimcropile conflict.							
2. CJ at area 8 East runs thru the thickened slab section at GL 1.6G.3. In this area SCCI intends to shift the joint Eastward to capture the thickened section within the area							



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	8 pour.  Is this acceptable?						
SHIMM000-0342	Mat Slab S109 East Construction Joint Modifications	Open	10/08/2013	10/18/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
See Attachments.							
After the layout of the East construction joint in mat slab area 9 SCCI discovered several constructability issues with the mat keyway and other project structure elements.							
SCCI proposes to install the CJ between area 9 and 10 as shown on the attached sketches.							
Is this acceptable?							
SHIMM000-0343	Partition Wall Pilaster and Plumbing Conflict at GL C.5/4.8	Open	10/08/2013	10/18/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
The reinforcement fo rthe partition wall pilaster at approximately GL C.5/4.8 is in conflict with the drainage pipe below. Per not 3 on detail 0/S1-9050 the ties will be installed if possible.							
Two veritcal bars in teh pilaster will have to bent in ordre to clear the pipe and two others will have to be slightly displaced to clear the pipe.							
See the attached sketch for details. Please confirm if this is acceptable.							



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SHIMM000-0344	Haunch Hook Embedment	Open	10/08/2013	10/18/2013		Potentially	
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Perr discussions with TT Field Engineer, the embedment lengths of the haunch hooks (see RFI T-716) provided average 35", but are no less than 29", as measured from their intersection with the wall interior reinforcing curtain. See sketch for more details. Please confirm if this is acceptable.							
SHIMM000-0345	Mat Slab S110 East Construction Joint Modificaitons	Open	10/08/2013	10/18/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Filip Filipic		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
See attachmaents.							
After th elayout of the East construcion joint in mat slab area 10 SCCI discovered several constructability issues with the mat keyway and other project structure elements. SCCI proposed to install the CJ between area 10 and 11 as shown on the attached sketches. Is this acceptable?							
SHIMM000-0346	Follow-up and Field Adjustmetn to RFI T-0627.1 - Area 6 CDSM	Open	10/10/2013	10/20/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
During field layout of CDSM encroachment in Area 6, the follwoing extend of encroachment has been moved:							
-For encroachment at SP696, we have moved the East extent to SP694, this is due to SP695 encroaching during the buried bar layout. This accounts for 4' additional wall length with 33-5/8" due to CDSM encroachment.							
- For encroachment at SP104, the West extent of encroachment was moved to SP102. The rebar option 1 for SK1 with #11 rebar @ 6" OC will be used from SK102 to the West Extent of WR2 at Gridline 11							
Please confirm that this deviation from RFI T-0627.1							



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response is acceptable.							
SHIMM000-0347	Area 4 Wall Vertical Reinforcement Spacing	Open	10/10/2013	10/20/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference: RFI T-0622 and RFI T-0622.1.							
The Area 4 wall vertical reinforcement has been installed different from the layout in RFI T-0622.1.							
Please confirm if the spacing of wall vertical reinforcement, as shown in the attached sketch, is acceptable. Note that the wall thicknesses remain the same as approved in RFI T-0622.1.							
SHIMM000-0348	Area 2 Foundation Wall Vertical Spacing	Open	10/10/2013	10/20/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
A 16ft portion of the Area 2 wall vertical reinforcement, between GL 6 and 7, has been installed at 6" OC instead of the required WR1 spacing (8" OC). Please confirm if the spacing of wall vertical reinforcement, as shown in the attached sketch, is acceptable.							
SHIMM000-0349	Top Mat Reinforcement Placement Tolerance	Open	10/10/2013	10/20/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference: ACI 117.							
Per discussions with TT Field Representative, please							



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<div>confirm if it is acceptable to increase the top mat slab reinforcement placement tolerance from +/-1/2" to +1/2" and -1". This would also change the concrete cover tolerance from -1/2" to +/-1/2".</div>							
SHIMM000-0350	Seismic Joint Drawing Discrepanices in Contract Drawings	Open	10/14/2013	10/14/2013	10/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Webcor Construction LP Spencer Sayles		Answered By:Webcor Construction LP Jackson Tukuafu					
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please reference detail 7/A1-8881 and 4/S1-3010 of the contract drawings.		1. The current contract drawing details differ from those provided and referenced in the RFI. Refer to architectural drawing A1-8881 dated 07/17/13 and structural drawing S1-3010 dated 11/12/27.					
1. Detail 7/A1-881 shows several elements that are not shown on the structural drawing (highlighted in red). Please confirm these are required in the assembly and provide details for tabs, bolts and welds.		2. See response to Item #1 above.					
2. The same detail depicts a "y" shaped object protruding from the seismic embed. What are these objects and what is their function?		3. See response to Item #1 above.					
3. Detail 4/S1-3010 depicts a 3/4" diameter stud that is not shown on the Architectural drawings. Please clarify.							
SHIMM000-0351	5/8"x6' Galvanized Steel Plate at Seismic Joint	Open	10/14/2013	10/24/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Scott Bunnell To: Webcor Construction LP Spencer Sayles		Answered By:					
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please reference Detail 7/A1-8881 and 4/S1-3010 of the Contract Documents.							
1. Detail 7/A1-8881 (and other details on A1-8881) call for a 5/8"x6' galvanized steel plate secued to mud slab and soldier piles. This plate does not appear on the structural details for the seismic joint. What is the function of this plate?							



<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
	2. How is the plate secured at the mud slab? How is it secured to the soldier beams? There does not appear to be access to weld directly to soldier beam.						
SHIMM000-0352	BGP - Temporary Power Route from Skid #5 to Zone #5	Closed	10/16/2013	10/26/2013	10/16/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Spencer Sayles				
Co-Author:		Answered By:Webcor Construction LP Jackson Tukuafu					
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please find attached a drawing of the proposed Temporary Power route from Skid #5 to Zone #5. Is this routing acceptable? Please advise.		This should not be an RFI but reviewed via the submittal process. The proposed route should include but not limited to, elevation of proposed route across the pedestrian walkway, attachment method of conduit to Beale St. bridge, detail of conduit at shoring wall and product data to support installation.					
		The following submittal package and item # are available for use: TG0600-089 - BGP - Temp Power to Zone 4 Drawing Layout, Item # 011500-01 - Temp Power Route Drawing and Product Data at Zone 4..					
SHIMM000-0353	U-Bar at CDSM Encroachment Near GL 16.9/J	Open	10/17/2013	10/27/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles				
Co-Author:		Answered By:					
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: RFI T-0742 - CDSM Soldier Pile Encroachment Area 9.							
Per the response to RFI T-0742, the spacing of the verticals in the C21 embedded column at Gridlines 16.9/J was changed from 6" OC to 5" OC due to the CDSM soldier pile encroachment. As a result, there is an odd number (19) of verticals per layer which would leave one row of verticals to not be straddled by a U-bar. Gerdau proposes to widen the final U-bar in the embedded column and straddle 3 rows of vertical bars. See attached sketch for details. Please confirm if this is acceptable.							





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SHIMM000-0354	BGP - Concourse Elevator Pit Sill Plates	Open	10/16/2013	10/26/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Please reference A1-2824 through A1-2847 (BGP TG06.0 Contract Drawings). Please confirm all delvator it sill plates are not int he TG06.0 scope of work.		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
SHIMM000-0355	BGP - Concourse Opening Dimension Clarification	Open	10/16/2013	10/26/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Please reference A1-2844 and S1-2204 (BGP TG06.0 Contract Drawings). Please clarify North-South concourse opening dimension at gridlines 13/C. 8'-8 3/4" or 7'-7"?		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
SHIMM000-0356	BGP - Elevator Rail Supports Dimension	Open	10/16/2013	10/26/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Please reference attached detail 4, S1-7630. Please confirm length of embed dimension is 2-7", as shown in red.		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
SHIMM000-0357	BGP - Structural Steel Embeds in Concourse Slab/Columns	Open	10/17/2013	10/27/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Chris Williams		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Attached is a rebar congestion model of the concourse slab and column C2 at C24.9. As is apparent, the structural steel shear lug portion of the plate embed is in conflict with the reinforcing steel and will not fit with required rebar spacing. The rebar conflicts with he shear lug and blockout that are present, include but are not limited to:  - Typical MFB Beam at C24.9 (blue colored bars in		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			



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	<p>model)</p> <ul style="list-style-type: none"><li>- B-68 Beam (yellow colored bars in model)</li><li>- Main concourse slab (pink colored bars in model)</li><li>- Column C-2 vertical T-Heads (purple colored bars in model)</li></ul> <p>Please provide a solution that will provide a constructible blockout and embedment of the structural steel plate.</p>						
SHIMM000-0358	Sump Pit Rebar Tail and Trestle Pile @ GL 18.5/E - Area 9	Open	10/17/2013	10/27/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Reference: RFI T-0644  Three of the sump pit lower mat #11 tails near grid line 18.5/E are in conflict wit the nearby trestle pile. The bars have been trimmed to clear the trestle pile and provide an LTE of 34" instead of 60" as required per plans.  Typically, a bent bar would be spliced to the interrupted bar as required in SKS-0281 in the response to RFI T-066; however, the trimmed bars have a 70" length which would not beet the 78" LTS requirement. Gerdau propose to leave the 3 ea trimmed bars as-is and not incoporate an additional spliced bent bar. Please confirm if this is acceptable.		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
SHIMM000-0359	Vehicle Ramp Beam and Wall Support Embeds Clarification	Open	10/17/2013	10/27/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Please reference attached TG06.0 contract drawings S1-2251, A1-7401, S1-3411, S1-3203 and S1-3204.  1. Please confirm embed locations as shown on attached S1-2251 (reference drawings for description of embeds).		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		



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<div>2. Please provide angles for embeds highlighted on A1-7401 (4 total embeds, with acute and obtuse angle for each embed); (similar to RFI Response T-0453.2)</div>							
SHIMM000-0362	Area 11 to 16 Mat Slab Layer 3 Lap Splice Relocation	Open	10/21/2013	10/31/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Due to limited access between the waterproofing and access trestle, Gerdau proposes to shorten the mat slab typical layer three (North-South) 67'-0" bars at Areas 11 through 16. This requires the lap splice location to be moved from the center of column line, as specified on Note 1 of the Mat Top Bar Notes in S1-2052, to the location shown in the attached sketch.  Please confirm if this is acceptable.		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
SHIMM000-0363	Lower Concourse Construction Live Load Variance	Open	10/23/2013	11/02/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Scott Bunnell		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST: Please reference Specification Section 03 10 00 - 3.2.A.2 and the attached project spreadsheet. This spec section calls for a minimum construction live load of 50 psf without referencing or indicating before or after concrete is placed. According to D.H. Charles (shoring designer), falsework projects of this application typically approach the falsework design for 50 psf before concrete is placed and 20 psf afterwards, while always maintaining a minimum design load (dead + live) of at least 100 psf. See attached D.H. Charles project history spreadsheet using this same design approach. Falsework calculations to follow. Is this design criteria acceptable?		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		





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	constructability concern with these embeds. A similar constructability concern was brought up in RFI T -0453.1, stating that if an angle member of such thickness is bent to achieve an angle other than that member's stock angle, it will structurally stress that member.						
	1. Please confirm it is acceptable to weld two (2) 8"x24"x1" plates together in order to achieve angle prescribed in RFI Response T-0835. Reference SKA-2863 for the acute and obtuse angles required. Forthcoming shop drawings will show all welds.						
SHIMM000-0367	Receptacles at Elevator Pits 19E and 20G	Open	11/04/2013	11/14/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
There are elevator pits in the mat slab at approximate grid lines 19/E and 20/G. The drawings E1-2024 and E1-2025 do not show any receptacles being supplied to these pits. Please confirm this is correct.							
SHIMM000-0368	Conflict of elevator Opening Embed and Future Walls	Open	11/04/2013	11/14/2013		Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP	Spencer Sayles	Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please reference attached Detail4 on SI-7630, attached AI-2202 thru AI-2205 and AI-2207, SI-2202 thru SI-2205 and SI-2207, SI-7130, SI-7132, SI-7134, SI-7136 and SI-7139.							
Please confirm no conflict exists between embed Detail 4 on S 1-7630 and future walls highlighted on attached architectural drawings.							



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SHIMM000-0369	Column Tie Change from T9 to T12	Open	11/05/2013	11/15/2013		Potentially	
<b>From:</b> Shimmick Construction Company, Inc Ben Gordon		<b>To:</b> Webcor Construction LP	Spencer Sayles	<b>Answered By:</b>			
<b>Co-Author:</b>							
<b>REQUEST:</b> Please confirm if it is acceptable to replace the typical T9 column ties (90° or 135° bend on either end) with T12 ties (135° bends on both ends). See the attached sketch for further details.		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
SHIMM000-204.3	BGP - Locations of Electrical Outlets, Equipment, and Fixtures	Rejected	08/30/2013	09/09/2013	09/05/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Chris Williams		<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b> Webcor Construction LP Jackson Tukuafu			
<b>Co-Author:</b>							
<b>REQUEST:</b> Per the RFI response, please find attached the revised layout for the Electrical Room B2221. This revised layout shows the dimensions off of the interior walls as requested.  Please advise if it is acceptable.		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/> The sketch included with this RFI is not acceptable for submission. Refer to the response to RFI T-0655.1 and T-0655.  - It is nearly illegible. - Comments from the previous revisions of this RFI instruct the contractor to coordinate with architectural wall dimensions. It looks like they have just removed any room dimensions previously included on the sketch. - This is not submitted on current contract document backgrounds as instructed in the last revision of the RFI. - Fire was indicated on the color key but no fire lines are included.  Please provide an acceptable sketch before this will be processed any further.			
SHIMM000-314.1	BGP - Embedded Conduits in Columns	Closed	09/04/2013	09/14/2013		Potentially	<input type="checkbox"/>
<b>From:</b> Shimmick Construction Company, Inc Chris Williams		<b>To:</b> Webcor Construction LP	Jackson Tukuafu	<b>Answered By:</b>			
<b>Co-Author:</b>							
<b>REQUEST:</b> In the MEP meeting on 9/4/13, the response to RFI T-0693 was clarified. To confirm conversations with the WSP Electrical Design representative, the only conduits to be embedded in columns per the RFI T-0693 response		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			



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<p>are to be fire management conduits per the locations depicted in the response. All other conduits (power recepticals etc) are to be stubbed up on the face of the columns and are not to be embedded in the column.</p>							
<hr/>							
T- 0851	BGP - Lower Concourse Shoring/Reshoring Calculation for Construction Live Load	Closed	10/23/2013	11/02/2013	11/05/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Scott Bunnell							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please refer to attached excerpt of Specification Section 03 10 00 - Concrete Formwork - Below Grade Package.				George Metzger 11/4/2013			
Per Article 3.2, Section A.2 of Spec Section 031000, the minimum construction live load design criteria for shoring and reshoring is 50 psf. The specification section is unclear whether the live load of 50psf is prior to or post concrete placement.				RESPONSE: Specification 03 10 00: Design of formwork is the responsibility of the contractor. See Section 1.3C for formwork design requirements that include conformance with SEI/ASCE-37 and ACI 347. See Section 3.2 for Shores and Reshores including conformance with ACI 347.2R.			
According to D.H. Charles (SCCI shoring designer), falsework projects of this application typically approach the falsework design for 50 psf before concrete is placed and 20 psf afterwards, while always maintaining a minimum design load (dead + live) of at least 100 psf. The attached list of of D.H. Charles project used the this same design approach. Falsework calculations are to follow.				ACI 347.2R typically assumes that the Live Load is associated with the placement of fresh concrete and that the Live Load is removed upon the completion of placement. Depending on the contractors planned use of "working surfaces" and the particular shoring/reshoring scheme, the Live Load may be more or may be less than the 50psf minimum after placement operations.			
Is the D.H. Charles design criteria acceptable?				Unless measures are taken restrict construction access to specific areas, it is assumed that the entire Lower Concourse will be a working surface and that the contractor will assign an Operational Class per SEI/ASCE-37 Section 4.8.1. Justification for the assumed uniform load will form part of the required submittal.			
<hr/>							
T-0001	Article 6 Changes in Work - Clarification	Closed	10/11/2010	10/25/2010	11/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Joanne Filipas		To: Turner Construction Company Daphne Faulkner	Answered By: Turner Construction Company Daphne Faulkner				



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**Co-Author:****REQUEST:**

Reference: Spec Section 00 07 00, Article 6 - Clarifications and Changes in Work

Article 6 in the General Condition specification section 00 07 00 defines the procedure for changes in work. The procedures defined throughout Article 6 are conflicting. According to section 6.01.A, CM/GC shall promptly comply and proceed with changes issued by the TJPA in the form of a Change Order or Field Order. Section 6.02.B states that the TJPA will respond to RFI's with written Clarification deemed necessary and consistent with the Contract Documents or a Field Order requiring minor changes in work. Per section 6.01.A, the CM/GC is to proceed with the Field Order immediately. However, according to section 6.03.A, CM/GC shall submit a Change Order Request within 21 days of written directive. Please advise if the CM/GC is to proceed with changes promptly and prior to approval or if the CM/GC shall receive approval prior to proceeding with any changed Work.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

00 07 00 - 6.01.A specifies that, "TJPA may..order additions, deletions, or revisions in the Work by Change Order or Field Order, CM/GC shall promptly comply with such orders and proceed with the Work..." [emphasis added]. Under paragraph 6.02.B, TJPA may issue a Field Order in response to an RFI submitted by CM/GC. Under paragraph 6.03A, the CM/GC must submit a COR within 21 days if in the opinion of the CM/GC, the Field Order is considered to be a Change to the Contract.

Therefore, TJPA expects the CM/GC promptly to proceed with Work as may be clarified or directed through a Field Order, unless instructed otherwise. CM/GC has the recourse of submitting a COR when appropriate to do so, within the time limit stipulated. To avoid confusion, TJPA's Field Orders will clearly state whether the CM/GC is required to carry out the instruction promptly. Nevertheless, the CM/GC shall whenever possible incorporate a Field Order directive into the Work with minimal disruption to the planned sequence of activities.

<b>T-0002</b>	<b>Transit Center Building Address Clarification</b>	<b>Closed</b>	<b>10/20/2010</b>	<b>11/03/2010</b>	<b>10/28/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture Joanne Filipas		<b>To:</b> Turner Construction Compan Daphne Faulkner	<b>Answered By:</b> Transbay PMPC Alfred Lau				

**Co-Author:****REQUEST:**

Please clarify the building address for the Transbay Transit Center. This is required to complete our site specific Click Safety program, complete insurance documents, etc.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

425 Mission Street, San Francisco, CA 94105

Answered by Alfred Lau  
TJPA (PMPC)  
10/28/2010

Constructware RFI #T-0003

<b>T-0003</b>	<b>301 Mission Wall Specification Format</b>	<b>Closed</b>	<b>11/17/2010</b>	<b>12/01/2010</b>	<b>11/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP David Hungerford		<b>To:</b> Turner Construction Compan Michelle Smith	<b>Answered By:</b> Turner Construction Comp Kevin Chiu				





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#### Co-Author:

#### REQUEST:

Reference Sheet: C-0001 issued 11/04/10; 301 Mission Interim Screen Wall - General Notes

We are in the process of preparing submittals for this project. In doing so we would like to know what specification division format would be most appropriate for us to submit and track these project documents. Please provide us with the desired specification division format as soon as possible so that our submittals can be processed with the proper efficiency.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

All submittals for the 301 Mission Interim Screen Wall shall be submitted under the new CSI Division, "301 Mission Interim Screen Wall," that has been created and is available in Constructware under Transit Center Building (140). Within CSI Division "301 Mission Interim Screen Wall," there is a list of available "spec sections" that are equal to the drawing sheet number (and paragraph heading as applicable) that the submittal is called out on. If there are multiple "spec sections" on one sheet, the suffix ".X" has been added. For example, "S-0001.5 Concrete and Reinforcing" shall contain all submittals found on sheet S-0001 under the heading "Concrete and Reinforcing." If there is no suffix, the description of the spec is simply the title of the drawing.

<b>T-0004</b>	<b>Transbay Project Signs</b>	<b>Closed</b>	<b>12/01/2010</b>	<b>12/15/2010</b>	<b>12/03/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Hungerford	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Alfred Lau		

#### Co-Author:

#### REQUEST:

Spec Section: 01 15 01

Webcor/Obayashi is initiating project sign procurement per Spec 01 15 01 and will require the artwork and locations for four 4x8 post mounted signs. What are required graphics/logo's for sign fabrication and where shall each sign be located.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Graphics for Project ID Signs specified per 01 15 01 will be issued to CMGC as soon as the names for mayor and SFCTA Board members are confirmed in early January, 2011. Information for locations will be issued prior to installation.

<b>T-0004.1</b>	<b>Transbay Project Signs</b>	<b>Closed</b>	<b>04/01/2011</b>	<b>04/11/2011</b>	<b>04/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Hungerford	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Alfred Lau		

#### Co-Author:



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<b>REQUEST:</b> Reference: RFI T-0004 Spec Section: 01 15 01  Response to RFI T-0004 read "Graphics for Project ID Signs specified per 01 15 01 will be issued to CMGC as soon as the names for mayor and SFCTA Board members are confirmed in early January, 2011. Information for locations will be issued prior to installation."  In a follow up to this RFI, Webcor/Obayashi's is initiating project sign procurement and will require the artwork and locations for four 4x8 post mounted signs. What are required graphics/logo's for sign fabrication and where shall each sign be located.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Unfortunately that the name for one of the TJPA Board seat (PJP seat) is still not confirmed at this time, and it may be at least another month before that can be resolved. TJPA/PMPC will ensure this issue is resolved as expedited as possible and inform the Contractor immediately after the information is announced.			
<hr/>							
<b>T-0005</b>	<b>Incorporation of Trade Subcontractor Schedule Submittals</b>	<b>Closed</b>	<b>12/03/2010</b>	<b>12/13/2010</b>	<b>12/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Jim Tomaszewski		<b>To:</b> Turner Construction Compan      Daphne Faulkner		<b>Answered By:</b> Transbay PMPC      Jim Coughlin			
<b>Co-Author:</b>							
<b>REQUEST:</b> Spec Section: 01 13 10 & 01 1310  For TJPA convenience W/O requests that Trade Subcontractor Schedules (Section 01 13 10, 1.2.B) be incorporated into the Monthly Schedule Report (Section 01 13 10, 1.5.A) for the month following issuance of NTP for the specified trade package. A detailed section of the Narrative will be clearly identified and contain all of the narrative requirements of Section 01 13 10, 1.2.B.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Spec Section 01 13 10, 1.2.B will be revised to relax the requirement to include a schedule narrative in the first schedule submittal that is due 15 days after award. However, the 15 day requirement to submit a construction schedule will remain. Spec Section 01 13 10, 1.5.D will also be revised to clarify the requirements of the schedule narrative			
<hr/>							
<b>T-0006</b>	<b>301 Mission Wall Plywood Wall Barrier Proposal</b>	<b>Closed</b>	<b>12/08/2010</b>	<b>12/18/2010</b>	<b>12/17/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan      Daphne Faulkner		<b>Answered By:</b> Turner Construction Comp. Jack Adams			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: C-5000 and attached sketch  During the Fremont Shoring/301 Mission Wall Coordination Meeting on 12-7-10, it was proposed that a		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Plywood barrier wall be erected in lieu of the triton barrier as agreed to in the meeting with Millennium Partners. The 8' tall plywood barrier wall shall be constructed in segments such that it can be pushed			





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longer be used. Please confirm.

If this is in fact true, please confirm this section will be removed from the project specifications.

procurement requirement. With the current project funding arrangement, meeting USDOT procurement is needed, Section 00 08 13/APA - 25 ¿ Certification Regarding Debarment, Suspension, and Other Responsibility Matters will be used in lieu of 00 04 82, and 00 04 82 will be deleted per Field Order WO-01, which is expected to be issued this week.

<b>T-0009</b>	<b>301 Mission Wall Storage Location for Planter Boxes of 301 Mission Wall</b>	<b>Closed</b>	<b>12/10/2010</b>	<b>12/20/2010</b>	<b>12/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Hungerford	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Alfred Lau		

**Co-Author:**

**REQUEST:**

Reference: 301 Mission Interim Screen Wall Drawings Sheet C-1000

On sheet C-1000, there is a note for the (E) Planter boxes that says "(e) precast planter box (typ) to be remove and stored". Please designate a location for storing the (E) planter boxes.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The planter boxes are to be stored for re-use in front of the final screen wall. The timing of construction for the final wall needs to be after the train box is complete, but does not have to wait until the new Transbay Terminal is open for bus operations. Millennium did not agree to providing storage on their property.

Please provide for space on Lot M to store the boxes and inform the contractor accordingly.

<b>T-0009.1</b>	<b>301 Mission Wall Storage Location for Planter Boxes of 301 Mission Wall</b>	<b>Closed</b>	<b>12/17/2010</b>	<b>12/27/2010</b>	<b>12/29/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Hungerford	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp	Jack Adams		

**Co-Author:**

**REQUEST:**

In Transworld's review of the existing planter box condition at the 301 Mission Screen Wall, Transworld's viewpoint after close inspection of the site is that the planter boxes were originally installed with the intent of being permanent fixtures. There are connection points for these planter boxes that appear to be initial anchor points for original

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The intent is to salvage and store these boxes in lieu of replacing them with new ones. Per Contract Drawing C-2000 Contractor is to cut and cap all existing irrigation and electrical lines feeding planter boxes. Contractor can remove plants and dirt if needed to uncover and remove anchorage, then



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	placement of these fixtures and there is concern that these planter boxes were never intended to be reinstalled/relocated after the initial installation. With all do skill and care, Transworld intends to relocate these planter boxes with mininmal damage. As a point of advisement, since these boxes do not appear to be designed for relocation, Transworld is concerned that such action will render these boxes unuseful. Please confirm that the design is to relocate these boxes in lieu of replacing them with new ones.			salvage precast planter boxes.			
T-0010	EPA Permit Number	Closed	12/15/2010	12/25/2010	12/16/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Edmond Sum			
Co-Author:							
REQUEST: Please confirm the EPA permit number is CAR000197558.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Confirmed, the EPA identification number to use on waste manifests for the Transit Center construction is CAR 000197558. The site address is 425 Mission Street, San Francisco, CA 94105. The generator and primary contact is Edmond Sum, Engineering Manager, with the Transbay Joint Powers Authority.			
T-0011	301 Mission Wall Waterproofing Submittal	Closed	12/21/2010	12/31/2010	12/29/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Kevin Chiu		Answered By:Turner Construction Comp Jack Adams			
Co-Author:							
REQUEST: Regarding the waterproofing submittal, since the driveway is still covered with pavers the existing material and application procedure is unknown to Transworld. Therefore a submittal which matches the existing condition can not be provided until Transworld knows additional information. Please confirm that it is acceptable to defer the waterproofing submittal until after the material is exposed and the existing waterproofing material and application method is determined or provide the specific type of		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Confirmed: Webcor-Obayashi/Transworld can defer the waterproofing submittal until after the material is exposed and the existing waterproofing material and application method is determined.			



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material and application method required.							
T-0012	301 Mission Wall - Requesting Specifications for Utility Plug	Closed	12/21/2010	12/31/2010	01/04/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Kevin Chiu	Answered By:URS Corporation	David Fyfe
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: 301 Mission Wall Drawings sheet C-5000				Contractor to determine dimensions of temporary plug in the field and propose material appropriate to meet the requirements specified in note 5 on sheet C-5000.			
There is not enough information to determine the material and dimensions for the utility plug at the 301 Mission Wall. Please provide specifications and product data for the "Utility Plug" on sheet C-5000, sheet note 5.							
T-0013	BSE IFC Table of Contents Discrepancy	Closed	01/05/2011	01/15/2011	01/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Joanne Filipas	To: Turner Construction Compan		Daphne Faulkner	Answered By:Transbay PMPC	Alfred Lau
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref IFC TOC dated 12/15/10 (attached)				1. 00 01 10 Rev 3 and 00 01 15 were released to W/O on 07JAN2011, rectifying issues cited in the RFI.			
We have received the revised Issued for Construction (IFC) drawings and specifications for the BSE package. The table of contents has check marks to indicate added specification sections. Specification section 02 41 19, Pile Removal is not noted with a check mark but a revised specification was issued. The excavation and backfillll (31 23 10) section was not re-issued, however, a check mark is next to it.				2. Since it is TJPA/PMPC's opinion that the formatting of the revision box for the technical sections is adequate and appropriate as is. Change to match the abbreviated version of the Div. 00 and 01 sections should be formally requested by W/O such that Design Team and TJPA/PMPC could fully review that and agreed to from a QA/QC point of view.			
Also, the revision logs at the end of each section need to be revised to show only the revision number and dates.							
Please advise and re-issue.							
T-0014	TG03 BSE IFC Drawing Set	Closed	01/06/2011	01/16/2011	01/07/2011	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Masashi Kojima	To: Turner Construction Compan		Daphne Faulkner	Answered By:Transbay PMPC	Alfred Lau



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#### Co-Author:

##### REQUEST:

We received multiple versions of PDF Drawings G-0000, A-0000, A-0005, and A-0010 (see the attached images) for TG03 IFC Drawing Set.  
Please confirm the following answer from PMPC via email on 1/5/2011.  
"Use the 1/3/2011 CD for the PDF files. Use the 1/4/2011 CD for the DWG and DWF files. Disregard the PDFs on the 1/4/2011 CD."

##### SUGGESTION:

##### ANSWER:

Accept Suggestion: ☐

Confirm that "Use the 1/3/2011 CD for the PDF files. Use the 1/4/2011 CD for the DWG and DWF files. Disregard the PDFs on the 1/4/2011 CD."

<b>T-0015</b>	<b>301 Mission Wall - Concrete Mix Design</b>	<b>Closed</b>	<b>01/07/2011</b>	<b>01/17/2011</b>	<b>01/13/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan   Kevin Chiu		<b>Answered By:</b> URS Corporation      David Fyfe			

#### Co-Author:

##### REQUEST:

Reference: Attached submittal package TG1901-001 review comments and letter from concrete supplier

Per the comments received on the concrete mix design submitted in submittal package TG1901-001, please confirm that the admixture for air entrainment shall be compliant with ASTM C260.

Transworld has been informed by their concrete supplier that ASTM C260 requires a mix of 6% air entrainment and such amounts of air entrainment are specified only in freeze/thaw areas for durability. The Bay Area is generally not considered a freeze/thaw area and therefore a mix with 6% air entrainment is not typically used. The concrete supplier, Bode Concrete, has provided a letter from BASF related to this specific issue.

##### SUGGESTION:

##### ANSWER:

Accept Suggestion: ☐

Comply with contract documents "Concrete and Reinforcing" Note number 6 on Sheet S-0001, which states:

"Maximum water/cement ratio shall not exceed 0.45 by weight, slump shall be two to six (2"-6") inches. A water reducer or superplasticizer may be added on site after the slump is verified by inspector. Entrained Air: 6% +/- 1-1/2% for durability."

T-0016	BSE - Current Trainbox Structural Drawings		Closed	01/14/2011	01/24/2011	01/18/2011	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Masashi Kojima	To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc				George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc.      Ural Yal

##### REQUEST:

In order to accurately design and locate elements of the bracing, trestle and bridges, please provide the most up-to-date and reliable architectural and structural drawings

##### SUGGESTION:

##### ANSWER:

Accept Suggestion: ☐

See Issued for Construction - Buttress/Shoring/Excavation documents dated 12/10/10.





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(including cad files). Also, drawings (including CAD files) of the train box and any other component of the transit center that has the potential to conflict with the BSE scope of work.

T-0017	BSE - CDSM Wall Alignment		Closed	01/14/2011	01/24/2011	01/21/2011	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Masashi Kojima	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc			George Metzger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
<p>The response to pre-bid RFI #177 indicated that the CDSM shoring line alignment is expected to change "prior to installation". We request the revised re-alignment be provided to us as soon as possible. We are currently designing and issuing steel mill orders based on the current alignment. If the revision comes after mill orders are finalized we risk missing our rolling schedule thereby losing our bid date pricing.</p>						<p>Per TJPA's direction, the Trainbox plan and extent have been modified at the Southwest corner of the site. See the attached sketch SKGT-0001-R1, that show the revised shoring wall alignment. For your reference, see the attached structural sketches that indicate the revised in-progress Trainbox structural columns and shearwalls that will be issued for construction in the future. These sketches are: SKS -0088 Foundation Level - Zone 02 Plan Phase 1, SKS- 0089 Foundation Level - Zone 03 Plan Phase 1, SKS-0090 Foundation Level - Zone 07 Plan Phase 1, SKS-0091 Foundation Level - Zone 10 Plan Phase 1, and SKS-0092 Lower Concourse Level - Partial Plans Phase 1.</p>			

T-0017.1	BSE - CDSM South Wall Alignment Construction Drawings		Closed	09/22/2011	10/02/2011	10/04/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Joanne Filipas	To: Turner Construction Compan		Gary Krutsch			
Answered By: Adamson Associates, Inc George Metzger								
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
Reference RFI T-0017 and attached Sketches						Accept Suggestion: <input type="checkbox"/>		
Please confirm the attached sketches issued and approved with CR T-005B are "For Construction" and the notes indicating "draft in progress" and "not for regulatory approval, permitting or construction" will be removed on a future issuance of these sheets.						The sketches attached to previous RFI's reflect the confirmed CDSM shoring alignment.		
						Text indicating "draft in progress" and "not for regulatory approval, permitting or construction" shall not be transferred to revised "Issued for Construction" drawings.		
						Documents that are included in Change Orders shall		



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	<p>After removing stone panels in the demolition of the original 301 Mission Wall, the existing system of the stone panels does not utilize an anchoring system for mounting the stone panels to the wall. In addition, section 6.2.2.4 of the 2008 Building code does not specify mechanical fasteners for masonry less than 2-5/8" thick. The stone thickness used on the new wall will match the thickness of the existing, which is approx 10mm thick. Therefore, according to section 6.3 of the 2008 Building Code, the stone panel system for the Transbay Interim Screen Wall that should be used is the adhesion application.</p> <p>Please confirm that Transworld can use the adhered method for the stone panels in lieu of mechanical fasteners.</p>						



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#### REQUEST:

Reference Sheet D-2203 and Specification Section 02 41 01

The BSE contract drawings shows a temporary shoring and bracing that is installed by the demo contract and subsequently removed by the BSE contract. In order for Balfour Beatty to properly plan their work, they request the following information:

1 - The shoring design drawings for the shoring wall on the east side of Fremont St. (shown on D-2203) that was submitted by the Demo Contractor.

2 - As-built location of the above mentioned shoring wall.

3 - Bracing drawings and details that submitted for the basement wall rakers that are schematically shown on detail 1 of sheet D-5100 and details 1 & 2 on sheet D-5102

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

1 - Approved Shop Drawings Submittal #312000-01.3 - Interim Shoring Wall REV 3 will be transmitted through Constructware today 2/2/11.

2 - Wall is currently being constructed in the location indicated on the approved shop drawings.

3 - Bracing drawings are not currently available for transmission. They will be transmitted to W/O when available.

#### T-0021 BSE - Existing Unknown Concrete Wall

Closed

01/27/2011 02/07/2011 02/04/2011 Potentially ☐

From: Webcor Construction LP Nhi Tran

To: Turner Construction Company Daphne Faulkner

Answered By: URS Corporation David Fyfe

Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal

#### REQUEST:

Reference Drawing Set D and Specification Section 02 41 01

Based upon Balfour Beatty observations of the site, there appears to be a concrete wall approximately 18in wide that is outside of the existing terminal basement walls adjacent to the 301 Mission Property line and the east side of Fremont St. that is not shown on BSE contract drawings or the existing Terminal drawings.

Does this wall continue around the entire perimeter of the Zone 4 basement?

Will this wall be removed by the demo contract prior to BSE NTP #02?

Please provide as-builts of the wall location if it is to remain.

#### SUGGESTION:

ANSWER: Accept Suggestion: ☐

Full extent of unforeseen concrete foundation wall not confirmed.

Existing Terminal and Ramps Demolition Project contractor (EBI) has been directed to remove extents of unforeseen foundation wall that are within limits of removal as shown in contract documents to a depth consistent with removal of adjacent structures (pile caps/footings).

Portion of unforeseen concrete foundation wall within Fremont Street to remain in place. Portions of unforeseen concrete foundation wall that are exposed but that are to remain in place are to be documented via as-builts. As-builts will be provided as completed.

Existence of similar walls in Zone 2 and 3 not



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	Does a similar wall exist around the basement walls in Zone 2 and 3?				confirmed. Attached San Francisco-Oakland Bay Bridge, Department of Trinagulation and Surveys, San Francisco Topography Maps dated August 1934 (pages 27-32) are the best available information at this time and have been provided for your information.		
T-0021.1	BSE - As Built Location of Concrete Foundation Wall Along Fremont St.	Closed	03/01/2011	03/11/2011	03/15/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Turner Construction Comꝑ Jack Adams	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal					
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference RFI #T-0021 (BBI #005) and Drawing Set D				Portion of unforeseen concrete foundation wall within Fremont Street to remain in place as shown on attached. The attached San Francisco-Oakland Bay Bridge, Department of Triangulation and Surveys, San Francisco Topography Maps dated August 1934 are the best available information at this time were provided in RFI T-0021 Rev.0. This is believed to be existing concrete full basement wall extending under the sidewalks remaining from pre Transbay factory/businesses.			
Please provide BBII with as-built locations of the unforeseen concrete foundation wall within Fremont Street which is to remain in place. Please also provide as-built locations for the soldier pile & tie back wall which parallels Fremont Street adjacent to the Buttress. BBII and BECHO want to confirm that there is enough room for their equipment to drill the Buttress Shafts along Fremont Street, and to identify any potential conflicts.				As-Built Fremont St. Shoring wall installed by Evans Bros/Malcolm Inc. the soldier pile and tie back wall is also attached. Survey points for the I-Beams was previously transmitted to Webcor-Obayashi Transmittal No. 140-00650.			



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T-0022	Quality Management System - Org. Chart	Closed	01/28/2011	02/07/2011	02/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan   Daphne Faulkner		Answered By: Transbay PMPC                      Jim Coughlin			
Co-Author:							
REQUEST: Ref - Attached Org. Chart  Please identify the appropriate personnel associated with the attached org. chart found the in the program Quality Management System.		SUGGESTION:		ANSWER:              Accept Suggestion: <input type="checkbox"/> A revised PMPC organization chart is with TJPA for review. However, I don't understand why this is an RFI. What W/O activity requires this information? The organization chart in the QMS is deliberately generic (titles only) and we have no intention of changing it.			
<hr/>							
T-0023	Construction Manager Quality Plan	Closed	01/31/2011	02/10/2011	02/07/2011	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture                      Bob Garcia		To: Turner Construction Compan   Daphne Faulkner		Answered By: Turner Construction Comp   Jack Adams			
Co-Author:							
REQUEST: Page 30 Paragraph 8.5.5 of the QMS manual makes reference to "the construction management consultant's quality plan". Please advise when the Construction Managers Quality Plan for the TTC will be issued?		SUGGESTION:		ANSWER:              Accept Suggestion: <input type="checkbox"/> Contractually - the Draft Quality Plan from CMO Construction Manager Oversight is due 2/14/11. Final Quality Plan is due 3/28/11.			
<hr/>							
T-0024	Re-bracing for Revised SW Corner Alignment	Closed	02/02/2011	02/11/2011	02/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference Sheet GT-1112 and Specification Section 31 55 00  The response to RFI T-0017 showed a revised CDSM wall alignment at the SW corner of zone 1 and the addition of the structural shear walls on wall X1-1. The RFI response implied that BBII's cross-lot bracing needed to be re-designed so there are no conflicts with the concrete columns and shear walls. In order to minimize the cost and impacts as a result of this change, BBII suggests using rakers for the re-bracing in this corner.  The cross lot bracing would be installed as specified for the initial excavation (ref stage 10 on GT-1112) similar to the layout shown on the attached sketch #1.		SUGGESTION:		ANSWER:              Accept Suggestion: <input type="checkbox"/> ARUP Response:  The use of rakers as rebracing is acceptable provided the design criteria specified in the construction documents is satisfied. This includes, but is not limited to, the bracing stiffness requirements. The effective stiffness of the rakers will be affected by the stiffness of the permanent train box wall and mat slab and tiedowns.  The response to this RFI must include input from Thornton Tomasetti regarding the impact on the			



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	<p>Then for the re-bracing stage 12 and stage 15 rakers could be used in locations shown in attachment sketch #2.</p> <p>Would a design based on this concept be acceptable?</p> <p>If not, BBII is available and willing to brainstorm additional ideas.</p>			<p>permanent structural elements.</p> <p>As discussed at the Feb 9, 2011 TG03 BSE Subcontractor - Design Team Coordination Meeting, it may be possible to reduce the requirement for rebracing if the permanent trainbox shear walls can be built sequentially and their construction coordinated with the removal of struts. Arup suggests a meeting with Arup, the Contractor, and Thornton Tomasetti as this requires an understanding of the proposed construction sequence and an evaluation of the permanent structural elements.</p> <p>Thornton Tomasetti (TT) Response: We have review the response by Arup, and found this is consistent with our prior discussion with Arup. No further comment from TT is needed.</p>			
T-0025	<b>BSE - Request for Recent Groundwater Monitoring Data</b>	<b>Closed</b>	<b>02/02/2011</b>	<b>02/12/2011</b>	<b>02/11/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						
	<b>REQUEST:</b> Reference Specification Section 31 55 00 and GDR Table 7-2 (attached)  The Project GDR table 7-2 shows the last GW level reading in Feb of 2010. Can BBII receive a copy of any readings taken within the last year?	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>	See attached T0025-SK01 for groundwater readings.	
T-0026	<b>301 Mission Wall - Sample chip of paint color for exposed concrete</b>	<b>Closed</b>	<b>02/07/2011</b>	<b>02/17/2011</b>	<b>02/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Kevin Chiu		<b>Answered By:</b> URS Corporation      David Fye				
	<b>Co-Author:</b>						



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**REQUEST:**

Reference: A-5000 note 6

Note 6 on sheet A-5000 states, "Color of paint for exposed concrete to match sample chip provided by TJPA representative". Please provide color sample chip per this note.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

Omit note 6 on sheet A-5000. Color of paint for exposed concrete wall shall match color of paint provided on existing exposed planter boxes.

<b>T-0027</b>	<b>301 Mission Screen Wall - Dowels for Screen Wall</b>	<b>Closed</b>	<b>02/08/2011</b>	<b>02/18/2011</b>	<b>02/18/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP

David Hungerford

**To:** Turner Construction Compan Kevin Chiu

**Answered By:**URS Corporation

David Fyfe

**Co-Author:****REQUEST:**

Reference: Attached pictures

Upon laying out the dowel embedment locations for the new concrete wall, the locations are very close to the edge of the existing manholes and vault lids. Transworld is concerned that the location of the doweling is too close to these existing items and does not believe it to be the intent. Please see attached pictures showing the areas of concern. Please respond ASAP with direction on where to place the dowels, as Transworld has no slack in the schedule to accomodate any stoppage of work.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The final condition for the dowels drilled into the 301 Mission existing basement perimeter wall is shown on attached sketch. Dowels shall be drilled 6 inches from exterior face of existing basement perimeter wall. Verify location of existing basement perimeter wall prior to drilling. These dowels remain within 1 inch of centerline of the new concrete wall.

See attached RFI coordination sketch.

<b>T-0027.1</b>	<b>301 Mission Screen Wall - Dowels for Concrete Wall: Layout Acceptance</b>	<b>Closed</b>	<b>03/29/2011</b>	<b>04/08/2011</b>	<b>04/05/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP

David Hungerford

**To:** Turner Construction Compan Daphne Faulkner

**Answered By:**URS Corporation

David Fyfe

**Co-Author:****REQUEST:**

Reference: RFI T-0027

Please confirm that per site walk on 03/22/11 with Danny Lo and Erik Liu of Transworld, David Hungerford with Webcor-Obayashi, and David Fyfe and Christine Baudier of URS, that the layout of the core holes for the #8 dowels in the concrete wall are acceptable.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

It was verified in the field that #8 dowels were drilled approximately 6" from the exterior face of the existing vault wall and that #8 dowels will have a minimum 2" concrete cover.

The layout of the #8 dowels is acceptable.

RFI T-0027 included a response sketch directing dowels to be in line and set 6" from the south face of the existing





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	wall below. Due to the existing condition of the wall below, which was poured against a shoring wall and therefore not exactly straight, the dowels are laid out to be in line with each other and therefore vary in dimension measured off of the south face of the existing basement wall below. Please confirm, as it is understood, that the existing layout is acceptable. Dowels are being set in epoxy today, so an immediate response is requested.						
T-0028	BSE - Bracing Stiffness Calculation Confirmation	Closed	02/08/2011	02/18/2011	02/09/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan	Daphne Faulkner	Answered By:Arup		Kevin Clinch	
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification Section 31 55 00 and attached sample calculations				The methodology shown in these calculations for determining the internal bracing system stiffness is consistent with that shown in response to pre-bid RFI #TG0300-058.			
The response to pre-bid RFI #TG0300-058 provided an equation for calculating the stiffness of the bracing system. Attached is BBII's designer's sample "template" calculation for stiffness for the proposed waler and strut bracing system.				Complete details of the internal bracing system were not included in the RFI. It is therefore not possible to conclude that all elements affecting the stiffness of the internal bracing system have been considered and included in the analysis.			
BBII requests a confirmation that the designer's interpretation and use of the provided stiffness calculation is correct, prior to progressing further submittal calculations and procuring steel bracing members.				These calculations have not been reviewed for conformance with other design criteria. A more complete review will be undertaken when the calculations are issued as a submittal.			
Additionally, BBII requests an expedited response to this RFI.							
T-0029	301 Mission Screen Wall - Sub Surface Structure Conflict with New Wall Location	Closed	02/09/2011	02/19/2011	02/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan	Kevin Chiu	Answered By:URS Corporation		David Fye	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: Photograph attachments 1-8				To accommodate unforeseen location of existing structures, new concrete wall to be shifted south so that the south face of new concrete wall is flush with			
In laying out the location of the new concrete wall,							





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	<p>Transworld has determined that the new concrete wall will extend over existing sub-surface structures, which is not per the contract documents. Please reference attached photos.</p> <p>First, there are two manhole covers that are incorporated in concrete rings. These rings conflict with the location of the new wall and are included in photographed attachments. Due to the size of these concrete rings, a portion of the ring will be buried by the new wall. Second, the steel frame of the existing electrical vault doors is of similar condition as the manhole covers; this condition can also be seen in the photographed attachments.</p> <p>Please confirm that Transworld is to proceed with the plan location of the new concrete wall which will cover and bury a portin of these existing sub-surface structures.</p>						<p>the exterior face of the existing 301 Mission street basement perimeter wall.</p> <p>Interfering regions of existing sub-surface structures (manhole rings and vault sides) at the base of new concrete wall shall be incorporated into new concrete wall. All surfaces of interfering concrete regions to be incorporated into new concrete wall shall be prepared as bonded construction joints. Verify functioning of manhole and vault lids/openings are not obstructed by new concrete.</p> <p>Contractor to provide chalk line at updated south and north faces of new concrete wall for verification of updated location in field by TJPA representative prior to construction of new concrete wall.</p> <p>See attached RFI coordination sketch.</p>



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T-0030	301 Mission Screen Wall - Detail required for concrete sleeve installation	Closed	02/09/2011	02/19/2011	02/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Kevin Chiu			Answered By: URS Corporation      David Fyfe				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Attached 1/C-5001 and photo					Accept Suggestion: <input type="checkbox"/>		
The existing condition of the manhole covers are not consistent with the contract documents. Detail 1/C - 5001 indicates that the existing manhole sits above an existing concrete slab, to which is to be drilled into with 1 inch embedment. However, please refer to the attached photograph in attachment 1 which shows the manhole cover is actually a part of a subsurface concrete ring assembly, and wrapped with waterproofing. Please provide a new detail and instructions for the installation of the required concrete sleeve and a detail for penetrating the existing waterproofing.					Per contract documents;		
					Remove manhole lid;		
					Retain existing concrete and steel collar/frame;		
					Dowel into existing concrete collar/frame (1" max) with #3 hoops @ 10" O.C.;		
					Prepare existing concrete surfaces to be incorporated into new sleeve as bonded construction joints;		
					Cast in place 6" thick concrete sleeve directly over manhole (concrete and steel collar/frame);		
					Provide Kadee SS 1/8" circular grate satin finish.		
T-0030.1	301 Mission Screen Wall - Concrete sleeve installation	Closed	02/24/2011	03/06/2011	03/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Daphne Faulkner			Answered By: URS Corporation      David Fyfe				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: RFI T-0030					Accept Suggestion: <input type="checkbox"/>		
The final measurement from the edge of the steel collar/frame at the existing manholes to the face of new wall is (+/-) 4-3/4", this dimension less form material (+/-) 3/4" to 1", results in the new cast in place concrete sleeve to be 4" thick at the point closest to the wall . Response to RFI T-0030 notes that the sleeve is to be 6" thick. Please clarify if the 4" thickness is acceptable.					4" minimum thickness acceptable only where new CIP concrete sleeve is in conflict with new interim screen wall. Remaining portions of new CIP concrete sleeve not in conflict with new interim screen wall shall be 6" thick per contract documents.		
					Contractor shall provide 3/8" expansion joint material between face of new interim screen wall and outside face of new CIP concrete sleeve.		
					See attached coordination sketch.		
T-0031	301 Mission Screen Wall - In-ground lighting	Closed	02/09/2011	02/19/2011	02/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Kevin Chiu			Answered By: URS Corporation      David Fyfe				
Co-Author:							



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	<b>REQUEST:</b> Reference: Note 10 on C-2000  The new in-ground lighting as anticipated in plans and note 10 on page C - 2000 must be substituted because the contract design cannot be accommodated in the new construction. The contract design requires: 1) that the new lighting match the existing with the same model and size. The issue here is that the existing light fixtures are larger than can be accommodated within the thickness of the new construction.  2) that the existing electrical lines servicing the existing lights be disconnected so that it is reconnected to the new lights. The issue here is that the electrical lines for the existing light fixtures are embedded in the concrete curb that is to be removed. Upon removal of the existing concrete curb, there will be no existing electrical lines to reconnect for the new lighting power.  Please provide a new detail and instructions for the in-ground lighting.	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>  Additional information is required to understand/interpret existing conditions and facilitate a response to this RFI.  Please provide all available information on existing conditions that pertain to this RFI, including but not limited to the following;  1. type, model, size and manufacturer of existing light fixtures; 2. type and size of existing electrical conduit/conductor; 3. sketch illustrating alignment of existing electrical conduit/conductor, including junction boxes, termination points and power source; and, 4. sketch illustrating thickness of existing/new construction where new lights are to be set/placed.		

T-0031.1	301 Mission Wall - In-ground lighting	Closed	03/31/2011	04/10/2011	04/06/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	David Hungerford	To: Turner Construction Compan	Daphne Faulkner	Answered By:URS Corporation	David Fyfe		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Reference: Attached photos and sketch				We note that the Contractor has installed new electrical conduit and outlet boxes within the new concrete wall.			
Response to RFI T-0031 requested additional information.				To document the as-built conditions of all work and to verify conformance with all applicable codes and standards, Contractor shall submit drawing(s) illustrating full routing of all conduit(s), including alignment, conduit material type, couplings/fittings, outlet boxes, etc. Drawings shall detail the connection between existing electrical line and new electrical line and connection between new electrical line and new lights/fixtures.			
1. See the attached pictures for the information known about the lights that were removed.							
2. The existing conduit is 3/4"							
3. Attached is a sketch and a photo showing the approximate location of the existing conduit.							
There is one existing conduit on the south side of the wall protruding from the soil coming from the basement wall. The electrical conduit is approximately 6 feet east from the							



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	<p>western transformer vault vent opening. Attached you can see the pictures of this conduit that is currently sticking out below the scaffolding planking.</p> <p>4. Please advise the location and mounting details for the new lights.</p>			<p>Drawings shall be sufficiently detailed to document all electrical work is in conformance with all applicable codes and standards, and shall be sufficient for permitting and/or inspection of electrical work.</p> <p>All conduit and/or boxes shall be set so as to provide minimum 1' clear from all rebar, anchor bolts or other embedded structural steel items. Outlet boxes located in new concrete wall shall be fully coordinated for direct connection with the new light(s)/fixture(s).</p> <p>It is our understanding that the existing 301 Mission driveway/roadway section (approximately 3' paver over 1' sand bed over 4' to 8' concrete topping slab) does not allow use of new lights/fixtures matching original lights/fixtures. It is recommended use of the Ligman Paragon square 186mm (50338-N-35) light/fixture, or approved equal, in lieu of the original light/fixture (Hydrel M9410). The new Ligman Paragon square light fixture (or equivalent fixture) shall be placed adjacent to new concrete wall and shall be mounted exposed above ground (not in ground) with the base of new light fixture located aligned to top of paver(s). See attached coordination sketch.</p> <p>Please confirm the use of Ligman Paragon square 186mm (50338-N-35) light(s)/fixture(s) can be fully coordinated with all work.</p> <p>See attached product data for Ligman Paragon square 186mm (50338-N-35) light/fixture.</p> <p>In addition, in response to item 2 of RFI No.T-0031, Contractor please coordinate with 301 Mission Building management to ensure that the new light shall be connected correctly to the existing power supply.</p>				
T-0031.2	301 Mission Wall - Light Fixtures	Closed	06/29/2011	07/09/2011	07/13/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation		David Fyfe



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Co-Author:

REQUEST:

Reference: Attached light specs

Per field conversations with 301 Mission staff, the light fixture proposed in response to RFI T-0031.1 is not acceptable. Webcor-Obayashi has coordinated with 301 Mission management personnel and the lighting attachment to this RFI has been requested by 301 Mission. Confirm that the attached light specs are to be installed at the stucco slot locations.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

URS provided four lighting options to Webcor-Obayashi on April 22, 2011 to coordinate with 301 Mission management personnel. It is noted that the lighting attachment to this RFI (Allscape BL-81) is similar to one of the four lighting options provided by URS (Allscape BL-80).

The Allscape BL-80 model (with 39 watt/240 volt, metal halide lamp and prismatic tempered glass lens) was selected by URS because it provides photometric qualities and operating electrical amperage comparable to the original lighting fixture (Hydrel M9410, 35 watts/277 volt, metal halide lamp).

It is noted that the lighting attachment to this RFI, Allscape BL-81 model (with 150 watt/277 volt, metal halide lamp and prismatic tempered glass lens) may provide photometric qualities and operating electrical amperage not similar to the original lighting fixture. It is also noted that the Allscape BL-81 model luminaire is 14.5" wide, which is greater than the 14" width stucco slot(s) specified in the contract documents.

Prior to order and/or installation of the lighting attachment to this RFI (Allscape BL-81, 150 watt/277 volt metal halide lamp) Contractor to confirm the following;

301 Mission building existing electrical circuit/feed that is to be used is sufficient to handle electrical load required by the Allscape BL-81, 150 watt/277 volt metal halide lamp(s);  
14.5" width of the BL-81 luminaire(s) can fit within the stucco slot(s) constructed, note contract documents specify 14" wide stucco slot(s); and  
photometric qualities of 150 watt lamp (e.g. lighting intensity/brightness) is acceptable to/preferred by 301 Mission management personnel.



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<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Attached photo  See attached picture of 301 Mission Screen Wall construction in progress. This picture was taken Nov of 2008, and shows a lateral support tie beam below grade connected to each vertical steel member of the screen wall. These tie beams are not shown on the plans and need to be cut so that the existing wall can be removed by others, as this scope is below and out of Transworld's contract. Please provide details for this condition.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> RESPONSE 02/16/2011 per David Fyfe  Tie beams shall be saw cut cleanly at exterior face of existing 301 Mission street basement perimeter wall.  Restoration of waterproofing is required.  Detail 1 on attached 301 Mission Street drawing S3-3.13 (rev 6, 04/04/2008) is the best available information at this time and has been provided for your information. ----- ----- ----- ----- RESPONSE 02/23/2011 per Kevin Chiu  Pending approval by the TJPA, a CR will be issued.			

T-0033	301 Mission Screen Wall - Concrete Demo Scope of Work Clarification	Closed	02/14/2011	02/24/2011	02/25/2011	Potentially <input type="checkbox"/>
From: Webcor Construction LP			David Hungerford		To: Turner Construction Company Daphne Faulkner	
Answered By: Turner Construction Company Jack Adams						
Co-Author:						
REQUEST:			SUGGESTION:			
Reference: attached text document						
Please see attached text document explaining Transworld's request.						
Transworld Construction requests that TJPA, Turner Construction, and Webcor-Obayashi make a final determination as to work scope based on the documents and discussions provided herein. It is Transworld's contention and belief that the 301 Mission wall relocation work scope does not require Transworld to remove the (e) concrete structure below the dark gray colored curb. For clarity see Exhibit D, page 1 and page 2.						
Attached please see text explanation and Exhibits A, B, C, and D.						
			ANSWER: Accept Suggestion: <input type="checkbox"/>			
			Response from David Fyfe on 2/23/11: Removal of element is in scope per contract documents, see detail B on sheet C-5000.			
			<hr/> <hr/> <hr/>			
			Response from John Adams on 2/24/11: 1. Demolition scope Utility Vault "foundation" to be demolished by Evans Bros see attached sketch C-5000 Detail A. 2. Existing "Concrete Slab" in accord with attached sketch C-5000 Detail B - this element is in scope and is to be removed by Transworld per C-5000 Detail B including concrete as shown. 3. Demolition scope "unforeseen grade beam" to be severed by Evans Bros see attached sketch C-5000			



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Detail B.							
T-0034	301 Mission Screen Wall - Change of walkway from original logistics	Closed	02/14/2011	02/24/2011	02/22/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation	David Fyfe
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
The conditions of the worksite have changed significantly from what Transworld originally bid and have changed the entire logistical plan for the execution of this contract work. The original logistics plan, as well as the contract documents, show a walkway along the South side of the original existing screen wall. Now, the entire walkway has been removed and nothing exists except an open pit. Please see all four pages of Exhibit A that is attached to this RFI. This change of condition affects Transworld's ability to execute the contract work. There is no longer available workspace to erect the structural steel and the South side finishes. This condition now requires a modification to our contract such that Transworld may use the parking/driveway on the North side of current barricaded area. The exact impact is not yet fully developed because there are ongoing discussions related to further demolition and removal of concrete structures that currently exist for our construction work. If the current and remaining working areas are further deteriorated by additional demolition, even greater challenges will arise. Transworld Construction requests reasonable accommodations for access to the worksite from the parking/driveway that is North of the currently erected temporary barricade wall.				301 Mission Street driveway shall remain open to building tenants/occupants for through traffic at all times.			
				Per 2/17/11 field meeting, if coordinated with and approved by 301 Mission Street property owner in advance, one lane of driveway may be temporarily used short term by contractor for deliveries.			
				Contractor shall prepare and submit a Logistics Plan to the TJPA Representative and 301 Mission Street property owner for review and approval prior to use of driveway. At a minimum Logistics plan shall include the following;			
				- scheduled dates and duration of driveway use; - traffic control plan/sketch (including extent of driveway to be used, proposed/required signs, barricades, flagmen, etc.); and, - extent of temporary barricade wall dismantling and restoration.			
				Contractor shall provide all necessary traffic control measures (signs, barricades, fencing, flagmen, etc.) during use of driveway as directed by the TJPA Representative and/or 301 Mission Street property owner.			
				Contractor shall restore temporary barricade wall at end of each day if dismantled.			
T-0035	BSE - Additional Trainbox Drawings	Closed	02/16/2011	02/26/2011	02/22/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc	George Metzger





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**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Sheet S-3201 and Specification Section 31 55 00

BBII believes that they do not have enough detailed drawings of the Train Box to properly design a conflict-free bracing system. BBII states that the architectural sections A1-6000 through A1-6231 lack detail regarding dimensions of structural components (i.e. beams, walls, ramps and etc.). The only structural section BBII currently has is on S-3201 and there appears to be a beam running along C line, however that beam is not identified in the table.

BBII is requesting additional structural section and elevation drawings, specifically:

- A dimensioned longitudinal elevation of the entire trainbox, showing the most current location and depths of beams.
- Full cross section of typical trainbox as well as any other non typical section. Shown any cross slopes, high and low points of concrete.
- Detailed sections of the SW corner showing dimensions and elevations of any ramps or locations where there are on ground floor slabs.

BBII would prefer CAD files if possible, however hardcopies will work.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The design of the permanent structure inside the shoring wall is in progress and subject to change. At 50% Construction Documents on December 20, 2010 an in-progress 3D REVIT Program Computer Model was issued to TJPA and TJPA shared this model with W/O for informational purposes on the progress of the permanent structure design. We suggest that for reference only, W/O review the possible locations for shoring struts with the in-progress 3D REVIT Program Computer Model. This 3D REVIT Program Computer Model provides more information than you would receive in the limited number of sections requested above.

<b>T-0035.1</b>	<b>BSE - Request Structure Section Drawings</b>	<b>Closed</b>	<b>03/15/2011</b>	<b>03/25/2011</b>	<b>03/23/2011</b>	<b>Potentially</b> <input type="checkbox"/>
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**From:** Webcor Construction LP Nhi Tran

**To:** Turner Construction Compan Daphne Faulkner

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference attached sheet

As discussed in 03/09/11 TG03 Design Team meeting, AAI said they would provide sections of the trainbox structure if BBII indentified where to take the cuts. Below is a list and the attached shows where BBII would like these taken

CUT # - DESCRIPTION

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

See the attached in-progress design documents at the requested locations. This information is being provided as reference information for use in determining possible locations for the shoring struts and is not issued as a construction document.





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	<div>1.A - Full length section along Grid A</div> <div>1.E - Full length section along Grid E</div> <div>1.J - Full length section along Grid J unfolded along wall alignment</div> <div>2 - Full width section at Column Line 3</div> <div>3 - Full width section at Column Line 7</div> <div>4 - Full width section at Column Line 10.5</div> <div>5 - Full width section at Column Line 18 (CL First St)</div> <div>6 - Full width section at Column Line 23</div> <div>7 - Full width section at Column Line 26 (CL Fremont St)</div> <div>8 - Full width section at Column Line 30</div> <div>9 - Full width section at Column Line 34.5 (Beale St.)</div> <div>10 - Section at "flare?"</div> <div>11 - Section at "flare?"</div> <div>Please provide either electronic 2D CAD files at for each section where BBII can dimension, or hardcopy drawings that are fully dimensioned.</div>						
T-0036	BSE - Bracing Load Discrepancy	Closed	02/16/2011	02/26/2011	02/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Sheet GT-1110, Specification Section 31 55 00, and attached memo				Accept Suggestion: <input type="checkbox"/>			
Please see the attached memo from BBII's bracing design engineer, PB&A.				See the attached reply. -----			
PB&A are finding more than a slight discrepancy between the bracing loads given in the tables of GT-1110 when compared to loads they calculated using the "design profile" earth pressured diagram as shown on the same sheet.				Attached Response from ARUP - 02/18/2011 Kevin Clinch			
As required by note 6 on GT-1110, BBII is continuing their design with the forces given in the tables, however BBII feels it is prudent to note the variances.				The internal bracing system shall be designed to satisfy the criteria specified in the contract documents including the strut loads given in the tables on GT-1110.			
				Our review of the calculations included with the RFI was limited to that necessary to understand the Contractor's questions. The calculations have not been reviewed for conformance with the contract documents. A more complete review will be undertaken when the calculations are issued as a			



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<hr/>							
	BBII requests confirmation that the forces given in the tables of GT-1110 are correct.					submittal. Additional calculation documentation and / or a meeting with the Contractor's engineer will be required for us to interpret the software output and to facilitate our review.	
<hr/>							
T-0037	BSE - Request for Utility As-Builts	Closed	02/17/2011	02/28/2011	03/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By: AECOM Technical Service Eric Zagol			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference Sheets U-2021 to U-2023, U-4005		Phase I electrical ducts as shown on the AECOM Relocation of Utilities Project (RUP) Plans sheets U-2020, U-2021, U-2022 and U-2023 on First and Fremont streets have been constructed or will be constructed by PG&E. AECOM has requested as-built information from PG&E on what has been constructed to date and will provide upon receipt.					
BBII is requesting as-built data for the phase 1 electrical ductbanks at First St. and Fremont St. BBII is particularly interested in receiving the coordinates, elevations, width and depths of the ductbank where they intersect the CDSM wall as shown on utility drawings U-2021 through U-2023		Sections X and Y on RUP sheet U-4005 shows utilities in the proposed final locations following construction of the Transit Center substructure and permanent utility corridors on First and Fremont streets. Not all utilities shown need to be incorporated and supported by the interim bridge structures on First and Fremont streets.					
Additionally, BBII would like to receive more info on the phase 2 utilities shown in section X&Y on U-4005: - What material are these ducts and are they encased? - Can the spacing shown on U-4005 be shifted to accommodate bridge girder spacing?		Only PG&E and Verizon Phase II utilities need to be incorporated and supported from the interim bridge structure. The remaining utilities i.e. AT&T, TCG and PG&E "NIP" (PG&E New Bushiness) indicated in section, will be constructed following construction of the Transit Center substructure and permanent utility corridors.					
		PG&E has proposed steel conduit for the ducts to be supported by the interim bridge structures. Verizon has proposed PVC conduits.					
		Proposed modifications to utility alignments (horizontal and vertical) and conduit configuration may be acceptable upon review and acceptance by AECOM and the private utility. AECOM suggests a coordination meeting between BBII, AECOM and the					



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private utilities to help facilitate the interim bridge and utilities support design.							
T-0037.1	BSE - Request for Utility As-Builts	Closed	03/24/2011	04/04/2011	04/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:AECOM Technical Service Eric Zagol			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference RFI #T-0037 and Sheets U-2020, U-2021, U-2022 and U-2023  Please provide BBI with as-built information from PG&E on what has been constructed to date, as mentioned in the response to RFI #T-0037		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> PG&E's substructure work on First and Fremont Streets is scheduled to be complete by April 28, 2011. PG&E will provide as-built drawings following completion of their work.			
T-0037.2	BSE - Request for Utility As-Builts	Closed	03/24/2011	04/28/2011	04/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Daphne Faulkner			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference RFI #T-0037.1  Please provide BBI with as-built information from PG&E on what has been constructed to date, as mentioned in the response to RFI #T-0037 and RFI#T-0037.1		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Please see response to RFI #T0037.1. Asbuilts will be available once received from PGE. This issue has being denoted in the open issues log and does not require an open RFI to track the issuance of the asbuilts.			
T-0038	BSE - Shear Walls for Rebracing	Closed	02/17/2011	02/27/2011	02/22/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference response to RFI #T-0024, Sheet GT-1112, and attached drawing		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Thornton Tomasetti Response:			



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	<p>The response to RFI #T-0024 noted discussions that took place during the TG03 BSE Trade Subcontractor - Design Team Coordination Meeting, about utilizing the permanent shear wall as re-bracing during the train box build out.</p> <p>Attached is a sketch showing a staged wall construction and strut removal sequence that BBII believes would eliminate the need for re-bracing along the SW Wall.</p> <p>Is this sequence acceptable?</p>			<p>The conditions depicted in Stage 12 &amp; 13 of sketch GT-1112 for shearwalls to be used as re-brace elements will cause overstressing of the mat slab and excessive movement of the Trainbox wall, and therefore, is not acceptable. Note however, that once the Lower Concourse slab is constructed and develops the design strength, the upper portion of the shearwall above the Lower Concourse slab can be used as re-braces. See attached SKS-0101 that illustrates the load path of the shearwall.</p> <p>ARUP Response:</p> <p>The use of the permanent concrete shearwalls as bracing is acceptable provided the design criteria specified in the construction documents is satisfied. This includes, but is not limited to, the bracing stiffness requirements. The effective stiffness of the shear walls will be affected by the stiffness of the permanent train box wall and mat slab and tiedowns.</p> <p>The response to this RFI must include input from Thornton Tomasetti regarding the impact on the permanent structural elements.</p>			
T-0039	301 Mission Screen Wall - Base Plate Dimensions	Closed	02/17/2011	02/27/2011	02/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation	
Co-Author:					David Fyfe		
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: 2/S-5000, D/S-5000, attached sketches				Neither options A nor B are acceptable for the anchor bolt mounting system. Provide a base plate as detailed on S-5000 that has the dimensions of 14" by 18".			
See the 301 Mission Screen Wall drawings, specifically details 2 and D/S-5000. Is it acceptable to use a base plate with dimensions 14" x 14", in lieu of the 14" x 18" per plan below the HSS 10" x 10"? See attached sketches of proposed anchor bolt mounting options A and B. If acceptable, please choose the detail you prefer.							



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T-0040	BSE - Proposed Bracing Removal Sequence	Closed	02/22/2011	03/04/2011	02/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran			To: Turner Construction Compan			Daphne Faulkner	
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal			Answered By:Adamson Associates, Inc George Metzger				
REQUEST:			SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>		
Reference Sheet GT-1112 and attached proposal			ARUP Response:				
Attached is a proposed sequence for bracing removal that involves removing the two lower layers of bracing after the structural slab and fillets are poured. BBII's shoring designer has done analysis at each stage of construction (see attached). The results show that removal of the two lower levels after the slab has been poured produces less deflection than the fully excavated condition. The results are summarized for case west and case east on page 18 and 36 respectively.			The question in this RFI is a substitution request and should be submitted following the appropriate procedures outlined in the specifications.				
BBII believes this proposed sequence provides a tremendous value to the overall project by: - Eliminating the coordination between the bracing and concrete trade subcontractors during the construction of the lower walls and concourse slab - Eliminates a horizontal construction joint in the lower wall which significantly reduces construction cost and duration. - Allows for better waterproofing product, by eliminating a construction joint and reduces patching of the membrane around shoring elements - Allows for unobstructed construction of the lower walls and soffit shoring of the concourse level slab, which also reduces construction cost and duration  BBII is requesting evaluation by TJPA's design team to determine if this sequence is acceptable.			Considerable time and coordination between the design team members is required to properly evaluate the suggestion. Arup will continue to study the issue. We understand it will be a topic of discussion at the March 1 TG03 BSE Subcontractor - Design Team Coordination Meeting.				

T-0041	BSE - COR and PCO Forms	Closed	02/23/2011	03/05/2011	03/16/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran			To: Turner Construction Compan			Daphne Faulkner	
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal			Answered By:Turner Construction Comf Daphne Faulkner				
REQUEST:			SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>		
Reference Spec. Section 00 07 00, 6.03E,			There are no forms provided by TJPA. Webcor/Obayashi has established an acceptable summary cover sheet for change proposals.				
Per section 00 07 00, 6.03E, BBII requests for the form as mentioned to be supplied by TJPA, preferably in editable electronic format.							



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T-0042	301 Mission Screen Wall - Elevation of concrete wall	Closed	02/24/2011	03/06/2011	03/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation	David Fyfe

## Co-Author:

## REQUEST:

Please clarify the following information regarding the field elevation of the new concrete wall. Detail A/S-4000 indicates that the concrete foundation wall height shall be +/- 2'- 2" to 2'- 8". Based on this reference the tallest part of the concrete wall will be the East point of the wall. The height of the wall will then decrease as the wall moves west towards Fremont St. (the west side). If we use a wall height of 2'- 8" at its tallest point (the east side), that would result in a wall height of 20.5 inches at Fremont Street (the west end). This is less than 2'-2" as indicated in the contract drawings; therefore please confirm that Transworld will be building a concrete wall height between 20.5 inches to 2'- 8". As a point of comparison, the original existing screen wall had this exact same dimension of 20.5 inches at the low and 2'- 8" at the high.

## SUGGESTION:

## ANSWER:

Accept Suggestion: ☐

New concrete wall height of 20.5" above the existing embed plate on west end is not acceptable.

Contract documents show the new concrete wall height varies from 2'-2" +/- to 2'-8" +/- . This is based on the driveway elevations shown on the existing plans provided by Millennium Partners, developer for 301 Mission Street, and allowing for a code required minimum 18" high concrete wall from top of paver/driving surface for vehicle safety. As noted on A/S-4000, "Top of (E) Vault Wall Elevation may Vary, Contractor to VIF, Adjust Concrete Wall Accordingly", please adjust top of concrete wall to be minimum 18" above top of paver/driving surface (approximately 2'-4" +/- to 3'-4" +/- in wall height).

See attached coordination sketch.

T-0043	301 Mission Screen Wall - Temporary Vault Plug at Utility Vault Opening	Closed	02/25/2011	03/07/2011	03/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation	David Fyfe

## Co-Author:

## REQUEST:

Regarding the transformer vault plug as shown on page C-5000; Transworld has been asked to submit some proposals as to how a plug should be installed. The original existing ventilation for the vault was open to the air at the original planters. This original ventilation was completely open and secured only by a metal grate to prevent access, but not water or air. As located on page C-5000, Transworld construction proposes to install 2 x 4 backing studs attached to the left and right vertical walls of the existing opening. These 2 x 4 backing studs will be adhered with powder actuated nails. Spanning across the backing studs Transworld construction proposes to install two 2 x 4 crossmembers which will be nailed to the 2 x 4 backing studs. This assembly can be seen in the attached pictures pages 1 and 2.

## SUGGESTION:

## ANSWER:

Accept Suggestion: ☐

Contractor shall provide the transformer vault plug based on the Option 4 solution with the following amendments;

1. Provide 2x4 cross members at max. 12" o.c. spacing;
2. Face of all 2x4 members shall be flush with outside face of existing vault wall to facilitate extension of plywood sheet beyond ventilation opening (see number 5 below);
3. Plywood sheet shall be two layers of 5/8" for a total of 1.25" thick, laminate plywood layers with waterproof adhesives;
4. Secure plywood to 2x4 members with galvanized nails or screws at min. 6" spacing;
5. Extend plywood sheet min. 6" beyond edge of ventilation opening (all four sides); and,

The assembly noted above is option 1.







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over an existing embed plate. At that plate #8 rebars are to be epoxied per RFI T-0027. Currently in the field the embed has been cut where the dowels are to be installed and holes are being drilled to the required 30" depth. It has been discovered that there are voids below the existing embed plate of up to 1.5". See attached pictures for some locations where this condition occurs. Please advise if this void is to be filled.

The result following grouting shall be that all voids are fully grouted. All grout materials shall be non-shrink grout. Pressure grouting shall be performed by qualified personnel who have experience in low pressure grouting steel plates. Contractor shall submit qualifications in the form of resumes identifying project experience utilizing low pressure grouting for personnel performing the work.

The Contractor shall provide a submittal identifying the non-shrink grout mix proposed for use and a narrative providing a full description of the means and methods proposed to result in grout flow from input point to output point including methods to result in prevention of trapped air (air is to be displaced by grout flow). A narrative describing means and methods shall specifically include identification of proposed equipment and the proposed porting and venting to allow installation of non-shrink grout and displacement of trapped air.

Where the embedded plate is not continuous (where the plate is not provided), the existing concrete surface shall be prepared meeting all requirements of a bonded construction joint.  
- David Fyfe 03/16/2011

====Additional  
Response====  
Pending approval by the TJPA, a CR will be issued.  
- Kevin Chiu 03/17/2011

T-0046	BSE - CLSM Slump	Closed	03/03/2011	03/13/2011	03/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal						
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference Specification Section 03 30 01			03/03/2011 Kevin Clinch				
The CLSM slump range for the Buttress Shoring Excavation Work is listed between 10" to 12". BBII has			ARUP Response - A CLSM mix with a slump range of 7" +/- 1" is acceptable pending our review of the				





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concerns about the CLSM mix segregating during placement with such a high slump. Please confirm if it is acceptable to provide a CLSM mix with a slump range of 7" +/- 1" in lieu of the 10" to 12" called for in the Specification.

Contractor's mix design. Arup will work with the Owner's Testing Agency to refine the Field Quality Control procedures for checking slump and segregation of the CLSM.

T-0047	BSE - Joint Preconstruction Survey		Closed	03/03/2011	03/13/2011	03/11/2011	Potentially	<input type="checkbox"/>	
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Daphne Faulkner	Answered By:Transbay PMPC			Alfred Lau
Co-Author:	Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:			SUGGESTION:			ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification Section 01 15 40 and attached list									
Attached is the list of buildings that BBI has identified for joint survey, in accordance with specification section 01 15 40. BBI requests confirmation of this list.									
Please provide BBI a contact for coordinating the joint survey effort. BBI would like to do this work on the week of March 14, 2011.									
		Arup has been, and will continue, performing interior preconstruction surveys at the properties listed by BBI. Arup will share the information with contractors as it becomes available. A representative from BBI may accompany Arup at the remaining site surveys. Contact Stephanie Reichin 415.227.9700 for a schedule of the remaining site visits.							

T-0047.1	BSE - Preconstruction Joint Survey Exteriors of Buildings		Closed	03/21/2011	03/31/2011	03/28/2011	Potentially	<input type="checkbox"/>	
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Daphne Faulkner	Answered By:Transbay PMPC			Alfred Lau
Co-Author:	Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:			SUGGESTION:						
Reference RFI #T-0047 and attached email									
Please confirm the exterior of the building, in accordance with item 1.5 D in the specification 01 15 40 Joint Survey, is also covered by the response of RFI T-0047 as well as the interior of the building.									
If not, please contact "property owners within 25 feet of the construction excavation" and arrange the joint survey immediately.									
				ANSWER:					
				Accept Suggestion: <input type="checkbox"/>					
				Response to RFI T-0047 was specific to the query posed relating to the preconstruction survey of adjacent building interiors (basements) that Arup is conducting and the feasibility for the contractor joining Arup for any future visits.					
				For the pre-construction joint-examination and photographing of adjacent building exteriors per 01 15 40 - 1.5.D, please coordinate with Turner (CMO), who will coordinate with Singer Assoc, TJPA's outreach consultant, to invite and/or coordinate the possible attendance of adjacent property owners. Please					



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submit a list of properties and planned schedule of the examination/photography activities ASAP for record and for coordination.							
T-0048	BSE - Building Demolition in Zone 1	Closed	03/03/2011	03/13/2011	03/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference CR-T-005 and Sheet SKGT-0001-R1  CR T-005 appears to require additional building demolition. Please provide a schedule for this demolition work and an estimated completion date as this will potentially impact BBI's schedule and work sequence.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> The "Eminent Domain" legal process is incomplete at this time - estimated completion date is 5/29/11. Therefore the demolition contract for 60 Tehama, 85 Natoma, 564 Howard and 568 Howard has not been issued and a schedule cannot be provided. The estimated demolition completion date is between 7/29/11 and 8/29/11.			
T-0049	BSE - Constructware	Closed	03/03/2011	03/13/2011	03/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Daphne Faulkner			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference Specification Section 01 10 40  Specification Section 01 10 40 Article 1.6 B4 states: "TJPA will provide Trade Subcontractors with the necessary training and access to Constructware"  BBI would like to schedule this training and make arrangements for access. Please provide a contact to get this process started.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Trade contractors will be given "View Only" access to Constructware. Contact Turner to schedule access and training. W/O is still responsible for managing the information flow to and from their trade contractors. TJPA will not accept information entered by trade contractors. All trade RFIs and submittals are to be reviewed by W/O prior to submission to TJPA.			
T-0050	BSE - Revised Plans for CR T-005B	Closed	03/07/2011	03/17/2011	03/14/2011	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.  <b>REQUEST:</b> Reference CR T-005B  As BBII has explained at the TG03 Trade Subcontractor - Design Team Coordination Meeting No. 3, held on February 23, 2011, in order for BBII to provide meaningful pricing and make preparations to order materials that will be required for the changed work, BBII is respectfully requesting revised contract documents for all work that is impacted by this change, specifically including, but not limited to, geotechnical and demolition drawings.  These drawings will allow BBII to accurately identify the changes and provide pricing that complies with Section 6 of the General Conditions.  In addition, due to increasing steel prices and long lead times, BBII proposes a revision to CR T-005B to allow for the ordering of additional shoring wall beams prior to the rest of the Change Order being negotiated. BBII believes this will reduce the overall cost of this change. Upon receipt of the revised drawings that include the new shoring wall beam table (GT-5101), BBII will be able to receive quotes for this work and finalize an order.	Nhi Tran  Ural Yal	<b>To:</b> Turner Construction Company  <b>SUGGESTION:</b>	<b>Answered By:</b> Turner Construction Company  <b>ANSWER:</b> Accept Suggestion: <input type="checkbox"/> URS will issue a revised D-2200 drawing this week.  ----- 03/10/2011 - George Metzger  Some parts of the question need to be answered by URS/PMPC/TJPA/Turner.  ARUP Response:  Arup's response regarding the request for geotechnical drawings and the soldier pile schedule is as follows: the "CDSM Shoring Wall Schedule" on GT-5101 does not change. The wall segments shown on the plan were simply extended to include the increased wall length. It is possible that the top of wall elevation may change +/- 1 ft once the finish grade is established following demolition of the buildings. The length of the soldier pile and the depth of the drilled hole from the ground surface will not change from that shown on the schedule.  In addition to GT-2101 which was issued as SKGT-0001-R1 in response to RFI-017, the change order will include the following drawings: GT-0000 (the drawing index will be clouded to show the affected drawings); GT-0100, GT-1110, GT-2000 (the shoring wall layout will be revised as shown and detailed on SKGT-0001-R1); and GT-5105 (the sections at 564 and 568 Howard will be deleted as these buildings will be demolished; a section will be added at 580 Howard showing the approximate distance to the building corner). Aside from the changes to GT-2101 which have been issued as SKGT-0001-R1, We consider the above described drawing changes to have no cost impact and therefore have not yet been issued.				
<b>T-0051</b>	<b>Returned Submittal Comments</b>	<b>Closed</b>	<b>02/16/2011</b>	<b>02/26/2011</b>	<b>03/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Daniel Foudy	<b>To:</b> Turner Construction Company	Daphne Faulkner	<b>Answered By:</b> Turner Construction Company	Daphne Faulkner		



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#### Co-Author:

#### REQUEST:

Ref Spec section 01 13 10

According to the Action and Distribution (section 1.11) of the submittal specifications, Submittals shall be returned indicating one of the following:

No Exceptions Taken

Make Corrections Noted

Revise and Resubmit

Rejected

We have received submittals back as "Not Reviewed" or "For Record Only". Please confirm these responses are acceptable and should be incorporated into the specifications.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

These responses are acceptable and will be incorporated into a revised specification section 01 13 10 to be issued in the future.

T-0052	BSE - P Parcel	Closed	03/09/2011	03/19/2011	03/10/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By: Turner Construction Comp				Jack Adams
Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal							

#### REQUEST:

Reference Specification Section 01 14 19, 1.4

According to the referenced specification section, Parcel P is available as of November 1, 2010 and will be available until 2013. BBI was informed that this parcel will not be available for this contract.

Please confirm.

If this parcel is not available, are there any alternative parcels that will be available for construction staging?

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Parcel P is available for Webcor-Obayashi use in accord with Spec. 01-14-19 - see attached sketch for shared use with TJPA.

<b>T-0053</b>	<b>BSE - Waler Standoff</b>	<b>Closed</b>	<b>03/09/2011</b>	<b>03/19/2011</b>	<b>03/14/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			



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<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc. Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-1110, RFI #T-0018, and attached photos and drawings  Previous RFI #T-0018 - BSE - Waler to CDSM Wall spacing addressed BBI's concern with only having 6" clear between the face of the CDSM Wall and the Waler. Conversations in the weekly TG03 BSE Design Team Coordination meetings have re-raised the issue and BBI believes it requires additional consideration. The response in RFI #T-0018 said that rebar couplers in the wall verticals (in the next contract) would be used to eliminate the conflict. BBI believes that this seems to be impractical and not cost effective for over 3000 lf feet of wall and 4 levels of walers. Providing a standoff equal to the wall thickness would be an additional cost to the BSE contract, but BBI believes it would be minor compared to dealing with the cost to deal with the conflict later.  BBI is requesting to please re-evaluate and provide direction.  Attached is a suggested detail as well as examples where it has been used before, for your consideration.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Provided the criteria shown in the Contact Documents is satisfied, the proposal is acceptable.  Additionally:  Provided this proposal is acceptable to the TJPA, the internal bracing design submittal shall include the details and calculations associated with this proposal.  The soldier piles shall be checked for the increased moment due to the eccentric strut reaction. This check shall be reported in the internal bracing submittal.  No increase in torsional loading on the soldier pile is permitted.  End of Comments			

T-0053.1	BSE - Waler Standoff	Closed	03/09/2011	03/19/2011	03/22/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Transbay PMPC	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal	Alfred Lau				
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Sheet GT-1110, RFI #T-0018, and attached photos and drawings				REVISED RESPONSE TO RFI #T-0053			
Previous RFI #T-0018 - BSE - Waler to CDSM Wall spacing addressed BBI's concern with only having 6" clear between the face of the CDSM Wall and the Waler. Conversations in the weekly TG03 BSE Design Team Coordination meetings have re-raised the issue and BBI believes it requires additional consideration. The response in RFI #T-0018 said that rebar couplers in the wall verticals (in the next contract) would be used to eliminate the conflict. BBI believes that this seems to be impractical and not cost effective for over 3000 lf feet of wall and 4				TJPA revises response to as follows:			
				The W/O and BBI proposal to increase the spacing between the waler and CDSM wall is acceptable to TJPA since it meets the requirements in 31 55 00 1.5 DESIGN subsections I, J, K, L, and M. This design is for Contractor use. This proposal from the Contractor creates multiple benefits for W/O and BBI including The waler is out of the way of the rebar and this will help W/O with their coordination with the Train Box concrete work subcontractor.			





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	<p>verticals (in the next contract) would be used to eliminate the conflict. BBI believes that this seems to be impractical and not cost effective for over 3000 lf feet of wall and 4 levels of walers. Providing a standoff equal to the wall thickness would be an additional cost to the BSE contract, but BBI believes it would be minor compared to dealing with the cost to deal with the conflict later.</p> <p>BBI is requesting to please re-evaluate and provide direction.</p> <p>Attached is a suggested detail as well as examples where it has been used before, for your consideration.</p>			<p>The 6 inch clearance is to provide a continuous path to allow the outboard curtain of reinforcement of the permanent wall to be routed through this space without requiring use of couplers or added lap splices at walers..."</p> <p>The Submittal for Internal Bracing needs to address the concerns expressed by the reviewers including Arup in their response to RFI T-0053 which states:</p> <p>"Provided the criteria shown in the Contact Documents is satisfied, the proposal is acceptable.</p> <p>Additionally:</p> <p>Provided this proposal is acceptable to the TJPA, the internal bracing design submittal shall include the details and calculations associated with this proposal.</p> <p>The soldier piles shall be checked for the increased moment due to the eccentric strut reaction. This check shall be reported in the internal bracing submittal.</p> <p>No increase in torsional loading on the soldier pile is permitted."</p>			
T-0054	BSE - AC Overlay at Temporary Bridges	Closed	03/09/2011	03/19/2011	03/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal	David Fyfe				
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference Specification Section 01 53 13, 1.3.A.6 and attached material information			2" minimum asphalt concrete (AC) overlay not acceptable. Provide minimum of 4" asphalt concrete (AC) overlay per contract documents (specification section 01 53 13, 1.3.B.3).				
For the temporary bridges, BBII will be using the attached structural bridge deck material from Big R Bridge. The troughs are filled completely with AC to the top of the decking, and an overlay will be applied over the top. BBII would like to use a 2" minimum overlay, resulting in an overall cross section with an average 4" thickness. Bridge geometry requirements specified in section 01 53 13 - 1.3.A.6 will be met without reducing the overlay thickness							









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	traffic?						
	BBII needs to have this information in order to provide accurate pricing for this Change Request T-006. Please advise.						
T-0056.1	BSE - CR T-006	Closed	03/24/2011	04/03/2011	04/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:			
Reference RFI T-0056 and CR T-006				Accept Suggestion: <input type="checkbox"/>			
Please confirm that any necessary repairs of the AC overlay are excluded from CR T-006 scope as discussed at the TG03 BSE - Design Coordination Meeting on 3/23/2011. Also, please provided additional sketches we discussed at the meeting as well. Finally, please provide a complete copy of Demo Contractor's change order related to CR T-006 to fully understand the limits of their responsibility.				CM/GC is responsible for maintenance of site - including these sidewalks- debris, cleaning, graffiti etc. as specified in contract documents.			
				The AC overlay was installed by Demolition Contractor per RFI 24.2. The basements were filled per contract using crushed concrete, compaction methods were used by EBi and verified by ISI Special Inspector. The AC overlay was installed per RFI 24.2 with asphalt applied no less than 3" thick.			
				However, the CM/GC's concern is related to the required repair if there is a failure of this asphalt. If there is a failure of the AC overlay (if caused by pedestrian traffic on this sidewalks- not construction equipment), then this should be brought to the attention of TJPA Rep at that time in accord with contract.			
				Demo RFI 24.2, EBi Proposal drawings and Change Order attached.			
T-0057	BSE - Verticality and Sonic Testing on Drilled Piers and Shafts	Closed	03/10/2011	03/20/2011	03/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Sheet GT-5202 and Specification Section 31				Accept Suggestion: <input type="checkbox"/>			
				ARUP Response:			



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63 29	<p>Specification Section 31 63 29, 3.8.1.3 states "The contractor shall perform a test to determine verticality of the steel tubes, or drilled holes, that are going to be used for the sonic tests."</p> <p>BBII has been advised by a number of testing firms that verticality tests cannot be performed on steel tubes or PVC tubes tied to steel cages. Detail 12 on Drawing GT-5202 shows 4 equally spaced PVC or steel tubes tied to reinforcing steel cage. BBII has also been informed that, as of now, there is not a specification in existence that mentions vertical tolerances of CSL tubes.</p> <p>BBII is proposing to do the following in lieu of formally testing the CSL tubes for verticality:</p> <p>1. BBII will make sure that the tubes are parallel and symmetrically placed. The cages and tubes will be properly inspected for positioning, spacing, parallelism prior to placing the cages into the hole. This is the most important inspection to ensure accurate CSL results.</p> <p>2. Since the tubes are tied directly to a vertical cage, and the cages and casings are tested for verticality anyway, BBII will do a visual inspection to ensure that the tubes are sufficiently "vertical" for CSL testing purposes prior to placement of tremie concrete.</p> <p>3. BBII will make sure that the cages are carefully lifted in a manner that limits the deflections of the cage to ensure that the CSL tubes do not fail at the joints.</p> <p>Please confirm if this is acceptable.</p>						<p>The verticality of the holes / tubes must be checked to properly interpret the CSL test results. If verticality tests cannot be performed on steel tubes, consider using PVC tubes. The integrity of the PVC tubes can be maintained by filling them with water and inserting alignment bars into them prior to concrete pouring.</p>
T-0058	BSE - Underground Utilities Removal on Beale Street	Closed	03/11/2011	03/21/2011	03/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Sheet D-2230				Accept Suggestion: <input type="checkbox"/>			
Per Drawing D-2230 Note 2, "Unless specified otherwise all utilities to be removed have already been cut and				Beale Street Utilities PGE and ATT. Substructure installation and work is incomplete. Work is scheduled to complete by 5/30/11. Cabling/cutovers & pressurizing gas pipe forecasted to be complete by			



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	<p>capped outside limits of work by Transbay Transit Center Program Relocation of Utilities Project including future utilities installed by the Transbay Transit Center Program Relocation of Utilities Project. Contractor to coordinate removal of utilities with TJP representative." Please confirm that the work described in Note 2 has been completed for all underground utilities on Beale St. If work has not yet been completed, please provide a list of utilities not yet abandoned and dates when the said utilities are to be cut and capped.</p>				<p>6/30/11. ATT will finish in this window also.</p> <p>***** These dates are subject to change due to weather, operational issues and any conflicts outside the control of PG&amp;E*****</p> <p>Beale St. Webcor-Obayashi: Relocation of Utilities project will provide the completion dates for utilities on Beale St.</p>		
T-0059	<b>BSE - Underground Utilities Removal on Fremont Street</b>	<b>Closed</b>	<b>03/11/2011</b>	<b>03/21/2011</b>	<b>03/23/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Daphne Faulkner				<b>Answered By:</b> Turner Construction Company      Jack Adams		
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						
	<b>REQUEST:</b> Reference Sheet D-2230  Per Drawing D-2230 Note 2, "Unless specified otherwise all utilities to be removed have already been cut and capped outside limits of work by Transbay Transit Center Program Relocation of Utilities Project including future utilities installed by the Transbay Transit Center Program Relocation of Utilities Project. Contractor to coordinate removal of utilities with TJP representative." Please confirm that the work described in Note 2 has been completed for all underground utilities on Fremont St. If work has not yet been completed, please provide a list of utilities not yet abandoned and dates when the said utilities are to be cut and capped.	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Fremont Street PGE Final conduit installation scheduled to be complete 4/11/11. Cabling and cutovers forecasted to be complete by 6/4/11.  ***** These dates are subject to change due to weather, operational issues and any conflicts outside the control of PG&E*****  Fremont St. Webcor-Obayashi: Relocation of Utilities project will provide the completion dates for utilities on Fremont St.		
T-0060	<b>BSE - Underground Utilities Removal on 1st Street</b>	<b>Closed</b>	<b>03/11/2011</b>	<b>03/21/2011</b>	<b>03/23/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Daphne Faulkner				<b>Answered By:</b> Turner Construction Company      Jack Adams		
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						
	<b>REQUEST:</b> Reference Sheet D-2230	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> First Street - Substructure installation scheduled to complete by 4/30/11. Cabling and cutovers forecasted		



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	<p>Per Drawing D-2230 Note 2, "Unless specified otherwise all utilities to be removed have already been cut and capped outside limits of work by Transbay Transit Center Program Relocation of Utilities Project including future utilities installed by the Transbay Transit Center Program Relocation of Utilities Project. Contractor to coordinate removal of utilities with TJPA representative." Please confirm that the work described in Note 2 has been completed for all underground utilities on 1st St. If work has not yet been completed, please provide a list of utilities not yet abandoned and dates when the said utilities are to be cut and capped.</p>			to be complete by 6/24/11			
				***** These dates are subject to change due to weather, operational issues and any conflicts outside the control of PG&E*****			
				First St. Webcor-Obayashi: Relocation of Utilities project will provide the completion dates for utilities on First St.			
T-0061	BSE - Concerns About Pile To Mat Slab Connection	Closed	03/15/2011	03/25/2011	03/23/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP      Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc	George Metzger		
	Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal					
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
	Reference Sheet S-3003 and attached detail		Thornton Tomasetti response:				
	BBII has concerns that the trestle pile to mat slab slip connection as shown in detail 2 on S-3003 will not work as intended. Based on BBII's understanding that this joint is intended to allow the mat slab to deflect upward and our limited knowledge of the permanent structure design, BBII has listed some concerns with this connection below: 1. BBII does not think the sleeve will be able to slide with the bolts and slotted holes completely encased in concrete. (see attached) 2. If the slab does deflect upwards and the lower section of pile is no longer in contact with the bearing plate, then the mat slab is carrying the entire load on the pile. 3. Any upward movements of the slab will affect the trestle supper structure framing. Differential upward deflections could cause damage depending on severity.		Comments in response to BBII concerns:				
			1. Bolts/slotted holes could be isolated from the concrete via styrofoam blocks.				
			2. Anticipated slab movement upward is due to rise of groundwater pressure after the dewatering pumps are turned off - which is after structure is completed and trestle work is completed.				
			Comments regarding proposed alternate detail:				
			1. Proposed detail does not address waterproofing at bottom of mat and allows water infiltration into the mat as currently presented.				
	BBII does wish to bear the risk of re-designing this joint due to the interaction with the permanent structure, however BBII has attached a suggestion that they feel would eliminate some of their concerns listed above.		AAI Response: Alternate detail will not satisfy waterproofing requirements.				
	Please provide a revised detail or rebut BBII concerns if						



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you still believe the detailed connection is the best suited for this application.							
T-0062	BSE - Concrete Submittals	Closed	03/16/2011	03/26/2011	03/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification Section 03 30 00				Thornton Tomasetti response:			
BBII believes a number of the submittals listed under the Cast In Place concrete spec section are not applicable to the BSE package. - 03 30 00-1.6.A.5 Joint Locations for Concrete Slabs to receive a terrazzo finish ı None of the concrete work in this package is to receive flooring. - 03 30 00-1.6A.6 Preconstruction Survey - This is intended for locations where concrete interfaces with existing construction. The mud slab does not interface with existing concrete, and BBII is not anticipating using concrete at the temporary bridges. - 03 30 00-1.6.A.7 Survey of Flat Plate or Flat Slab Concrete Floors - No flat plates included in the BSE package. - 03 30 00-1.6.A.8 Survey of as-built floor conditions - This is applicable to finish floors only, which are not included in the BSE package. - 03 30 00-1.6.A.8 Structural Repairs - BBII does not believe there is any structural concrete requiring repair procedures in the BSE package. - 03 30 00-1.6.A.10 Patching defective concrete finishes - The concrete work in the BSE package is not finished or exposed concrete, so BBII does not believe patching procedures are necessary.				Confirmed that the submittals listed in the RFI are not applicable for the BSE contract.			
Please confirm that the above submittals are not necessary for the BSE contract.							
T-0063	BSE - Request for Final EIS/EIR for Mitigation and Monitoring	Closed	03/16/2011	03/26/2011	03/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay PMPC                      Alfred Lau			



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**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Specification Section 01 35 65

BBII has been unable to obtain the report titled "Final EIS/EIR" dated November 29, 2007, as described in specification section 01 35 65, 1.1.A. The report requires the contractor to be responsible for mitigation measures and monitoring requirements that are included in the specification section.

Please provide BBII with this report.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

A copy of Final EIS/EIR as referred in 01 35 65 is available in Constructware at the following location:

File Director - Programwide - 5 Program Coord - 10 Environmental - 11 EIS/EIR - EIS/EIS Transit Center - 2004 EIS - Original

A Constructware screenshot is attached for your information.

<b>T-0064</b>	<b>BSE - Demolition Contract Backfill Material</b>	<b>Closed</b>	<b>03/16/2011</b>	<b>03/26/2011</b>	<b>03/21/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp Jack Adams			

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference photos (attached)

It appears that the demolition contractor is leaving large unprocessed rubble along the backside of some of the basement walls (See attached photos). Per the demolition drawings included in BBII's contract, all of the material in this area should be crushed/processed concrete at 3" minus. Handling material that does not meet these requirements will be considered a changed condition. Please advise.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The site Parcel E is in progress. The basement will be filled in accord with the contract drawings with crushed/processed concrete at 3" minus upon completion of work by the demolition contractor - contract completion date 4/7/11.

Please do not use RFI to ask a question of an area not yet completed by the Demolition contractor. Webcor-Obayashi the CM/GC or Turner Construction CMO can easily answer these questions over the telephone or via e-mail.

<b>T-0065</b>	<b>301 Mission Wall - Length of dowels in concrete wall</b>	<b>Closed</b>	<b>03/17/2011</b>	<b>03/27/2011</b>	<b>03/24/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Hungerford	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> URS Corporation David Fyfe			

**Co-Author:**

**REQUEST:**

Reference: Sheet S-5000, RFI T-0042

The response to RFI T-0042 specifies for the new concrete wall height to be exposed above the existing pavers a minimum 18". To achieve this requirement, the overall concrete wall height must be increased 8",

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Use of fabricated #8 bars with lenton terminator acceptable. #8 embedment bars shall be dowelled 30" into existing concrete vault wall per RFI T-0027.

Resulting distance from top of #8 embedment bars with lenton terminator to top of new concrete wall will



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	<p>therefore also increasing the length of the dowels that are to be installed.</p> <p>The #8 embedment bars have already been purchased and fabricated. To achieve the higher wall height per response to RFI #T-0042, 90% of these fabricated #8 bars will have to be scrapped and new bars with the longer length must be made.</p> <p>As an alternative, would it be acceptable to still use the fabricated #8 embedment bars dowelled 30" into the wall per RFI T-0027, with the lenton terminator which would be set 32" above the (E) steel plate?</p>				<p>vary between approximately 3" - 9", verify in field. If resulting distance from top of #8 embedment bars with lenton terminator to top of new concrete wall is greater than 6", contractor shall install #4 U-bars at 12" on center. #4 U-bars shall be centered between the #4 ties on both sides of the #8 bar(s). #4 U-bar legs shall be 22" long.</p> <p>See attached coordination sketch.</p> <p>TJPA Representative to field verify all rebar placement prior to Contractor placing concrete.</p>		
T-0066	BSE - Pile Survey for Buttress Area	Closed	03/21/2011	03/31/2011	04/04/2011	Potentially	<input type="checkbox"/>
	<p><b>From:</b> Webcor Construction LP                      Nhi Tran</p> <p><b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal</p> <p><b>REQUEST:</b></p> <p>It is BBII's understanding that EBI has completed their survey of the existing timber piles in the buttress area, including the area that was previously missed.</p> <p>Please provide BBII with the remaining timber pile survey information, as indicated at the TG03 BSE Design Coordination Meeting.</p>	<p><b>To:</b> Turner Construction Compan    Daphne Faulkner</p> <p><b>SUGGESTION:</b></p>	<p><b>Answered By:</b>Turner Construction Comp Jack Adams</p> <p><b>ANSWER:</b></p> <p><b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Here is the remaining timber pile survey information.</p> <p>It is expected that BBII will provide the TJPA a Credit since this survey scope was in contract Spec. 02-41-19 Para 1.4E</p>				
T-0067	BSE - Joint Preconstruction Survey	Closed	03/21/2011	03/31/2011	03/23/2011	Potentially	<input type="checkbox"/>
	<p><b>From:</b> Webcor Construction LP                      Nhi Tran</p> <p><b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal</p> <p><b>REQUEST:</b></p> <p>Reference RFI T-0047</p> <p>Based on recent discussions, BBII is requesting confirmation of their understanding of Specification Section 01 15 40:</p> <p>1. The inside survey of the adjacent buildings will be performed by ARUP and ARUP is in the process of</p>	<p><b>To:</b> Turner Construction Compan    Daphne Faulkner</p> <p><b>SUGGESTION:</b></p>	<p><b>Answered By:</b>Transbay PMPC                      Alfred Lau</p> <p><b>ANSWER:</b></p> <p><b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>1. Correct.</p> <p>2. The 19 buildings listed by ASC for BBI are all included in the pre-construction survey list prepared by Arup (copy attached).</p> <p>(note the 101 1st Street address listed by ASC should be corrected to 100 1st &amp; 533 Mission)</p>				





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	performing these surveys. BBII will attend these surveys to the extent possible. ARUP will also provide monitoring of these buildings, including but not limited to, active crack monitoring. ARUP will make the initial survey and subsequent monitoring information available to BBII. BBII reserves its right to review this information and request to perform its own indoor survey at any of the surveyed buildings. ARUP is solely responsible for the accuracy of the information provided and the continuation of the monitoring effort. ARUP is also responsible for ensuring that the property owners concur with the surveying methods and the results. 2. The list of 19 buildings previously provided by BBII is accurate and is in conformance with ARUP's list. 3. The TJPA will arrange for a survey of the outside of these buildings with the attendance of the property owners. BBII will attend with its professional photographer as required by the Specifications.			3. Correct.			
<b>T-0067.1</b>	<b>BSE - Joint Preconstruction Survey Follow-Up</b>	<b>Closed</b>	<b>02/06/2012</b>	<b>02/16/2012</b>	<b>02/15/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields <b>To:</b> Arup		Kevin Clinch	<b>Answered By:</b> Webcor Construction LP      David Fields				
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
Per 01 15 40 and confirmed within RFI #T-067: ARUP is to provide monitoring information from adjacent buildings including but not limited to, active crack monitoring. ARUP will make the initial survey and subsequent monitoring information available to BBII. Please provide this information.			ARUP Response:				
			Arup has provided the pre-construction surveys to the TJPA via the Architect. The Contractor's request will be addressed by the TJPA.				
<b>T-0067.2</b>	<b>BSE - Monitoring Information for 545 Mission</b>	<b>Closed</b>	<b>02/13/2012</b>	<b>02/13/2012</b>	<b>02/16/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas <b>To:</b> Turner Construction Compan		Gary Kruttsch	<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				





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Ref RFI T-0067 and T-0067.1

Please provide the monitoring information from 3/23/2011 through 11/01/2011 as agreed to in response to RFI T-0067.

George Metzger - ARUP Response: Arup has provided the TJPA, via the Architect, the reports and photographs documenting our visits which have been made at the request of the TJPA. The Contractor's request will be addressed by the TJPA.

Per Jack Adams of Turner Construction:

Contractor is directed to fulfill their contractual obligations and perform the work described in Specification Section 01 15 40 PROTECTION OF PROPERTY for all buildings adjacent to the Project.

Contractor will coordinate the Joint Survey to establish authenticity of claims by coordinating access and access dates with TJPA Representatives (Singer Associates).

<b>T-0068</b>	<b>BSE - Soil Encountered During Installation of Pile Removal Instrumentation</b>	<b>Closed</b>	<b>03/22/2011</b>	<b>04/01/2011</b>	<b>03/25/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> When ARUP was installing their pile removal instrumentation, they recorded the depths of the various soil layers they encountered.  Please provide BBII these depths for the pile extraction work.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
					ARUP Response:  Soil log attached.		

<b>T-0069</b>	<b>BSE - Revised Shoring Wall Layout Clarification</b>	<b>Closed</b>	<b>03/23/2011</b>	<b>04/02/2011</b>	<b>03/28/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> BBII believes there is an issue with some of the information provided regarding the revised shoring wall			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
					ARUP Response:		



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layout.

The following information was provided on drawing SKGT-0001-R1:

- The (x, y) distances of the intersection of the LOL's of segments X1-1 and R2-1 (Point P on attached sketch) from the intersection of 1-line and J-line: (x, y) = (73'-2 1/4", 166'-4").
  - The (x, y) distances of the radial center of segment R2-1 (Point C on attached sketch) from the intersection of 1-line and J-line: (x, y) = (490'-7 1/4", 640'-10 1/4").
- &#61607; The radius of the LOL of segment R2-1 as 633'-6".

The distance between the point P and point C can be calculated with the above information:  
&#61607; &#916;X = 490'-7 1/4" minus 73'-2 1/4" = 417'-5" = 417.417  
&#61607; &#916;Y = 640'-10 1/4" minus 166'-4" = 474'-6 1/4" = 474.521  
&#61607; D = (&#916;X2 + &#916;Y2)1/2 = (417.4172 + 474.5212)1/2 = 632.053'

Using the distances provided on SKGT-0001-R1 gives a distance of 632.053' between point P and C. This distance must be 633'-6" because it lies along segment R2-1 and the radius of the arc is given. There must be an error in either the radius or one of the other given dimensions. BBII requests an expedited response as this information is critical to our work.

The dimensions to the corner of the LOL where segment X1-1 and R2-1 meet have been revised.

See the attached SKGT-0001-R2.

<b>T-0070</b>	<b>BSE - Excavation Permit for Pre-trenching in the Public Right of Way</b>	<b>Closed</b>	<b>03/24/2011</b>	<b>04/04/2011</b>	<b>03/25/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Company	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Alfred Lau		
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
Reference Specification Section 01 14 10 and attached sheet			For pre-trenching work, Contractor is expected to acquire excavation permit from DPW. Permit fee is reimbursable by TJPA.				
BBII would like to confirm the following:							





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T-0073	BSE - Request for Response Spectra	Closed	03/30/2011	04/09/2011	04/07/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 01 53 13  During a meeting with the San Francisco DBI & DPW, it was expressed that BBII must use response spectra generated by ARUP in the design of the temporary bridges. It was also noted that if the bridges are going to be in place for over 5 years, the design must be for a permanent structure and the specified ground motion may not be suitable. Therefore, BBII requests response spectra for a ground motion with a 10% probability of exceedence in 50 years as specified, as well as for a ground motion with a 7.5% probability of exceedence in 75 years.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
				ARUP Response:  This request needs to be discussed in more detail. We will provide this in time for Tuesday's meeting.  Adamson Comment:  The meeting referenced will be held on April 12, 2011. The purpose of delivering the information in the meeting is to confirm that the Contractor and Arup have a common understanding of the requested information and the data being transmitted.			
<hr/>							
T-0073.1	BSE - Request for Response Spectra	Closed	03/30/2011	04/09/2011	04/14/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Response to RFI#T-0073  During a meeting with the San Francisco DBI & DPW, it was expressed that BBII must use response spectra generated by ARUP in the design of the temporary bridges. It was also noted that if the bridges are going to be in place for over 5 years, the design must be for a permanent structure and the specified ground motion may not be suitable. Therefore, BBII requests response spectra for a ground motion with a 10% probability of exceedence in 50 years as specified, as well as for a ground motion with a 7.5% probability of exceedence in 75 years.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
				ARUP Response:  Attached are:  1. Arup Amec (2010) report Tables 3-3(bedrock), 3-7a ( base of structure West end of box), 3-7b (base of structure East end of box), 3-9 (ratio vertical to horizontal spectral acceleration ratios) and Table 3-4 giving scale factors for near-fault effects. Note that these spectra exclude structural interaction effects and do not include the progressive softening effects that will occur progressively in the Old Bay Clay.  2. Output from LS Dyna dynamic analyses of the temporary (1 in 100 year return period) condition at 301 Mission, adjacent Fremont Street abutment, using the Kobe bedrock and far-field motions to generate the horizontal acceleration spectrum at the top of the shoring wall. This produces increased spectral accelerations at the fundamental period ( understood to be 0.8s) of the Contractor's bridge structure.  Arup recommends that a meeting be held to review			



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and discuss these after the Contractor's engineer has examined them.

T-0074	301 Mission Wall - Nelson Stud and Stirrup Locations			Closed	04/01/2011	04/11/2011	04/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation		David Fyfe	

Co-Author:

REQUEST:

Reference: RFI T-0027

Per field conversation, please confirm that it is acceptable to install/weld nelson studs at 9" on center at locations in front of the vault intrusions into the concrete stem wall, where the #8 size dowels are also spaced at 9" on center, per RFI T-0027. The Nelson Stud spacing will match dowel embeddment locations. This spacing also facilitates the installation of rebar stirrups and provides two tie points, one being the dowel, and the other the nelson stud.

This work is currently ongoing and immediate confirmation is requested. Please confirm this layout is acceptable.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Industry standard practice is to use miscellaneous added tie rebar (e.g. #3 or #4 bar) to provide for requirements to tie reinforcement bars as required. This RFI is a request to change spacing of nelson stud bars from 12" o.c. to 9" o.c. (where #8 dowels are spaced at 9" o.c.) in lieu of use of added tie bars.

We note this request is for convenience of the Contractor and on this basis take no exception to reducing the spacing of the nelson stud bars from 12" o.c. to 9" o.c. (where #8 dowels are spaced at 9" o.c.). Accordingly, no change in contract and/or extension in schedule will be provided to accommodate this Contractor request. All impacts including cost and schedule associated with reducing spacing of nelson stud bars shall be borne solely by the Contractor.

David Fyfe, 04/01/2011

No CR will be issued for work associated with the change in nelson stud spacing from 12" o.c. to 9" o.c. (where #8 dowels are spaced at 9" o.c.).

Kevin Chiu, 04/01/2011

T-0075	BSE - Specification Section 32 12 17 and 32 12 18			Closed	04/04/2011	04/14/2011	04/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Transbay PMPC		Alfred Lau	

Co-Author:

REQUEST:

SUGGESTION:

ANSWER:

Accept Suggestion: ☐



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<div>We noticed that the Specification 32 12 17 at the bid has been revised to 32 12 18 in the IFC Document. 1. Please confirm that the content of the specification "STREET EXCAVATION AND RESTORATION" was unchanged between pre-bid and post-bid. 2. Please confirm that the Trade Subcontractor shall continue to use the Specification Number 32 12 18 and TJPA shall revise the Table of Contents and other specification sections referring to "32 12 17."</div> <div>1. Confirmed. Street Excavation and Restoration specification was issued as 32 12 17 in the IFB set, and issued as 32 12 18 to avoid duplication with the Pavement Restoration specification for the Utilities trade packages.  2. Confirmed. As stated above, 32 12 17 is for Pavement Restoration section for the Utilities trade packages, and is not applicable for TG03 Work.</div>							
T-0076	BSE - Footing and Pile Removal at Bent 59 - 61	Closed	04/04/2011	04/14/2011	04/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Daphne Faulkner			Answered By: Turner Construction Company      Jack Adams				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST: Reference Sheet D-1072, D-1030, D-1046, and D-5103 and Spec Section 01 35 65  Please advise the following as discussed with BBII on 03-28-2011 have been completed per the Demolition Contract: - Bent 59-61 - Removal of columns, footings and timber piles as required to complete 4'x4' x13' excavation below grade complete and backfilled. (Refer to drawings D-1072, D-1030, D-1046).			SUGGESTION:  ANSWER:      Accept Suggestion: <input type="checkbox"/> Demolition of both Bent 59 and 61 was completed per Demolition Contract Drawing D-1046 Rev.0 Dated 01/04/10 and Drawing CL-17456 Rev.1 dated 8/10/09.  Bent footings were demolished to the minimum 3 feet below grade per drawing D-1046 and applicable notes. Locations of these Utility Pole Foundations were determined by SFMTA (MUNI) and BLHP (Street Lighting).  The three (3) locations total for the new Utility Pole Foundations had the bent footings removed and were excavated to a depth of 13' (+/-). Wood piles were not "pulled." Pile removal consisted of removing the top of pile as required to install the pole foundations to depth.				
T-0077	BSE - Monitoring Plans and Data for Zone 4 and Lot N	Closed	04/04/2011	04/14/2011	04/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Daphne Faulkner			Answered By: Turner Construction Company      Jack Adams				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST: Reference Specification Section 01 35 65			SUGGESTION:  ANSWER:      Accept Suggestion: <input type="checkbox"/> Project "110 - Existing Terminal Building & Ramps Project" in Constructware contains the following				



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	As discussed at the site walk through meeting on 03-28-2011 with BBII, BBII requests a copy of the demolition contract monitoring plan and any data in relation to demolition contract mitigation monitoring of Lot N and Zone 4.			submittals with the monitoring data requested-  1. 011540-02.0 Pre-Construction Survey - 181 Fremont St 2. 011540-04.0 Pre-Construction Survey - 199 Fremont St  Note: 301 Mission did not provide the demo contactor access therefore data is not available for this property.			
T-0078	BSE - Timber Piles Not Yet Surveyed by EBI	Closed	04/04/2011	04/14/2011	04/12/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Nhi Tran Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal	To: Turner Construction Company Daphne Faulkner	Answered By: Turner Construction Company Jack Adams				
	REQUEST: Reference attached photos and sketch  While BBII was excavating the trial pile extraction area and exposing the timber piles on 03/31/11, piles that were not surveyed by EBI were discovered on the eastern side of the TPE area close to pile 215053. Please advise on how to proceed.	SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
				Demolition Contractor exposed tops of wooden piles as part of demolition and was not required to survey wooden piles.  BBII should follow contract Spec 02-41-19 Pile Removal Para 1.4 and provide existing timber pile documentation.  Each pile over contract quantity will be reimbursed as force account (unless parties can agree on a unit rate) in accord with CCO no. T-001 Rev 2 dated 4/8/11.			
T-0079	BSE - Existing Street Light Footing Locations	Closed	04/04/2011	04/14/2011	04/11/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Nhi Tran Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal	To: Turner Construction Company Daphne Faulkner	Answered By: Turner Construction Company Jack Adams				
	REQUEST: Reference Specification Section 02 41 01  As discussed at the site walk through meeting 03-28-2011 with BBII, the pre-existing street light poles were relocated per demo contract. BBII was told the foundations and timber piles for the pre-existing street lights have not been removed.	SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
				Spec 02-41-00 is the Spec for Demolition Contractor and Demolition Drawing D-1084 scopes the Lighting Removal and Replacement Plan.  All Pre-existing street lights scoped in the Demolition Contract Drawings were demolished and removed. There are no pre-existing lights, street light			



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<p>Please provide BBII with as-built drawings indicating the pre-existing street light locations. Pre-existing streetlight foundations will need to be removed before CDSM wall installation, if a conflict is identified.</p> <p>foundations or OCS pole foundations remaining installed that were contracted for demolition by Demolition Contractor.</p> <p>The (3) three Light Poles and Light Pole Foundations located at Fremont St. per Demolition Drawing D-1084 are on "Portable Foundations" (versus poured concrete foundations).</p> <p>The (3) three Light Poles and Light Pole Foundations located on First St. per Demolition Drawing D-1084 are on poured underground foundations anchored to basement floor.</p> <p>This is less scope for BSE Contractor who will not have to disconnect and demolish pole foundations that were located in the Frmont St. excavations. Locations of these Portable Light Poles at Fremont and underground foundation Light/OCS Poles on First St. were determined by SFMTA (MUNI) and BLHP (Street Lighting).</p>							
T-0080	BSE - Additional Timber Piles Not Surveyed by EBI	Closed	04/04/2011	04/14/2011	04/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal			To: Turner Construction Compan      Daphne Faulkner		Answered By: Turner Construction Comp      Jack Adams		
REQUEST: Reference RFI#T-0078 and attached photos and sketch  While BBII was excavating the trial pile extraction area and exposing the timber piles on 04/01/2011, piles that were not surveyed by EBI were discovered on the southern side of the TPE area close to piles 215044, 215043 and in the centre of the TPE area at 215054, as shown in the attached drawing. The pile next to 215054 was extracted due to its proximity to 215054. A total of 7 additional piles have now been discovered to date. Please advise BBII on how to proceed.			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> BBII should follow contract Spec 02-41-19 Pile Removal Para 1.4 and provide existing timber pile documentation.  Each pile over contract quantity will be reimbursed as force account (unless parties can agree on a unit rate) in accord with CCO no. T-001 Rev 2 dated 4/8/11.		
T-0081	BSE - Revised Shoring Wall Alignment Dimension	Closed	04/05/2011	04/15/2011	04/11/2011	Potentially	<input type="checkbox"/>





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<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Compan <b>SUGGESTION:</b>	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc	George Metzger		
<b>REQUEST:</b> Reference attached sheet SKGT-0001-R1  The dimension from gridline J to the intersection of wall segments 1-1 and X1-1 was not updated for the revised shoring wall alignment - see attached drawing for reference. Please provide the correct dimension.				<b>ANSWER:</b> ARUP Response:  The dimensions have been revised. See the attached SKGT-0001-R3.	<b>Accept Suggestion:</b> <input type="checkbox"/>		
<b>T-0082</b>	<b>BSE - Hazardous Material Removed From Site</b>	<b>Closed</b>	<b>04/05/2011</b>	<b>04/15/2011</b>	<b>04/11/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Compan <b>SUGGESTION:</b>	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp	Jack Adams		
<b>REQUEST:</b> Reference Specification Section 00 03 35  Please confirm that all hazardous material has been removed from site per the extent of demolition contract drawings for Zone 4 and Lot N.				<b>ANSWER:</b> Above ground structures and foundations were demolished at Parcel N, including footings to minus 3 feet. Demolition contract Hazardous materials scope was completed including 133 Beale st. Bar and Grille.  Refer to Demolition Drawings D-1011, D-1012, D-1013, D-1029, D1030, D1044-1046 and D-1252 for extent of removal of structures and hazardous material.	<b>Accept Suggestion:</b> <input type="checkbox"/>		
<b>T-0083</b>	<b>BSE - Existing Utilities Decommissioning Lot N and Zone 4</b>	<b>Closed</b>	<b>04/05/2011</b>	<b>04/15/2011</b>	<b>04/13/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Compan <b>SUGGESTION:</b>	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp	Jack Adams		
<b>REQUEST:</b> Reference Sheet D-2230 and Specification Section 02 41 01  Please provide as built drawings for all decommissioned utilities in Lot N and Zone 4 to BBII.				<b>ANSWER:</b> Parcel N: Existing Utilities were decommissioned (e.g. cut and cap) in accord with Contract Drawings which only is 133 Beale st. Bar and Grille per D-1252.  Parcel D Zone 4 : Existing Utilities were decommissioned (e.g. cut and cap) in accord with Contract Demolition Drawings D-1202, D-1203, D-1206, D-1207, D-1210, D-1215  However: Two (2) locations of Existing Combined Sewer Connections ("SEWER") shown on D-1202 and D-1206 were as left unplugged to assist BBII with	<b>Accept Suggestion:</b> <input type="checkbox"/>		

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	decommissioning or modification of these lines.						
					their status' are unknown because they are outside the scope of the demolition contractor. Unforeseen Catch Basin at Beale Street Bar & Grill is identified under Demolition Contractor RFI -00058. These have been observed draining the water from parcel N during the rainy season.		
<b>T-0084.1</b>	<b>BSE - Existing Storm Drains Decommissioning in Lot N</b>	<b>Closed</b>	<b>04/21/2011</b>	<b>05/01/2011</b>	<b>05/02/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp Jack Adams			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>		
Reference RFI#T-0084, Drawing Sheet D-2230, and Specification Section 02 41 01			As stated in response to RFI T-0084 there are two Storm Drain outlets on Parcel N and their status' are unknown because they are outside the scope of the demolition contractor. Unforeseen Catch Basin at Beale Street Bar & Grill is identified under Demolition Contractor RFI -00058.				
RFI response T-0084 has not provided clear direction for decommissioning these SD lines. The drawings indicate that the SD drain flows towards Beale Street and will conflict with the CDSM wall. Please advise on status for decommissioning the above SD lines.			This is outside the scope of the Demolition and the BSE contract. Webcor-Obayashi RUP relocation of Utilities Project Manager will be contacted for reroute or decommissioning these Parcel N parking lot storm drain lines.				
<b>T-0085</b>	<b>BSE - Existing Site Conditions Lot N</b>	<b>Closed</b>	<b>04/05/2011</b>	<b>04/15/2011</b>	<b>04/11/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp Jack Adams			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>		
Reference Specification Section 01 15 40			Demolition Contractor was not required to restore areas specified for demolition with asphalt paving (areas such as Parcel N). This was not specified for in the demolition Contract drawings or Spec. The demolition contractor is required to backfill after removal of below grade structures with recycled crushed/processed demolition concrete. For Parcel N - Refer to drawing D-1029 Note 9.				
Prior to demolition work Lot N surface consisted of asphalt paving, however a majority of the Lot is not currently paved. BBII assumes that the lot will be restored to its original condition. Please confirm							



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T-0086	BSE - Clean Debris From Adjacent Buildings To Lot N and Zone 4	Closed	04/05/2011	04/15/2011	04/11/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 01 15 40  Please confirm that demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners, and BBII will only be responsible for cleaning dust and debris generated by BBII during its own operations, after the turnover of these are completed.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed. Demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners to date. This was confirmed through conversation with both EBi and Singer Associates.		
<hr/>							
T-0087	BSE - Zone 4 Gate	Closed	04/05/2011	04/15/2011	04/11/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Demo Contract Drawings  Per note 5 on drawing D-1006 of the demolition contract, each discreet fenced area shall have a minimum of two 16ft gates at the conclusion of demolition work. Currently, zone 4 only has one gate in place. BBII requests an additional gate be provided on the Fremont St. side of zone 4. BBII is available to meet and coordinate an ideal location.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Demolition Contractor second 16 foot gate eliminated due to Fremont Shoring wall. Demolition contractor used alternate means and methods for truck traffic to-from parcel D Zone 4.  That said, Demolition contractor has offered gate credit which could be used to install a 16 wide gate either at SW corner near 181 Fremont St. or on the Beale St. fence line. However- Demolition contractor would not be responsible for curb cut, removal of parking meters or other ancillary scope if Beale St. gate is chosen - that would be the responsibility of BSE Contractor. BBII can use/modify and relocate barrier fence and gates as needed per your contract. A field coordination meeting after the Monday 4/11/11 Street Coordination meeting is recommended.		
<hr/>							
T-0088	BSE - Temporary Shoring Wall and Buttress Conflict	Closed	04/06/2011	04/16/2011	04/08/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-2201 and Specification Section 31 63 29			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  This issue was discussed at yesterday's (4/6/11) BSE		



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The temporary shoring wall installed under the demolition contract was moved East away from Fremont St. to avoid an unknown existing concrete wall. The as-built alignment of the wall now falls along the edge of the third column (C) of buttress shafts. In an effort to avoid conflicts with column C shafts generated by the revised temporary shoring wall alignment, BBII suggests that the buttress formation be moved 12" East.

meeting. The information which will be included in the Contractor's drilled shaft work plan is needed by Arup to evaluate the feasibility of the proposed shift and to consider other options.

<b>T-0088.1</b>	<b>BSE - Temporary Shoring Wall and Buttress Conflict</b>	<b>Closed</b>	<b>04/06/2011</b>	<b>04/16/2011</b>	<b>04/20/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Nhi Tran      **To:** Turner Construction Compan   Daphne Faulkner

**Answered By:** Adamson Associates, Inc   George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc.      Ural Yal

**REQUEST:**

The response for RFI #T-0088 was not an answer to the question  
Please provide an appropriate direction to start preparing the submittal and the work as soon as possible.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The contractor may relocate the entire buttress structure up to 12 inches east of the design location in order to clear any conflict with the Fremont Street shoring wall. Contractor is requested to identify the new layout and any impacts prior to start of buttress construction.

-----  
Reference Sheet GT-2201 and Specification Section 31  
63 29

The temporary shoring wall installed under the demolition contract was moved East away from Fremont St. to avoid an unknown existing concrete wall. The as-built alignment of the wall now falls along the edge of the third column (C) of buttress shafts. In an effort to avoid conflicts with column C shafts generated by the revised temporary shoring wall alignment, BBII suggests that the buttress formation be moved 12" East.

<b>T-0088.2</b>	<b>BSE - Temporary shoring wall and buttress conflict</b>	<b>Closed</b>	<b>04/06/2011</b>	<b>04/27/2011</b>	<b>04/25/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture      Nhi Tran      **To:** Turner Construction Compan   Daphne Faulkner

**Answered By:** Adamson Associates, Inc   George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc.      Ural Yal

**REQUEST:**

The response for RFI #T-0088.1 was not an acceptable

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

ARUP Response:



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	answer to the question.  Please provide exact revised layout as required.  The Buttresses have exact Coordinate Locations to define the layout, as shown on GT-2201.  The existing coordinates must be changed to reflect the new layout the TJPA desires.  History  Information from RFI#T-0088.1  The response for RFI #T-0088 was not an answer to the question Please provide an appropriate direction to start preparing the submittal and the work as soon as possible. Answered By: George Metzger Answered On: 20-Apr-2011 Answer: The contractor may relocate the entire buttress structure up to 12 inches east of the design location in order to clear any conflict with the Fremont Street shoring wall. Contractor is requested to identify the new layout and any impacts prior to start of buttress construction.  ----- ----- Information from RFI#T-0088  Reference Sheet GT-2201 and Specification Section 31 63 29  The temporary shoring wall installed under the demolition contract was moved East away from Fremont St. to avoid an unknown existing concrete wall. The as-built alignment of the wall now falls along the edge of the third column (C) of buttress shafts. In an effort to avoid conflicts with column C shafts generated by the revised temporary shoring wall alignment, BBII suggests that the buttress formation be moved 12" East. Suggestion Cost Impact Potentially Cost Amount Schedule Impact Potentially Days					The Contractor's cover sheet describes this as RFI 0088.2, but the correct number is 0088.3.  See attached SKGT-0002.	



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<div>Answered By George Metzger Date Answered 2011-04-20 Answer The contractor may relocate the entire buttress structure up to 12 inches east of the design location in order to clear any conflict with the Fremont Street shoring wall. Contractor is requested to identify the new layout and any impacts prior to start of buttress construction.</div>							
<hr/>							
T-0088.3	BSE - Temporary shoring wall and buttress conflict	Closed	04/06/2011	04/27/2011	04/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner		
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal	Answered By:Adamson Associates, Inc George Metzger				
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
The response for RFI #T-0088.1 was not an acceptable answer to the question.		ARUP Response:					
Please provide exact revised layout as required.		The Contractor's cover sheet describes this as RFI 0088.2, but the correct number is 0088.3.					
The Buttresses have exact Coordinate Locations to define the layout, as shown on GT-2201.		See attached SKGT-0002.					
The existing coordinates must be changed to reflect the new layout the TJPA desires.							
History							
Information from RFI#T-0088.1							
The response for RFI #T-0088 was not an answer to the question							
Please provide an appropriate direction to start preparing the submittal and the work as soon as possible.							
Answered By: George Metzger							
Answered On: 20-Apr-2011							
Answer:							
The contractor may relocate the entire buttress structure up to 12 inches east of the design location in order to clear any conflict with the Fremont Street shoring wall.							
Contractor is requested to identify the new layout and any impacts prior to start of buttress construction.							



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	<div>----- ----- Information from RFI#T-0088  Reference Sheet GT-2201 and Specification Section 31 63 29  The temporary shoring wall installed under the demolition contract was moved East away from Fremont St. to avoid an unknown existing concrete wall. The as-built alignment of the wall now falls along the edge of the third column (C) of buttress shafts. In an effort to avoid conflicts with column C shafts generated by the revised temporary shoring wall alignment, BBII suggests that the buttress formation be moved 12" East. Suggestion Cost Impact Potentially Cost Amount Schedule Impact Potentially Days Answered By George Metzger Date Answered 2011-04-20 Answer The contractor may relocate the entire buttress structure up to 12 inches east of the design location in order to clear any conflict with the Fremont Street shoring wall. Contractor is requested to identify the new layout and any impacts prior to start of buttress construction.</div>						
T-0089	BSE - Existing Asphalt and Concrete Removed Zone 4	Closed	04/06/2011	04/16/2011	04/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Daphne Faulkner		
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal	Answered By: Turner Construction Company Jack Adams				
REQUEST:		SUGGESTION:		ANSWER:			
Reference Sheet D-1001 and Demo Contract Dwgs D-1060, D-1072 and attached photos				Accept Suggestion: <input type="checkbox"/>			
Please see attached photos showing asphalt pavement at the entrance to zone 4 on the northeast corner. The referenced asphalt driveway is not in the BSE contract work and will need to be removed. Please advise.				The asphalt pavement at the entrance to zone 4 on the northeast corner is not in demolition contract scope. Contract scope included concrete columns, footings and mat slab to be removed as defined in contract drawings. Refer to demolition drawing D-1058 for best depiction of extent of demolition.			
				Refer also to D-1014, D-1030, D-1058, D-1060, D-1063 and D-1072			





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T-0090	BSE - Timber Piles Not Surveyed By EBI 04/04/11	Closed	04/06/2011	04/16/2011	04/13/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference attached photos and sketch  While BBII were excavating the trial pile extraction area and exposing the timber piles on 04/04/2011, piles that were not surveyed by EBI were discovered on the eastern side of the TPE area close to pile 215053 and in the western side of the TPE area at 215055 as shown in the attached drawing. The pile next to 215055 was extracted due to its proximity to 215055. A total of 10 additional piles have now been discovered to date. Please advise on how to proceed.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> BBII should follow contract Spec 02-41-19 Pile Removal Para 1.4 and provide existing timber pile documentation.  Each pile over contract quantity will be reimbursed as force account (unless parties can agree on a unit rate) in accord with CCO no. T-001 Rev 2 dated 4/8/11.		
<hr/>							
T-0091	Reciept of Construction Documents	Closed	04/06/2011	04/16/2011	04/08/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Transbay PMPC      Alfred Lau				
<b>Co-Author:</b>							
<b>REQUEST:</b> Per the 110325_MSTR_CD_Work_Plan schedule, transmitted to Webcor/Obayashi on March 28, 2011 and discussed in the OAC Meeting on April 6, 2011; confirm the following dates should be implemented in the next monthly schedule update:  1. Webcor/Obayashi will receive the 90% CD documents on August 24, 2011  2. Webcor/Obayashi will receive the 100% CD documents on December 2, 2011			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirm. These are the current scheduled dates provided by the Design Team.		
<hr/>							
T-0092	BSE - Timber Piles Not Surveyed By EBI 4/5/11	Closed	04/06/2011	04/16/2011	04/13/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference attached photos and sketch  While BBII was excavating the trial pile extraction area and exposing the timber piles on 4/5/11, two further piles			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> BBII should follow contract Spec 02-41-19 Pile Removal Para 1.4 and provide existing timber pile documentation.		

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	that were not surveyed by EBI were discovered on the southern side of the TPE area close to piles 215043 and 215044. Following this, four additional piles to the north west of the area adjacent to 215067 and 215068 as shown in the attached drawing were discovered. A total of 16 additional piles have now been discovered to date. Please advise on how to proceed.						Each pile over contract quantity will be reimbursed as force account (unless parties can agree on a unit rate) in accord with CCO no. T-001 Rev 2 dated 4/8/11.
T-0093	BSE - CDSM Wall Segment 35-1 Spacing Confirmation	Closed	04/07/2011	04/17/2011	04/08/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Nhi Tran Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal	To: Turner Construction Compan   Daphne Faulkner	Answered By:Adamson Associates, Inc   George Metzger				
	REQUEST: Reference Sheets GT-2103, GT-5101 and Specification Section 31 56 13  In drawing GT-5101, the spacing of all shoring wall beams is specified as 4'-0". This is reflected in the drawings for all sections of the CDSM shoring wall except the east wall (Wall Segment 35-1). The beam spacing of this Segment (measured in AutoCad) is 3.94728'. This creates a dimension bust of approximately 2.4' over the length of the wall and significant problems based on the auger spacing. Please verify the spacing of beams in Wall Segment 35-1.	SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>  ARUP Response:  The spacing of the soldier piles shall be the stated dimension in the documents (4'-0", unless otherwise noted). The Contractor is reminded to not scale the drawings. Additionally, the AutoCad dwg files are not part of the contract documents and the Contractor is not to obtain dimensions off the electronic files.				
T-0094	BSE - Timber Piles Not Surveyed By EBI 04-06-11	Closed	04/08/2011	04/18/2011	04/13/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Nhi Tran Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal	To: Turner Construction Compan   Daphne Faulkner	Answered By:Turner Construction Comp   Jack Adams				
	REQUEST: Reference attached photo and sketch  While BBII were excavating the trial pile extraction area and exposing the timber piles on 4/6/11, an additional pile was found close to 215068 as shown on the attached drawing and photos. A total of 17 additional piles have now been discovered to date. Please advise on how to proceed.	SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> BBII should follow contract Spec 02-41-19 Pile Removal Para 1.4 and provide existing timber pile documentation.  Each pile over contract quantity will be reimbursed as force account (unless parties can agree on a unit rate) in accord with CCO no. T-001 Rev 2 dated 4/8/11.				



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T-0095	BSE - Zone 1 CDSM Test Section Relocation	Closed	04/11/2011	04/21/2011	04/14/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-2101, Specification Section 31 56 13 and attached drawing  Per discussion with ARUP at the Wednesday April 06, 2011 Design Coordination Meeting, the Engineer was willing to consider relocating the Zone 1 CDSM test panel as shown on Dwg. GT-2101 from Zone 1 and into Zone 2. BBII and DND Construction are therefore proposing to relocate the Zone 1 CDSM test panel to the location shown on the attached drawing, near gridline 10. Please confirm.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response: This is acceptable.		
T-0096	BSE - Old Existing Footing Along 301 Mission in Zone 4	Closed	04/11/2011	04/21/2011	04/12/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp   Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 02 41 01  During Pre-Trench BBII found an existing footing along the Low Rise 301 Mission wall. The footing consists of bricks and concrete. It also has a perpendicular footing that come out from footing that is parallel to the 301 Mission building wall. BBII has exposed a 20 to 30ft section of this footing (approximately on Grid Line "A" between 30 and 32).  Please advise BBII as to how to proceed.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per Contract Spec. 31-56-13 Shoring wall by CDSM Method Para 3.2 Pretrenching and removal of Obstructions, Contractor is to " remove any obstructions that might be encountered along the alignment of the walls. The depth and width of trench shall be that required to remove the obstructions from the path of the shoring wall."  The Archaeologist was contacted and viewed the exposed section of wall and brick debris on 4/11/11. Further archeological investigation will follow as pre-trenching continues and areas are exposed - Ref: Spec. 00-08-12 for Archaeological conditions in Zone 4.  Demolition of underground obstructions shall be per Spec 02-41-01 and Demolition Debris shall be handled in accord with Spec. 01-74-00.		
T-0096.1	BSE - Old Existing Footing Along 301 Mission in Zone 4	Closed	04/20/2011	04/30/2011	05/02/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp   Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							



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T-0097	BSE - Protective Material Along 301 Mission St Wall	Closed	04/20/2011	04/30/2011	05/06/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP                      Nhi Tran                      To: Turner Construction Compan   Daphne Faulkner			Answered By:Turner Construction Comf   Daphne Faulkner					
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal								
REQUEST:			SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference attached photos					Drainage material encountered is to be removed from the 301 Mission Wall as it was a temporary measure installed at the time of 301 Mission building construction. No waterproofing is required at this location. See attached email response from R. Rothenburger at PMPC.			
BBII has encountered a drainage material along the 301 Mission wall while pretrenching. During pretrenching, this drainage material has been removed because it was not affixed to the structure. The wall does not have any exterior waterproofing system.								
Upon installation of the CDSM shoring system, the cementious material will be against this wall. The existing wall is a 5' deep cantilevered beam on the backside of the existing garage shaft for 301 Mission. Does TJPA plan to install any waterproofing along this wall that can tolerate the installation of a CDSM shoring system?								
Please advise BBII of the TJPA's plan for waterproofing of this building.								
<hr/>								
T-0098	301 Mission Wall - Tube Steel Alignment	Closed	04/12/2011	04/22/2011	04/21/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP                      David Hungerford                      To: Turner Construction Compan   Daphne Faulkner			Answered By:Transbay PMPC                      Alfred Lau					
Co-Author:								
REQUEST:			SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference: B/S-5000 and D/A-6000					"Confirmed. The 10"x10"x5/8" HSS section shall be erected on the center line of the concrete wall as dimensioned in Section B on S-5000."			
Detail B on sheet S-5000 shows the 10" tube steel centered on the 14" concrete wall below, however this is in conflict with D/A-6000 which shows the steel tube off set from the center of the wall. Please confirm per the 301 Mission subcontractor meeting conversation yesterday, that the tube steel is to be centered on the center of the wall as dimensioned in B/S-5000.								
<hr/>								
T-0099	BSE - Depth of Fremont Street Shoring Wall in Zone 4	Closed	04/12/2011	04/22/2011	04/14/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP                      Nhi Tran                      To: Turner Construction Compan   Daphne Faulkner			Answered By:URS Corporation                      David Fyfe					
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal								
REQUEST:			SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Sheet D-2203 and attached as-built, photos,					The temporary Fremont St. shoring wall was			



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	<p>and document</p> <p>CPM Activity Impacted - SX-BB42640</p> <p>While excavating adjacent to the existing Fremont street shoring wall as shown on contract drawing D-2203, BBII has found the existing shoring wall's height to be approximately 2' shorter than the 14 feet depth indicated in the as-builts (attached). This wall does not provide adequate shoring height for BBII to excavate and expose the timber piles prior to extraction. (See attached photo for illustration)</p> <p>The contract documents D-2203 and pre-bid Q&amp;A response #182 (also attached) indicate this wall would accommodate the buttress area pile removal, however actual existing field conditions do not provide adequate shored depth</p> <p>Please provide direction.</p>						
<hr/>							
T-0100	BSE - Slurry Wall Along 301 Mission St Garage	Closed	04/13/2011	04/23/2011	04/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Turner Construction Comp Jack Adams	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal					
REQUEST:		SUGGESTION:		ANSWER:			
Reference RFI#T-0096, Specification Section 02 41 00, and attached photos				Accept Suggestion: <input type="checkbox"/>			
Please reference from RFI#T-0096 (BBI RFI #67): "During Pre Trench BBII found an existing footing along the Low Rise 301 Mission wall. The footing consists of bricks and concrete. It also has a perpendicular footing that come out from footing that is parallel to the 301 Mission building wall. We have exposed a 20 to 30ft section of this footing (Approximately on Grid Line "A" between 30 and 32)."				Per Contract Spec. 31-56-13 Shoring wall by CDSM Method Para 3.2 Pretrenching and removal of Obstructions, Contractor is to " remove any obstructions that might be encountered along the alignment of the walls. The depth and width of trench shall be that required to remove the obstructions from the path of the shoring wall."			
After the Concrete and Brick Footing was discovered, a very large mass of slurry was discovered in the same area, and continues where the RFI#T-0096 (BBI RFI# 67) Concrete Footing" stopped. ***Please See Attached Photos***				The Archaeologist was contacted and viewed the exposed section of wall and brick debris on 4/11/11. Further archeological investigation will follow as pre-trenching continues and areas are exposed - Ref: Spec. 00-08-12 for Archaeological conditions in Zone 4.			
				Demolition of underground obstructions shall be per			



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	<p>This slurry wall seems to continue into the future location of the Pre-Trench, and was not in the contract drawings.</p> <p>Please Advise BBII as to how to proceed.</p>					Spec 02-41-01 and Demolition Debris shall be handled in accord with Spec. 01-74-00.	
T-0100.1	BSE - Slurry Wall Along 301 Mission St Garage	Closed	04/20/2011	04/30/2011	05/02/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Turner Construction Comp Jack Adams			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference response to RFI T-0100 and Specification Section 02 41 01  BBII interprets the Response to RFI#T-0100 (BBI 0070) as TJPA's approval for the removal of this unforeseen structure. Please confirm.  BBII proposes to follow the method outlined below for the removal of this unforeseen structure. Please confirm in writing that the removal of this unforeseen structure is approved and that provided that it is performed with the method outlined below, no damage to adjacent buildings will occur.  Pre Trench Obstruction Removal Method  Location: Parallel along the 301 Mission St. Low Rise (Grid line A, approximately between lines 30 & 34).  Obstructions: A very large mass of slurry.  Method: BBII will first expose the obstructions and use an excavator mounted and hand held jackhammer to demolish the large masses into smaller more manageable sizes. An excavator with a bucket will then clear the debris, until the debris is removed from the area of the CDSM Wall location. BBII will chase the obstruction as deep as it goes in order to remove all debris necessary for		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Construction means and methods are the contractor's responsibility exclusively. RFI response are not authorization of any change in contract sum or contract time.  We take no exception to above method for the removal of structure. This work will be tracked in accord with CR T-0010.			





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a clean location to construct the CDSM Wall. Due to the unknown depth of the obstruction, at BBII discretion Sheet Piles or trench boxes may be used to support trench walls. All OSHA approved, safe practices will be used by BBII employees during the Demolition.

#### Additional Details:

As noted in the RFI response, the Archeologist has already examined the site. BBII (W/O) will notify the TJPA if additional structures or items are encountered.

T-0101	BSE - Pile Extraction Procedure Modification		Closed	04/14/2011	04/24/2011	04/15/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Masashi Kojima	To: Turner Construction Compan		Daphne Faulkner		Answered By:Adamson Associates, Inc George Metzger	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>		
Reference Specification Section 02 41 19 and attached response for TG0300-310 Production Extraction Plan						ARUP Response: This is not acceptable. The proposed procedure does not allow the volume of placed CLSM to be measured after the stroking of the casing.		
BBII proposes to eliminate the "stroking" of the steel casing right before the CLSM is placed. Upon removal of the steel casing, BBII proposes to "stroke" the steel casing after the CLSM is placed. BBII believes the same effect of filling the void will be achieved, and this procedure will help to expedite the Project schedule. Please kindly review our proposal. Your prompt response is appreciated.								

T-0102	BSE - Confirm Project Coordinates		Closed	04/15/2011	04/25/2011	04/19/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Masashi Kojima	To: Turner Construction Compan		Daphne Faulkner	Answered By: Adamson Associates, Inc			George Metzger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:					Accept Suggestion: <input type="checkbox"/>
Reference Drawings U-0100 and GT-0100				ARUP Response: The Building Grid and bearing has been established to best-fit the numerous constraints on the project. It is coincidental that the street control lines (note, these are not necessarily in the center of the Right-of-Way and should not be construed as					
BBII's surveyor, KCA Engineers, has noticed some slight variations in bearings between the Utility drawings and the BSE drawings. Please see the following of KCA's									





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	<p>observations and confirm coordinates provided on drawing GT-0100.</p> <p>Drawings U-0100 has coordinates along the center lines of various streets. The result of those coordinates put a bearing on the center line of Mission Street and Minna Street at North 46° 18 ' 19.6" East and the center line of First Street at North 43° 41 ' 39.0" West. This results in those streets not being at right angles to each other.</p> <p>Drawings GT-0100 has coordinates on Column Line E. The result of those coordinates puts a bearing of North 46° 18' 09.7" East on the terminal Tills is 00° 00' 10" off from being parallel with Mission and Minna Streets. Is this correct or should Column Line E be parallel with Mission and Minna Streets?</p> <p>The numerical column lines are shown at right angles to Column Line E, which gives them a bearing of North 43° 41 ' 50.3" West. It was observed that Column Line 18 appeared to be in almost the same location as the center line of First Street, but First Street has a bearing of North 43° 41 ' 39.0" West which is 00° 00' 11" different than Column Line 18. Is it just a coincidence that the center line and column line are almost exactly in the same location or should something be adjusted to make the two lines identical?</p> <p>Please advise if the bearings of the terminal should remain or be changed.</p>						
					Center Lines) are very close, but at slightly different bearings. The building elements are constructed based on the building grid, whereas the utilities and subsequent street level improvements will be constructed based on the street control lines. The Numerical Bearings of the North South Grid lines appear to be correct. A follow-up survey control meeting should take place to ensure the shoring wall layout is performed as intended.		

T-0103	BSE - Existing Concrete Footing Gridline J between Gridline 26.5-30		Closed	04/15/2011	04/25/2011	04/25/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Masashi Kojima	To: Turner Construction Company	Daphne Faulkner					Answered By: Turner Construction Company
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:					Accept Suggestion: <input type="checkbox"/>
Reference Drawings D-5103, D-2203 and GT-5104				Per Contract Spec. 31-56-13 Shoring wall by CDSM Method Para 3.2 Pretrenching and removal of Obstructions, Contractor is to " remove any obstructions that might be encountered along the alignment of the walls. The depth and width of trench shall be that required to remove the obstructions from					
Please see attached photos showing an unknown concrete structure discovered on the south side of zone 4. This structure is located between gridline 26.5-30 along gridline J. BBII is not aware of the purpose for this									



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	<p>structure, or if it has any affect on the stability of the adjacent structures (177/181 Fremont street).</p> <p>The unknown structure was not present in the BSE contract drawings and is in direct conflict with the CDSM wall alignment, Please advise BBII how to proceed.</p>						<p>the path of the shoring wall."</p> <p>The Archaeologist was contacted and viewed the exposed section of wall and brick debris on 4/11/11. Further archeological investigation will follow as pretrenching continues and areas are exposed - Ref: Spec. 00-08-12 for Archaeological conditions in Zone 4.</p> <p>Demolition of underground obstructions shall be per Spec 02-41-01 and Demolition Debris shall be handled in accord with Spec. 01-74-00.</p>
<hr/>							
T-0103.1	BSE - Existing Concrete Footing Gridline J Between Gridline 26.5-30	Closed	04/27/2011	05/07/2011	05/02/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner	Answered By:Turner Construction Comç Jack Adams				
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:			
Reference RFI#T-0103 and Specification Section 02 41 01				Accept Suggestion: <input type="checkbox"/>			
BBII interprets the Response to RFI T-0103 (BBI 0074) as TJPA's approval for the removal of this unforeseen structure. Please confirm.				Construction means and methods are the contractor's responsibility exclusively. RFI response are not authorization of any change in contract sum or contract time.			
BBII proposes to follow the method outlined below for the removal of this unforeseen structure. Please confirm in writing that the removal of this unforeseen structure is approved and that provided that it is performed with the method outlined below, no damage to adjacent buildings will occur.				We take no exception to above method for the removal of structure. This work will be tracked in accord with CR T-0010.			
Pre Trench Obstruction Removal Method							
Location: Parallel along the 177/181 Fremont Street (Grid line J, approximately between lines 26.5-30).							
Obstructions: A large concrete structure.							
Method: BBII will first expose the obstructions and use an							



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	<p>excavator mounted and hand held jackhammer to demolish the large masses into smaller more manageable sizes. An excavator with a bucket will then clear the debris, until the debris is removed from the area of the CDSM Wall location. BBII will chase the obstruction as deep as it goes in order to remove all debris necessary for a clean location to construct the CDSM Wall. Due to the unknown depth of the obstruction, at BBII discretion Sheet Piles or trench boxes may be used to support trench walls. All OSHA approved, safe practices will be used by BBII employees during the Demolition.</p> <p>Additional Details: As noted in the RFI response, the Archeologist has already examined the site. BBII (W/O) will notify the TJPA if additional structures or items are encountered.</p>						
T-0104	BSE - Request for Report (PSI for Caltrans)	Closed	04/18/2011	04/28/2011	04/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Masashi Kojima		To: Turner Construction Compan	Daphne Faulkner		Answered By:Transbay PMPC		Alfred Lau
Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification 01 13 50 and 00 03 35							
The Site Mitigation Plan in Spec section 01 13 50 of Volume 1, References the report "PSI for Caltrans, 1999." After looking through the contract documents for the Analytical back-up, BBII, Treadwell & Rollo, and Republic Services, have not been able to find it. It is necessary to have this information to properly dispose of the Hazardous Materials.		Caltrans' Site Investigation Report for SFOBB West Approach, prepared by PSI in 1999 can be assessed from Constructware or from ftp site as below:					
To Complete the Profile of the work site, the Disposal facility, Republic Services, BBII need the Lab Data/Analytical Data from the report.		ftp://ftp.tjpa.org/Document%20Control/1104168/					
At this time, the lack of information is halting the process of Material Off-Haul.		Log In Instructions					
Please Advise, or supply the Needed Report Information.		1. Enter case-sensitive Username (public) and Password (PublicFTP1)					
		2. Select View\Open FTP Site in Windows Explorer					
		3. Drag file(s) to your desktop					
		Please contact PMPC Document Control should there is problem of accessing the information.					



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T-0105	BSE - Train Box Beam Sizes	Closed	04/20/2011	05/02/2011	04/22/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Reference attached sketches and Sheet S1-3201  Drawing S1-3201 provides information on beam sizing in the permanent concrete structure. BBII was recently provided additional structure sections in response to T-0035.1, and a number of the beams appear to have changed in size. Beams at gridlines 18, 26, 34, & 35 should be 5' wide according to schedule A on drawing S1-3201. However, from the section provided at gridline A, these all appear to be sized at 7' wide. The sizes of these beams are critical in determining the final geometry and location of our temporary bridges. BBII acknowledges that the structural drawings are not to be scaled, so please advise if these beams are to be 60" wide as indicated in schedule A, or if they have increased in size to 84" wide.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Thornton Tomasetti Reply:  The concrete beams at gridlines 18, 26, 34, & 35 at Ground Level have increased to 84" wide. The design is "in-progress".				
T-0106	301 Mission Wall - Connection from Metal Stud to Tube Steel	Closed	04/20/2011	04/30/2011	04/27/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Co-Author:</b>			<b>Answered By:</b> URS Corporation      David Fyfe				
<b>REQUEST:</b> Reference: E & C/S-5000  Please see E & C/S-5000. Transworld has attempted in their shop to set #10 SMS through the structural tube steel, as per plan. The attempt was unsuccessful, therefore Transworld tried the use of a Hilti X-U fastener into the structural steel. Attached are Hilti spec sheets for the X-U Universal Knurled Shank Fastener as well as a photo showing the X-U fastener through the structural steel. Welding is another option for connection to the tube steel. Please advise how Transworld is to fasten the metal stud to the structural tube steel.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The proposed Hilti X-U fasteners are for interior use only and are not acceptable for use on the 301 Mission exterior screen wall. Welding will damage the structural steel paint and light gauge steel galvanized coating and is not an acceptable means of connection.  To fasten metal stud to structural tube steel contractor may: 1) Use shot pins rated for exterior use (i.e. Hilti X-CR fastener - ESR 1663); or 2) Pre-drill holes and tap stainless steel machine screws.				
T-0107	BSE - Visual Test in Lieu of Formally Testing for Verticality in CSL Tubes	Closed	04/20/2011	04/30/2011	04/22/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b>			<b>SUGGESTION:</b> <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				



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	Reference RFI#T-0057, Sheet GT-5202, Specification Section 31 63 29, and attached documents CPM Activity Impacted - Buttress Wall						
	Below are three cases (A, B, and C) in which formally testing for verticality on CSL tubes, BBII argues would prove to be highly unusual and counter-productive:						
	A. Specification Section 31.63.29.1.3 states "The contractor shall perform a test to determine verticality of the steel tubes, or drilled holes, that are going to be used for the sonic tests." Balfour Beatty has been advised by a number of testing firms that verticality tests cannot be performed on steel access tubes as well as piles reinforced with steel. Magnetic interference from steel reinforcement and steel tubes will cause the instrument to not function properly. BBII has also been advised by Terracon (please see attached email from Dextra), a reputable CSL testing firm that there are currently no known cases in the US where verticality of CSL tubes in steel reinforced piles have been formally tested.						
	B. Attached is a case study that details the investigation of debonding that occurs when using PVC as CSL access tubes. The results of this study clearly show the use of steel tubes (BBII is proposing to use Sonitec tubes) should be preferred over PVC.						
	C. After doing some research, the closest we came to find any mention of verticality in CSL tubes was this excerpt from EPA's website which states, "If the CSL access tubes are not installed in a near-vertical position and/or the distance between them varies significantly along the length of the shaft, errors in velocity calculations may occur." Judging by this approach to verticality in CSL tubes in most specs, BBII concludes that parallelism and symmetry between tubes are more important factors in ensuring accurate CSL test readings.						
	In summary, BBII in lieu of formally testing the CSL tubes for verticality will perform a visual test making sure that the tubes are symmetrical (equally spaced) in a circle and parallel. This is the most important inspection to ensure accurate pulse readings.						
	ARUP Response:  This is acceptable.						



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Please confirm that this is acceptable.

T-0108	BSE - Building Adjacent Zone 3 Clean From Dust and Debris Generated By Demoli Closed			04/20/2011	04/30/2011	04/29/2011	Potentially <input type="checkbox"/>
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By: Turner Construction Comf Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal						
REQUEST:	SUGGESTION:			ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference Specification Section 01 15 40							
Please confirm that the demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners, and BBII will only be responsible for cleaning dust and debris generated by BBII during its own operations, after the turnover of these are completed.		Confirmed. Demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners to date. This was confirmed through conversation with both EBi and Singer Associates.					

T-0108.1	BSE - Building Adjacent Zone 3 Clean From Dust and Debris Generated By Demoli Closed			05/04/2011	05/14/2011	05/18/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Daphne Faulkner	Answered By:Turner Construction Comç Jack Adams		
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
Reference response to RFI#T-0108 and Specification Section 01 15 40						Accept Suggestion: <input type="checkbox"/>		
W/O requests information on the measures used to clean the adjacent structures						Demolition Contractor ceased dust generating activities and turned over Zone 3 for BBli use on 4-13-11.		
----- RFI#T-0108 - BSE - Building Adjacent Zone 3 Clean From Dust and Debris Generated By Demolition Work						BBli did occupy the site and did commence work activities, and is responsible for dust control in accord with Mitigation and Monitoring Specifications from 4-13-11 until completion of BBii work activities.		
Question - Reference Specification Section 01 15 40 Please confirm that the demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners, and BBII will only be responsible for cleaning						BBII is only responsible for cleaning dust and debris generated from Zone 3 during BBII operations from 4-13-11 going forward.		



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dust and debris generated by BBII during its own operations, after the turnover of these are completed.

Response -  
Confirmed. Demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners to date. This was confirmed through conversation with both EBi and Singer Associates.

T-0108.2	BSE - Building Adjacent Zone 3 Clean From Dust and Debris Generated By Demolition Work	Closed	05/04/2011	05/14/2011	05/27/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Company	Daphne Faulkner	Answered By:	Turner Construction Company Jack Adams

Co-Author:

REQUEST:

Reference response to RFI#T-0108, RFI#T-0108.1 and Specification Section 01 15 40

The response to RFI#T-0108.1 did not provide the requested information.

W/O requests information on the measures used to clean the adjacent structures

-----  
RFI#T-0108.1 - BSE - Building Adjacent Zone 3 Clean From Dust and Debris Generated By Demolition Work

W/O requests information on the measures used to clean the adjacent structures

-----  
RFI#T-0108 - BSE - Building Adjacent Zone 3 Clean From Dust and Debris Generated By Demolition Work

Question -  
Reference Specification Section 01 15 40  
Please confirm that the demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

There are no prescribed measures. The cleanliness of the adjacent buildings is subjective. Cleanliness is discussed with building owners requesting cleaning of their property upon completion of demolition work and initiated by the adjacent property owner/manager. Discussion with adjacent property owners is coordinated through TJPA Representative and Singer Associates.



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	building owners, and BBII will only be responsible for cleaning dust and debris generated by BBII during its own operations, after the turnover of these are completed.  Response - Confirmed. Demolition contractor has satisfied the requirement to clean all dust and debris generated by demolition contract to the satisfaction of the adjacent building owners to date. This was confirmed through conversation with both EBi and Singer Associates.						
T-0109	<b>BSE - Existing Drains &amp; SD Basin Clear Of Debris Generated By Demo Contract W/</b> <b>From:</b> Webcor Construction LP      Nhi Tran <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal	<b>Closed</b> <b>To:</b> Turner Construction Compan   Daphne Faulkner	04/21/2011	05/01/2011	05/03/2011	Potentially	<input type="checkbox"/>
	<b>REQUEST:</b> Reference Specification Section 01 15 40  Please confirm per the site walkthrough on 04-18-2011 that all active SD and sewer have been cleared of all debris generated by the demolition contract work. BBII is requesting as-builts to confirm the above.	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>	Demolition Contractor has continuously covered the Catch Basins and inlets to storm sewers and occasionally has cleared debris generated by others outside of the demolition contract work. Demolition contractor will provide per Demolition Spec. 02-41-13 at conclusion of their work which is scheduled for June 2011.		
T-0110	<b>BSE - Existing Utility Decommissioning Zone 4</b> <b>From:</b> Webcor Construction LP      Nhi Tran <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal	<b>Closed</b> <b>To:</b> Turner Construction Compan   Daphne Faulkner	04/22/2011	05/02/2011	05/02/2011	Potentially	<input type="checkbox"/>
	<b>REQUEST:</b> Reference RFI#T-0083, Drawing Sheet D-2230, and Specification Section 02 41 01  RFI response to RFI#T-0083 issued on 4-15-2011 has not provided direction for decommissioning or abandoning these utilities per BBII drawing # D-2230 Note 2	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>	Parcel D Zone 4 : Demolition of the Zone 4 sewer/storm drain piping after dewatering work has been completed is BBII contract scope. The best examples are BSE Drawings D-2230, D-2231, D-5100 through D-5103. Beale St. Zone 4 sewer/storm drain piping decommissioning/abandoning scope is defined in the Webcor-Obayashi RUP Relocation of Utilities		





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Please advise on decommissioning the utilities after dewatering work has been completed.

Project . Coordinate Beale St. Zone 4 sewer/storm drain piping decommissioning/abandonment with the Webcor-Obayashi RUP Relocation of Utilities Project Manager.

Parcel N Zone 4 :Refer to RFI 84.1 for Parcel N: The decommissioning or abandoning these Parcel N utilities which is outside the scope of the Demolition, BSE contract and the RUP contract. Webcor-Obayashi RUP Relocation of Utilities Project Manager will be contacted for reroute decommissioning, or abandonment of these Parcel N parking lot storm drain lines.

T-0111	301 Mission Wall - Torque Spec	Closed	04/22/2011	05/02/2011	04/28/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation		David Fyfe
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
Reference: S-5000						Accept Suggestion: <input type="checkbox"/>		
In regards to the structural steel bolts at the 301 Mission Wall, please confirm that the torque spec is 150 ft-lbs, per attached email.						Confirmed, structural steel anchor bolts shall be installed snug tight to a torque of 150 ft-lbs.		

T-0112	BSE - Project Control	Closed	04/22/2011	05/02/2011	05/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Turner Construction Comf Daphne Faulkner	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Sheet GT-0100 and Specification Section 01 10 50				Response provided by PMPC.			
Drawing GT-0100 shows four control points. BBII's surveyor, KCA Engineers, have surveyed their locations and found the following: 1) Survey Control Point #101: This point has been damaged - the brass disk is missing, though the rivet remains in the concrete sidewalk. There are score lines in				RFI T-0112 is a Survey and Control issue. Webcor/Obayashi is responsible for coordination with their subcontractors and this RFI lies within their domain of responsibility. Please ask W/O to coordinate their Survey Subcontractor (Contract T05.1 Chaudhary & Associates) provide a response to their BSE Subcontractor (Contract TG03 - Balfour Beatty).			



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	<p>the concrete BBII assumes would intersect on the brass disk.</p> <p>2) Project Benchmark Point #54: KCA was able to locate this point. Please confirm that it is acceptable to use the coordinates of this point for horizontal control, even though it is listed as a benchmark.</p> <p>3) Survey Control Point #106: KCA was unable to locate this point.</p> <p>4) Survey Control Point #105: KCA was able to locate this point.</p> <p>With the current condition of the provided control points, KCA is not able to do a hard check on their survey work.</p> <p>Please confirm that all the control points above may be used for the TG03 BSE Trade Package. Please reset the damaged or missing points for KCA's use.</p>				<p>1) Regarding Control Point #101 by Martin M. Ron (Drawing GT-0100), TJPA is requesting a meeting with Martin M. Ron (DPW). In the meantime W/O surveyors should assume that the riven and cross marks constitute the mark on Drawing GT-0100 and to submit the results of their check survey against the other remaining points to see if the given coordinates match those given on Drawing GT-0100. W/O should consult with Chaudhary &amp; Associates now under subcontract to W/O, as to how Chaudhary &amp; Associates used this point and whether it was damaged then. TJPA will set up a meeting with Martin M. Ron, Chaudhary &amp; Associates, W/O and TJPA representatives.</p> <p>2) Regarding Project "Benchmark" Point #54, the coordinates of this point given on Drawing GT-0100 are given for use as line survey control as well as elevation.</p> <p>3) Regarding Control Point #106 (Drawing GT-0100), W/O is to consult with DPW and Chaudhary &amp; Associates as to their knowledge of the last time this point was located. This can be done by W/O alone or in the meeting the TJPA representative will set up. With the 3 remaining Control Points #101, #054, #105 (Drawing GT-0100), W/O should use the given position of Control Point#106. If this has already been done TJPA will re-establish this Control Point.</p> <p>4) No action requires.</p> <p>TJPA requests that the BBI and W/O surveyor submit their notes on what they have completed and verified to date.</p>		

T-0112.1	BSE - Project Control	Closed	05/20/2011	05/30/2011	05/24/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By: Transbay PMPC	Alfred Lau		
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference RFI#T-0112, Transmittal No. 140-01593, Sheet			Adopting Chaudhary's survey grid control document is				



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	GT-0100, Specification Section 01 10 50, and attached document						acceptable.
	Chaudhary's Transbay "Survey Grid Control Document" was transmitted to Ed Sum (TJPA) and Agnes Katanics (URS) on 5/18/11 (transmittal #140-01593, attached) following a meeting which took place on 5/17/11 with URS, F3, DPA and TJPA. In an effort to confirm the four survey control points shown on GT-0100, Chaudhary discovered that Point #101 and Point #106 were missing.						
	Due to the missing points, W/O requests TJPA to either approve Chaudhary's Survey Grid Control Document included as part of transmittal #140-01593, or have the monuments missing from GT-0100 replaced.						
<b>T-0112.2</b>	<b>BSE - Project Control</b>	<b>Closed</b>	<b>07/14/2011</b>	<b>07/24/2011</b>		<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Tim Maxwell		<b>To:</b> Turner Construction Company Daphne Faulkner		<b>Answered By:</b>			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>	
Reference RFI #T-0112.1 and attached drawing							
Last month Webcor/Obayashi was requested to mark an alleged property line @ 199 Fremont between Beale and Fremont streets per the 12-10-2008 CAD file data provided by the Bruce Storrs of DPW. Chaudhary & Associates completed the task and the results were forwarded for TJPA review on June 20, 2011 via Transmittal # 140-01864. In that transmittal it was recommended that alleged Property Line (PL) data points as indicated within the attached (coordinates added) be presented to Bruce Storrs of DPW for verification of PL data accuracy. Has this been accomplished and, if so, what was the outcome?							
Be advised that as previously confirmed in RFI #T- 112.1 Webcor/Obayashi is ONLY using Grid Control for construction reference, layout and staking.							



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T-0113	BSE - Unforeseen Object - Metal Casing In Production Pile Extraction Area	Closed	04/22/2011	05/02/2011	04/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Daphne Faulkner			Answered By: Turner Construction Company      Jack Adams				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference attached sketch and photo			This metal casing is to be removed per Spec. 02-41-01 "Demolition - Existing Underground Structures". If the casing is over an existing wood pile - notify the TJPA Rep/Geotech Engineer prior to removal - refer to Spec. 02-41-19..				
While BBII was excavating the production pile extraction area and exposing the timber piles on 4/19/11, a metal casing was discovered close to pile 302050. Please advise on how to proceed.			Demolition of underground obstructions shall be per Spec 02-41-01 and Demolition Debris shall be handled in accord with Spec. 01-74-00.				
T-0114	BSE - Monitoring Plans and Data for Zone 3	Closed	04/27/2011	05/07/2011	05/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Daphne Faulkner			Answered By: Turner Construction Company      Daphne Faulkner				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference Specification Section 01 35 65			Please clarify specifically what mitigation monitoring data you are requesting. Specification Section 01 35 65 is comprised of many different required submittals so we need a clarification on which one you are requesting				
As discussed at the site walk through meeting 4-18-2011; BBII requests a copy of the demolition contract monitoring plan and any data in relation to demolition contract mitigation monitoring of Zone 3.							
T-0115	BSE - Hazardous Material Removed From Site in Zone 3	Closed	04/27/2011	05/07/2011	05/02/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Daphne Faulkner			Answered By: Turner Construction Company      Jack Adams				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference Specification Section 00 03 35			Hazardous material has been removed from site per the extent of demolition contract drawings for zones 3. Zone 3 above ground structures and foundations were demolished to extent shown on Demolition contract drawings and Demolition Spec. 02-41-00. Hazardous materials abatement scope was completed within the scope of demolition only. Refer to Demolition Drawings D-1050, D-1051 and D-1073 and D-1074 for representation of limits of structures demolished and hazardous material abatement. Utilities were cut/capped and were demolished to extent shown on Demolition contract drawings and Demolition Spec.				
Please confirm that all hazardous material has been removed from site per the extent of demolition contract drawings for zones 3.							



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<div>-----</div> <div>Please supply BBII with an electronic copy (PDF), of the 'issued for construction' drawings for the demolition contract (EBI).</div>							
T-0117	BSE - As-built Drawings for Utility Decommissioning in Zone 3	Closed	04/27/2011	05/07/2011	05/02/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference Demo Contract Drawing Sheets D-1202,D-1203, D-1204, D1205, D1206 and Specification Section 02 41 01  Please provide as-built drawings for all utilities that have been decommissioned, or cut and capped per the demolition contract for Zone 3.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Demolition as-built drawings for Zone 3 utilities that have been decommissioned, or cut and capped per the demolition contract are attached. Drawing D-1202-1207 and D1210 through D1215 inclusive.  NOTE: Demolition contractor is not contractually responsible for submitting their As-Built drawings until completion of their contract which is June 2011 ref. Spec. 01-17-00 for Demolition Contractor.			
T-0118	BSE - Crash Cushion Modules on Natoma & Minna Street	Closed	04/27/2011	05/07/2011	05/02/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference Demo Contract Drawing Sheet D-1007 - Note 5  Currently the crash cushion or k-rail as specified in the Demo Drawing D-1007 note 5 has not been installed. Please confirm the above will be installed by the demo contractor.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Confirmed. Demolition Contractor will install Crash Cushion modules at K -Rails installed on Fremont St (east), Natoma St. and Minna St. in accord with Demolition Drawing D-1007.			
T-0119	301 Mission Wall - Metal Stud Layout Alignment	Closed	04/28/2011	05/08/2011	05/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:URS Corporation                      David Fyfe			



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Co-Author:

REQUEST:

Reference: RFI T-0098, Sheet A-6000

Per response to RFI T-0098, the 10" x 10" tube steel columns are to be set in the center of the 14" concrete wall. The architectural drawings (sheet A-6000 dated 11/04/10) show 10" metal studs aligning with the 10" tube steel, however, per response to RFI T-0098, the tube steel is to shift in the architectural drawings 1/2" and align in the center of the concrete wall. Please confirm that the metal studs will remain per plan, and not shift as the steel tube has.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

The light gauge steel studs will remain per plan as shown in Section B on S-5000. The light gauge steel studs shall be placed on both sides of the tube steel as shown on the contract documents.

Per direction provided at 5/2 weekly coordination meeting, 1 - 5/8" light gauge studs shown on Detail A, Sheet A-6000 shall be in line with 10" light gauge steel stud (i.e. both sides of tube steel).

T-0120	301 Mission Wall - Stone Panel Layout	Closed	04/27/2011	05/07/2011	05/20/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	David Hungerford	To: Turner Construction Compan	Daphne Faulkner	Answered By: URS Corporation	David Fyfe		

Co-Author:

REQUEST:

Reference: RFI T-0042

Per RFI T-0042, the concrete wall height increased to achieve a min 18" above the finished paver surface. Please clarify if the exposed concrete areas shown on A-5000 are to to be min 18" above the pavers. If so, the 1st stone above the exposed concrete would have to be trimmed. Please clarify.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Per contract documents, at exposed concrete wall sections, full height of concrete wall above finished top of paver (and finished concrete walks at east and west ends) shall be exposed.

Cutting of stone panel(s) to a height of approximately 6.84" and cutting of stone panels in an "L" shape as shown in attached sketches, "Attachment for RFI T-0120" and "Part of Sheet A-5000" transmitted/emailed to URS from Webcor-Obayashi on 5/19/2011 is acceptable.

Per contract documents, at east end of wall (east of east most section of exposed concrete wall) stone panels shall extend down to finished top of paver/concrete walk. See annotation by URS on attached sketch, "Part of Sheet A-5000\_Annotated by URS."

(Answered by: David Fyfe on 05/20/11)  
(Response forwarded to Webcor-Obayashi on 05/22/11)





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T-0121	301 Mission Wall - Aluminum Panel Layout	Closed	04/27/2011	05/07/2011	05/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan	Daphne Faulkner		Answered By:URS Corporation		David Fyfe
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: A-5000							
Regarding the aluminum panels on the 301 Mission wall, bottom panel at each end of the wall will need to be trimmed. The standard panel is 2-11 1/2" tall, but the bottom panel measures out to be 2'-1"+/- on the west end and 2'-9"+/- on the east. Please confirm that this is acceptable. If not, please advise.				Per contract documents aluminum panels shall match original aluminum panels. Existing bottom aluminum panel(s), as shown in photos on sheet C-5010, have an approximate 1" gap between the bottom of panel and top of existing grade.			
				Contractor shall place bottom aluminum panel(s) to provide an approximate 1" gap between bottom of panel and top of finished/existing grade. It is acceptable to provide bottom panel(s) that are less than 2' - 11-1/2" tall to provide an approximate 1" gap between bottom of panel(s) and top of finished/existing grade.			
<hr/>							
T-0122	BSE - Hazardous Material Removed From Zone 3 (Potential Contaminated Material Closed		04/29/2011	05/09/2011	05/02/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan		Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams	
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification Section 00 03 35, 1.2							
During Investigation of Zone 3, BBII discovered potential lead based material existing on site. The specific area of concern is the pedestals on Fremont Street.				Hazardous material has been removed from site per the extent of demolition contract drawings for zones 3 - this does not include the "pedestals" in Zone 3. The building and above ground structures were demolished to the extent shown on Demolition contract drawings. Hazardous materials abatement scope was completed within the scope of demolition only. Refer to Demolition Drawings D-1050, D-1051 and D-1073 for representation of limits of structures (specifically the referenced pedestals) demolished and hazardous material abatement.			
Please confirm that all contaminated material (specifically the referenced pedestals) as specified in the specification section 00 03 35, Article 1.2 has been removed and abated by the Demolition Contractor.							
BBII is scheduled to remove these pedestals next week and cannot proceed with this critical work until it is confirmed that the site is cleared of lead based materials as required by the Specifications.				BSE Contractor to handle remaining demolition and abatement in accord with BSE Spec 00-08-14 Health and Safety Criteria Para 1.2 and 1.3 Lead hazards, BSE Spec. 02-41-01 "Demolition" and BSE Spec. 01-13-50 "Hazardous Materials Procedures".			
The TJPA's attention is directed to the following Section of the Specifications:							
SECTION 00 03 35 ¿ EXISTING CONDITIONS: HAZARDOUS MATERIALS							
"1.2 HAZARDOUS MATERIALS REPORTS							





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A. The TJPA's environmental consultants have surveyed the facility for the presence of various hazardous materials. Materials investigated may include asbestos, lead, PCB ballasts, mercury containing lamps, contaminated soils, underground storage tanks, and other hazardous materials. The demolition contractor for the Demolition project (Evans Brothers Inc.) is responsible for removing and abating products containing asbestos, lead, or PCB ballast, and mercury-containing lamps."

T-0123	301 Mission Wall - SASM and Insulation Tape Materials	Closed	04/29/2011	05/09/2011	05/05/2011	Potentially	<input type="checkbox"/>			
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation		David Fyfe		
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion:	<input type="checkbox"/>
Reference: S-0002, A-6000						Insulation tape shall be used between all treated wood and metal surfaces. SASM shall be used as a waterproofing barrier around the entire wall as shown on the contract documents.				
Clarification is requested regarding the notes and details on Sheet S-0002, and A-6000 (see attached marked up sheets). Note 1 within the "WALL FINISH" section of the notes on page S-0002 says to use insulation separation tape between treated wood surfaces and steel framing. In note 2 on page S-0002, SASM is specfied as a different material, but on the details of page A-6000 SASM is shown to be used in the same areas as is described for the insulation tape. It is the interpretation of Transworld that the insulation tape is to be used at all locations referenced on sheet A-6000 as "SASM". Please clarify if these two different materials are to be applied in the same areas.						These two materials (SASM and insulation tape) may overlap in certain locations where insulation tape is provided between treated wood and metal surfaces and where waterproofing is also required.				

T-0123.1	301 Mission Wall - SASM and Insulation Tape Materials			Closed	05/06/2011	05/16/2011	05/09/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation		David Fyfe	
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: RFI T-0123, A-6000, S-0002						This is not a new contract requirement. SASM is referred to on A-6000 in two different instances. It is			

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<b>REQUEST:</b> Reference: RFI T- 0124, URS response to RFI T- 0124  Per recent Change Order negotiations for the required 301 Mission Wall end panel per RFI # T-0124, the panel detail is now being revised to a two-piece, glued enclosure panel. Please confirm the method of two-piece panel attachment to the existing wall is the same as that indicated in RFI # T-0124.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Material substitution (two 1/8" thick aluminum panels glued together in lieu of a single 3/16" thick aluminum panel), "Proposed gap closure per RFI #T-0124-Option3" provided in attached Change Request No. 10C from Transworld Construction Inc. to Webcor/Obayashi dated 7/26/2011 is acceptable, provided aluminum panels are fastened to metal stud with rivets or sheet metal screws at 24" o.c.			
<hr/>							
<b>T-0125</b>	<b>BSE - CDSM Corner Overlap</b>	<b>Closed</b>	<b>05/02/2011</b>	<b>05/12/2011</b>	<b>05/06/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc    George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Sheets GT-2101-2103, GT-5101 and Specification Section 31 56 13  In the Owner's preferred method of soil mixing, the triple auger method, a continuous wall is formed by drilling adjacent sets of columns with a 100% overlap of the outer columns (see 2/GT-5101). A CDSM wall's strength, permeability, and homogeneity is largely contingent upon this remixing action. This overlap also helps ensure the verticality and alignment, as the augers in the secondary panels tend to follow the path of the outer columns of the primary panels. Based upon the beam and column layout shown in GT-2101-2013, the corners formed by Wall Segment A/33.5-35 & 35-1 and R2-1 & X1-1 do not receive the complete remixing obtained by the typical 100% outer column overlap. These corner details are atypical compared to industry standards, and will lead to permeability issues. Is it acceptable to move a small number of beams slightly closer together (~0.1') near those corners, such that the panel layout is shifted enough to have a 100% column overlap at the corners?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Arup received from DND the two sketches attached to this response at the BSE meeting on May 4, 2011 as further clarification of the Contractor's proposal. The Contractor's proposal is acceptable.			
<hr/>							
<b>T-0126</b>	<b>BSE - Confirmation of Utility Abandonment on Fremont St, East side of Phase 1 El</b>	<b>Closed</b>	<b>05/02/2011</b>	<b>05/12/2011</b>	<b>05/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Transbay PMPC                      Douglas Jacobson			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							



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<b>REQUEST:</b> In order to drive sheet piles for the hammer head wall location along Fremont St and the North West Corner of Zone 4, BBII requests confirmation of the abandonment of all utilities east of the PG&E electrical duct bank. BBII also will need the As-Build drawing of the PG&E duct bank location.  BBI needs this information to proceed on the extra unforeseen concrete wall in the hammer head area of the buttress wall.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Today, 5/11, BBI has sawcut AC and removed one lane-width and two laborers have exposed the utility lines in the street east of the PG&E duct bank. Verizon came and cut two of their 4" ducts. The remaining lines will be identified by the utility subcontractors in the next day or two. Please contact Jason Dunne (W/O) for the field conditions of abandoned utilities.			
<hr/>							
<b>T-0127</b>	<b>BSE - Openings Below Screen Wall at 301 Mission Building</b>	<b>Closed</b>	<b>05/04/2011</b>	<b>05/14/2011</b>	<b>05/16/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> URS Corporation                      David Fyfe			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Sheets GT-2201, GT-5102 Sec. 10, and attached photos  In the northwest corner of Zone 4, BBII has exposed 2 openings below the screen wall in the 301 Mission structure. The first opening is located approximately 6 feet east of gridline 27 and the second opening is located approximately 8 feet east of gridline 29. These openings are approximately 18" x 36" in size. (See attached pictures).  These openings are not shown on construction documents. Please advise how to proceed. BBII requests an expedited response prior to the end of this week, as this matter is pertinent to backfill operation.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Plugging of existing ventilation shafts/openings below screen wall is specified in the 301 Mission Interim Screen Wall contract documents. Webcor-Obayashi to coordinate all work amongst tradegroup packages/subcontractors.			
<hr/>							
<b>T-0128</b>	<b>BSE - Old Existing Concrete Floor Along 301 Mission in Zone 4</b>	<b>Closed</b>	<b>05/05/2011</b>	<b>05/15/2011</b>	<b>05/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Transbay PMPC                      Douglas Jacobson			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 02 41 01		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The obstruction was removed by BBI. Remove pre-trench obstructions per contract requirements and			



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	<p>During pre-trenching, BBII found an existing concrete floor along the 301 Mission St garage wall. It is located between the 301 Mission building wall and the buttress area between Grid Line 29 and 30. BBII has exposed a 20ft-30ft section of this floor (approximately on Grid Line A between Grid Lines 29 and 30), and have demolished the slab within the pre-trench area that has been exposed. It appears to BBI that this unforeseen obstruction continues further into the buttress area. If this unforeseen obstruction continues further into the buttress area, it would have to be removed so the buttress construction can continue.</p> <p>Please advise on how to proceed.</p>						Force Account agreement with TJPA.	
T-0129	BSE - Unforeseen Timber Pile in Pre-Trench Along 301 Mission in Zone 4	Closed	05/05/2011	05/15/2011	05/06/2011	Potentially	<input type="checkbox"/>	
	From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By:Adamson Associates, Inc			George Metzger
	Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal						
	REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion:			<input type="checkbox"/>
	Reference Specification Section 02 41 01 and attached photo			Arup Response:				
	During pre-trenching, BBI discovered existing timber piles along the 301 Mission St garage wall between Grid Lines 29 and 30. These piles are less than 1foot away from the 301 Mission St garage wall and within the CDSM shoring wall limits. These unforeseen piles need to be removed as soon as possible. Please advise on how to proceed.			1. For the westernmost 3 timber piles along the line of piles 16 to 18" from the face of the 301 Mission wall: in order to minimize ground loss at 20 to 30 ft depth beneath the PG+E vault and adjacent corridor, BBI needs to use best endeavors to carry out the pile removal using the method agreed following the initial trials. This means vibrating in the casing in advance of removing any of those piles.				
	W/O requests that the Engineer Of Record (Arup) review this on site with BBII prior to responding.			2. For the remaining timber piles along this line, the piles are anticipated to be 30' long and will thus lie within the influence of the c. 70' deep shoring wall for the 301 Mission Low-rise parking garage. Each pile can be removed without casing, working from east to west. Concrete to be placed in the remnant pile hole as rapidly as possible after pile removal and before removal of the adjacent pile.				
T-0130	301 Mission Wall - FCR 043 Concrete Wall Crack	Closed	05/06/2011	05/16/2011	05/09/2011	Potentially	<input type="checkbox"/>	
	From: Webcor Construction LP	David Hungerford	To: Turner Construction Compan	Daphne Faulkner	Answered By:URS Corporation			David Fyfe



T-0131	301 Mission Wall - Framing Modifications and Base Plate Conflict		Closed	05/06/2011	05/16/2011	05/20/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Company	Daphne Faulkner		Answered By: URS Corporation		David Fyfe
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>		
Reference: C/S-5000, B/A-6000, attached sketches, and referenced RFI's						Item/Issue 1) Contractor shall cut base plate neat, flush with stucco slot/face of concrete. Extent of cut(s) shall not exceed dimension(s) shown in attached		

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	<p>Field verified measurements and layout for the location of the structural steel does not coordinate with the stucco inset locations as shown on detail C/S-5000. In addition framing around the perimeter of the wall (aluminum panel locations) had to be modified due to assembly and installation methods. (See attached pictures and sketches. This RFI addresses three framing issues. All issues have been discussed in the weekly 301 Mission Wall subcontractor meeting with URS, Turner, Transworld, TJPA and Webcor-Obayashi.</p> <p>1.) In two of the four stucco slot locations, field conditions show that a portion of the base plate conflicts with the stucco slot. This base plate encroaches into the stucco panel per dimensions shown on the attached sketch. Please advise.</p> <p>2.) The structural steel had been relocated to CL of the wall (per RFI T-0098) and therefore studs around the steel per B/A-6000 could not be set per plan. Transworld has installed hat channel metal framing to the face of the structural steel tube using fasteners into the structural steel as per RFI T-0106 as well as modified the boxed framing per attached sketches around the perimeter of the wall. Sizes of metal framing were used to align with adjacent framing per plan. This work is currently installed, please confirm framing modifications per attached marked up details are acceptable.</p> <p>3.) Blocking a the top of the wall at the north side (between the framing and 8"x 8" tube steel) was not installed, as there was no room between the framing and steel. Framing was attached directly to the tube steel. See attached.</p> <p>Please confirm that the framing modifications in item 2 and 3 are acceptable and provide direction at the base plate conflict per item 1.</p>						
						<p>sketch, "RFI T-0131: (Item 1) Base Plate conflict with slot locations" provided by WO/Transworld. Contractor shall field apply complete paint system as stated in contract documents following cutting procedures. Any damage to non-shink grout and/or concrete below shall be repaired. All architectural wall finishes (SASM, cement board, stone panels, aluminum panels, 3-coat stucco, etc.) shall be installed as shown on contract documents.</p> <p>Item/Issue 2) We note this request is for convenience of the Contractor and on this basis take no exception to the framing modifications as shown in attached sketches, "RFI T-0131: (Item 2) Metal Stud Framing Modification at Perimeter of Wall (Aluminum Panel locations)" and "RFI T-0131: (Item 2) Metal Stud Framing Modification Surrounding Structural Steel (Slot locations)" provided by WO/Transworld. Accordingly, no change in contract and/or extension in schedule will be provided to accommodate this Contractor request. All impacts associated with proposed framing modifications, including installation of all architectural wall finishes (SASM, cement board, stone panels, aluminum panels, 3-coat stucco, etc.) as shown on contracts documents, cost and schedule shall be borne solely by the Contractor.</p> <p>Item/Issue 3) Intention of wood blocking is to provide spacing and allow fastening of aluminum panels. If there is not sufficient space to provide wood blocking, it is acceptable to fasten aluminum panels directly to tube steel members and omit wood blocking on north side of wall as shown in attached sketch, "RFI T-0131: (Item 3) Omission of Blocking Between 8" x 8" Tube Steel and Framing (North Side Only). Accordingly, prior to deletion of wood blocking Contractor shall ensure all architectural wall finishes (SASM, cement board, stone panels, aluminum panels, 3-coat stucco, etc.) can and will be installed as shown on contract documents.</p>	





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T-0132	BSE - Lead Based Paint On Bent Pedestals	Closed	05/06/2011	05/16/2011	05/09/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Masashi Kojima <b>To:</b> Turner Construction Compan      Daphne Faulkner			<b>Answered By:</b> Balfour Beatty Infrastructu Ural Yal				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Please see information attached regarding the paint on the old bent Pedestals existing along Fremont Street. The information provided indicates the level of lead is above the permissible level. This area is now considered part of the lead abatement program; this work will be commencing on Saturday 5/7/2011. Cost of this Lead abatement will be charged to the owner.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Voided. See the attached email on 05/09/2011.		
<hr/>							
T-0133	BSE - CDSM Test Section & Start of Work	Closed	05/09/2011	05/19/2011	05/10/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan      Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 31 56 13, 1.6. F. 1-2  Please confirm that the acceptance of Zone 4 Test Section strength and permeability results is the prerequisite to begin Zone 4 & 3 shoring work, and acceptance of the Zone 1/2 Test Section results is the prerequisite to begin work Zones 1 & 2.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The acceptance of Zone 4 Test Section strength and permeability results is the prerequisite to begin Zone 4 & 3 shoring work, and acceptance of the Zone 1/2 Test Section results is the prerequisite to begin work Zones 1 & 2.		
<hr/>							
T-0134	BSE - 301 Mission Guide Wall	Closed	05/09/2011	05/19/2011	05/12/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan      Daphne Faulkner			<b>Answered By:</b> Transbay PMPC      Douglas Jacobson				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-2103, Specification Section 31 56 13, and attached sketch  Typically in CDSM shoring, a guide frame constructed from steel beams is used, which straddles the CDSM wall. The guide frame is used to align the augers, align and place beams, and expand/collapse the drill rods. The existing 301 Mission building wall is approximately 5-6" away from the outside of the CDSM shoring wall. As such it will not permit placement of a standard steel beam guide frame. Is it acceptable to construct a temporary concrete/rebar guide wall on the outside of the CDSM wall and adjacent to the existing 301 Mission footing wall? See			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This guide wall proposal is for Contractor convenience.  Please submit more information for this proposal, e.g., spacing, depth, and diameter of anchors/studs, discuss means and methods, and describe condition that contractor will leave the CMU wall when finished.  Once the above information is returned, TJPA will meet with 301 Mission to negotiate authorization for this proposal.		





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attached sketch details of the proposed guide wall.

T-0135	BSE - Unforeseen Timber Piles in Pre-Trench Along 301 Mission St. in Zone 4			Closed	05/10/2011	05/20/2011	05/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran		To: Turner Construction Compan		Daphne Faulkner		Answered By:Adamson Associates, Inc George Metzger	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:				SUGGESTION:				ANSWER:      Accept Suggestion: <input type="checkbox"/>	
Reference RFI#T-0129 and Specification Section 02 41 01									
The response to BBII RFI 094 [RFI #T-0129] regarding the unforeseen timber piles along 301 Mission Street, "Concrete to be placed in the remnant pile hole as rapidly as possible after pile removal of the adjacent pile."									
Per DND Construction, concrete backfill is incompatible with soil mixing methods. Please provide clarification on what material will be placed within the CDSM wall limits that will not conflict with the mixing of the CDSM wall.									
				ARUP Response:					
				The material for filling the void left by the extracted timber pile needs to be filled by a material which can be drilled by the CDSM shoring equipment.					
				Kevin Clinch					
				12 May 2011					

T-0136	301 Mission Wall - Manhole Vents	Closed	05/10/2011	05/20/2011	05/20/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:Turner Construction Comç Kevin Chiu	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference: A/C-5000,				5/23/11 UPDATED RESPONSE from Kevin Chiu:			
Per Justin Burke of Turner Construction, the 3' tall sleeves on the north side of the 301 Mission Screen Wall are per PG&E preference. At Turner's request, please review the design for the sleeves as shown on C-5000 and consider a grated cover over the manholes at grade, as opposed to the 3' tall sleeves per the documents.				Pending approval by TJPA, a CR may be issued.			
				=====			
				5/20/11 Response per Kevin Chiu:			
				Contractor is to eliminate the referenced "(N) 3'-0" HIGH CIP CONCRETE SLEEVE OVER MANHOLE WITH (N) KADEE S.S. CIRCULAR GRATE SATIN FINISH (TWO LOCATIONS)" per C-5000. Elimination of sleeves was agreed upon by TJPA (Brian Dykes), PG&E (Mike Balmy) and Mission Street Development (Steve Hood).			



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<div>5/13/11 Response per URS' David Fyfe: 3' tall concrete sleeves are required per the Easement Agreement between the TJPA and Mission Street Development, LLC (MSD). Eliminating use of 3' tall concrete sleeve(s) and providing grated PG&amp;E manhole lid(s) at existing grade elevation must be approved by TJPA, MSD, and PG&amp;E.</div>							
T-0137	BSE - Unforeseen Obstruction - Concrete Lip Off 301 Mission St Garage Footing		Closed	05/10/2011	05/20/2011	05/11/2011	Potentially <input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By:Transbay PMPC		Roger Rothenburger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal					
REQUEST:		SUGGESTION:		ANSWER:			
Reference Specification Section 02 41 01 and attached photo				Accept Suggestion: <input type="checkbox"/>			
During Pre-Trench, BBII found an existing concrete lip/shelf footing along the low-rise 301 Mission St. garage wall. The footing consists of reinforced concrete, and is a part of the 301 Mission St. garage structure. It is not a separate structure, and it protrudes into the CDSM wall location in multiple places and does not allow enough room for the drill rig to construct the CDSM wall. The lip/shelf protrudes out at the western corner of the 301 Mission St. garage and goes to the east 81-feet. The footing is then flush with the 301 Mission St garage wall for 67-feet.				Previously a much larger section of concete footing within the TJPA limits was removed with a breaker.			
This is a potential delay in pre-trenching and the installation of the CDSM wall. It is a part of the 301 Mission St garage, and will need to be removed flush with the 301 Mission St. wall.				The BSE Contractor BBII should determine the property line and the extent that this protrusion from 301 Mission is within the TJPA limits.			
Please see photo attached.				If the 3" protrusion is within the TJPA construction limits beyond the property line of 301 Mission the "3-inch lip" should be removed with smaller breaking tools and concrete chipping tools back to the property line limits.			
Please advise BBII as to how to proceed.							

T-0138	BSE - Unforeseen Timber Pile in Pre Trench Along 301 Mission St. in Zone 4 - Con	Closed	05/10/2011	05/20/2011	05/12/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc    George Metzger			



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**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Response to RFI #T-0129 [BBI RFI 094] and Specification Section 02 41 01

Using the current, approved means & methods set forth in RFI Response #T-0129, there is an extremely high probability that the vibratory hammer or casing will come into contact with the existing 301 Mission wall. Despite multiple tag lines and attempts to swing away from the wall, BBII cannot guarantee the equipment will not contact the wall.

BBII requests a revised methodology to extract the unforeseen timber piles or to protect the existing wall which will reduce the of damaging the wall at 301 Mission. BBII is willing to meet with the Engineer to discuss and develop this method.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

ARUP Response:

As discussed in the May 11, 2011 BSE meeting, Arup, in our response to RFI T-0129, is seeking the Contractor's "best endeavors" at using the casing on the three (3) timber piles furthest west. The remaining seven (7) or so piles to the east of these piles may be pulled directly without casing as long as there is replacement filling of the timber pile void as soon as it is pulled.

The Contractor, TJPA and Arup will observe the Contractor's "best endeavors" to install casing and pull each of the 3 western-most timber piles at a date and time (Friday May 13, 2011 mentioned as the earliest) chosen by the Contractor. Mechanical methods to control and hold the vibratory pile puller away from the wall, as well as any method of pre-protection of the aluminum panel clad corner, are suggested.

-----  
5/11/2011 Roger Rothenburger

As discussed in the Wednesday May 11, 2011 BSE meeting, the Engineer (Arup) is seeking (response to RFI T-0129) "best endeavors" to use the casing on the three (3) timber piles furthest west. The remaining seven (7) or so piles to the east of these piles may be pulled directly without using casing as long as there is replacement filling of the timber pile void as soon as it is pulled.

TJPA is aware of the risk of exterior damage to the 301 Mission Parking Structure at the corner and sides, but weighs the potential for more serious structural damage in the basement around the PG&E vault to be greater risk than the exterior damage.

The work is in accordance with the force account directive CRT-010 for removal of obstructions so the risk becomes part of the cost which TJPA is willing to bear for avoiding potential greater risk of basement structural damage.

(1) At a date and time (Friday May 13, 2011 mentioned



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as the earliest) chose by the BSE Subcontractor, BBII, TJPA representatives including the Engineer (Arup), Architect (AAI) will observe the BBII "best efforts" to install casing and pull each of the 3 western most timber piles. Mechanical methods with the excavators or other equipment to control and hold the vibratory pile hammer away from the wall are suggested as well as any method the experienced work crews suggest. An attempt to protect the aluminum panel clad corner by any means is also advisable.

(2) The material for filling the void left by the extracted timber pile needs to be filled by a material which can be drilled by the CDSM shoring equipment. A sand-water solution with some light bonding material (bentonite, 1/8 +/- bag of cement or other suggested material) that is drillable should be submitted by BBII. The CDSM shoring contractor suggestion would be helpful. A strength of 50psi was mentioned in the meeting but the choice belongs to BBII for their CDSM equipment.

Please determine a date and time for the trial casing installation and to determine the desired CDSM "drillable mix"

T-0138.1	BSE - Unforeseen Timber Piles in Pre Trench Along 301 Mission St. in Zone 4 - Corridor Closed				05/20/2011	05/30/2011	05/23/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Daphne Faulkner	Answered By: Adamson Associates, Inc				George Metzger

Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal

REQUEST:

Reference response to RFI#T-0129, RFI#T-0138, Specification Section 02 41 01 and attached documents

The response to BBII RFI 094 [RFI#T-0129] regarding the unforeseen timber piles along 301 Mission Street, "Concrete to be placed in the remnant pile hole as rapidly as possible after pile removal of the adjacent pile." Concrete is not compatible with CDSM mixing.

After clarification on the issue in RFI Response #T-0138,

SUGGESTION:

ANSWER: Accept Suggestion: ☐

ARUP Response:

Mix FOA100CX is acceptable. Contractor shall verify that this mix is acceptable to the CDSM shoring wall installer.



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BBII proposed and furnished Central Concrete Sand Slurry Mix FOA100CX under the direction of the Engineer. The Engineer of Record's field engineer reviewed, approved and observed the installation of this mix in the pile voids along 301 Mission Street. The mix was recommended by ARUP Field Engineer prior to placement in the field, please confirm that this mix design meets the field engineer's requirements.

Attachments: Mix as requested is being submitted for record.

T-0139	BSE - Unforeseen Timber Pile in Pre Trench Along 301 Mission St. in Zone 4 - CR 1 Closed			05/10/2011	05/20/2011	05/11/2011	Potentially <input type="checkbox"/>
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By: Transbay PMPC		Roger Rothenburger	
Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal						
REQUEST:	SUGGESTION:			ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference Response to RFI #T-0129 [BBI RFI 094] and Specification Section 02 41 01				As discussed in the BSE meeting of Wednesday, May 11, 2011 the removal of the unforeseen piles in the CDSM shoring wall pre-trenching along 301 Mission is paid under CRT-010.			
Please clarify if the removal of the unforeseen timber piles along 301 Mission Street will be reimbursed by CR T-010.							

T-0140	BSE - Bridges Submittals	Closed	05/12/2011	05/22/2011	05/27/2011	Potentially	<input type="checkbox"/>	
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Daphne Faulkner	Answered By:	URS Corporation	David Fyfe
Co-Author:	Balfour Beatty Infrastructure, Inc.	Ural Yal						
REQUEST:	Reference Specification Section 01 53 13		SUGGESTION:	ANSWER:				Accept Suggestion: <input type="checkbox"/>
BBII proposes breaking up the bridge submittals to allow submittal fundamental structural drawings and calculations for the bridge, independent of accessories and specialized components necessary for a complete bridge package.		The approval to split the temporary bridge submittal into two submissions is provided subject to the following conditions:						
Specifically, the first set of submittals would include Structural drawings and calculations for the bridge structure from the pavement and decking down - piers, cap beams, girders, abutments, and associated		1. Items which are provided in the initial submission shall be designed for all loading to support all features which are deferred. This includes loading attributable to but not limited to the following: operable gates; vehicle barriers; required thickness of pavement for all purposes, added thickness of paving for pedestrian areas, curbs and provisions for slope inducement for						



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connections. Additionally, it will include standard edge railing/barriers.

Follow on coordination submittals will include traffic coordination components, gates, hardware, locking mechanisms, fences, Muni OCS components, utility support details, surface grading and drainage.

BBII believes that it will take some time to finalize a complete bridge package that satisfies all interested parties. Isolating the core bridge structure into it's own submittals will ensure that detailing and fabrication of the main components of the bridge will not be held up while working out the details.

Please confirm this is acceptable

handling of surface water; support for utilities; lighting poles/standards; OCS poles/wires; and any other items specifically required to meet city of SF requirements brought to the attention of the contractor team by review meetings with city staff.

2. Items deferred to the second submission shall be in full conformance with specifications requirements.

3. Any items for which a deviation from the specifications is sought shall be fully identified in the first submission.

T-0141	BSE - Inclinometers IW-5 to IW-8 Install Locations		Closed	05/12/2011	05/22/2011	05/16/2011	Potentially <input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc			George Metzger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Sheets GT-1301, GT-1302, GT-2201 & 13/GT-5101 and Specification Section 31 56 13				ARUP Response:				
Please clarify if locations IW-5 to IW-8 exist. They are not shown on GT-1301 and GT-1302.				Inclinometers IW-5 to IW-8 do not exist.				

T-0142	BSE - Instruments I-104 to I-107		Closed	05/13/2011	05/23/2011	05/16/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc			George Metzger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:					Accept Suggestion: <input type="checkbox"/>
Reference Sheets GT-1301, GT-1302, GT-2201, & 13/GT-5101 and Specification Section 31 56 13				ARUP Response:					
				Instruments I-104 to I-107 require detail 13/GT-5101.					



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On Sheet GT-2201, please confirm that Instrument I-104 to I-107 is detail 13/GT-5101.

T-0143	BSE - Confirmation of Utility Decommissioning and As-Builts for Fremont Street			Closed	05/16/2011	05/26/2011	05/20/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Daphne Faulkner	Answered By: Turner Construction Company				Kevin Chiu
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal								
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Sheet D-2230 and attached sketch						Removal of existing duct bank is in RUP scope, see U-1123. Coordinate BSE work activities with RUP scope. Target date given by PG&E to have duct bank decommissioned is 6/24/11. If RUP's removal of duck bank is not complete prior to drill pad installation, BBI is to protect the existing utilities.				
During BBII potholing work on the Fremont street hammer head, BBII exposed the existing live PG&E concrete duct bank. The duct bank is located under BBII Buttress drill pad (see attached sketch), the drill pad is scheduled to be poured 5-26-2011/5-27-2011. BBII has concerns that the duct bank will not be able to support the load for the drilling equipment. The concrete duct bank will need to be removed prior to drill pad installation. Please advise.										

T-0144	BSE - Unknown Concrete Structure along 199 Fremont St in Zone 4			Closed	05/18/2011	05/28/2011	05/24/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Masashi Kojima	To: Turner Construction Company		Daphne Faulkner	Answered By: Turner Construction Company				Kevin Chiu
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal								
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Specification Section 31 56 13										
BBII discovered the unforeseen concrete structure in the attached photo. Tills concrete mass is unknown and is in direct conflict with the BSE CDSM wall.										
The concrete mass is approx 2ft wide and extends 8ft depth the entire between GL J 30-33.5 adjacent 199 Fremont Street building. During the excavation at 8ft there was water egress into the excavation from underneath the concrete structure see photos attached.										
BBII requests immediate direction from the TJPA on this issue.										
			5/20/2011 - George Metzger							
			ARUP Response:							
			If the CDSM shoring wall is to be installed in the location shown, then the material which is in the way, including any rubble which will interfere with the soil mixing for the CDSM wall, will need to be removed.							





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T-0145	<b>BSE - Existing Concrete Footing Gridline J between Gridline 26.5-30 along 181 Fre Closed</b>		05/18/2011	05/28/2011	05/20/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Masashi Kojima <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 02 41 00  BBII followed the method approved to remove a section of the unforeseen structure in RFI #74 & 74.1, and found a separate concrete footing bellow that. It is believed to be a footing that extends below the 177/181 Fremont St. building. The top of this footing is approximately 8 feet below the original grade, and it is approximately 3 feet wide, and 3 feet deep. BBII is concerned with the removal of this footing and the extensive rubble that was exposed below it. When a bucket of dirt was removed along the footing, a large amount of water gushed out, from below the 177/181 Fremont St. building, and through the large amount of stone rubble that was exposed. At this point the bottom of the footing was found, and the soil was quickly replaced. This footing is within the CDSM wall extents, and will have to be removed. Due to the fragile nature, and the age of the 177/181 Fremont St. building; please clearly describe and advise. Please See Attached Pictures.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The RFI refers to RFIs 74 and 74.1. We understand these are BBI numbers; the corresponding RFI numbers in Constructware are 103 and 103.1.  If the CDSM shoring wall is to be installed in the location shown, then the material which is in the way, including any rubble which will interfere with the soil mixing for the CDSM wall, will need to be removed. Based on field observations made earlier today, and recent email correspondence, we understand the concrete (unreinforced) basement wall immediately adjacent to 181 Fremont has been removed. Arup requests TJPA to provide direction to the Contractor regarding any additional demolition and/or excavation should it be necessary. ----- ----- Adamson Associates, Inc. Comment:  CM (Turner) is to confirm that TJPA approves in writing the approach and work the Contractor proposes at this location as the Field Actives and Contractor actions may impact the adjacent property.				

T-0146	<b>BSE - Additional Timber Piles Adjacent 177/181 Fremont Building South Zone 4      Closed</b>	05/19/2011	05/29/2011	05/20/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						





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	<div><div>REQUEST:</div><div>Reference RFI#T-0103 and attached photo</div><div>During BBII demolition of the unknown concrete structure along South side of Zone 4 adjacent 177/181 Fremont building (Refer to [RFI#T-0103] BBII RFI# 74), BBII discovered timber piles beneath the unknown concrete structure - see photos attached.</div><div>The location timber piles are in conflict with the alignment of the CDSM wall. Please advise on the method of removal of the obstruction.</div><div>Note: BBII has concerns regarding the stability of the adjacent 177/181 Fremont Building (old brick structure).</div></div>	<div>SUGGESTION:</div>			<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>ARUP Response:</div><div>1. We suggest that the timber piles be exposed no more than 3 at a time, and that they are removed and the remnant void is infilled immediately with a material that can be drilled by the shoring wall equipment of DND. A suitable material was proposed for the similar situation adjacent to the parking garage/low rise portion of 301 Mission.</div><div>2. If more timber piles are revealed along this part of the pre-trenching, then the process in 2 above should continue along the northern flank of 181 Fremont and for a distance of 20 ft east of the northeast corner of the building.</div><div>3. 181 Fremont building is equipped with crack width gauges, and Arup staff will take readings of the gauges before and after removal of the timber piles along this length of pre-trenching provided the building owner grants us access.</div><div>4. Inclinometers to monitor the effects of the installation of the shoring wall and the subsequent train box excavation will be installed in due course.</div><div>5. The Contractor shall take appropriate measures to retain the material under 181 Fremont and keep it from sloughing into the excavation.</div><div>-----</div><div>Adamson Associates, Inc. Comment:</div><div>CM (Turner) is to confirm that TJPA approves in writing the approach and work the Contractor proposes at this location as the Field Activates and Contractor actions may impact the adjacent property.</div></div>			



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**REQUEST:**

Reference RFI#T-0146

Please provide the TJPA's specific written direction and procedure on how to remove the unforeseen piles along North face of 181 Fremont Street according to the response for RFI T-0146.

The contractor cannot proceed on this extra and critical work without the specific direction and procedure provided in writing by the TJPA.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The Sheet pile method using sheet piles either interlocked or not interlocked for 20 feet or so, removing the piles (3ft of exposed pile required to remove) described to TJPA and its representatives this morning (May 20, 2011) on site is compliant with the Contract Specifications Section 02 41 19 (Pile Removal and Section 31 56 13 (CDSM Shoring Wall) Part 3.2 (Execution - Pre-trenching)

<b>T-0146.2</b>	<b>BSE - Additional Timber Piles Adjacent 177/181 Fremont Building South Zone 4</b>	<b>Closed</b>	<b>05/23/2011</b>	<b>06/02/2011</b>	<b>05/24/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP

Nhi Tran

**To:** Turner Construction Company Daphne Faulkner

**Answered By:** Turner Construction Company Kevin Chiu

**Co-Author:** Balfour Beatty Infrastructure, Inc.

Ural Yal

**REQUEST:**

Reference RFI#T-0146.1

Based on the joint meeting between W/O, BBII and the TJPA on 5/23/2011, BBII would like to confirm the following:

181 Fremont Street Pile Extraction:

1. BBII will install additional survey control to establish the back of the shoring wall limit.
2. BBII will contact DND Construction to confirm the allowable distance between an existing pile and the back of the shoring wall.
3. BBII will expose, in the presence of the engineer, 3 piles at one time.
4. BBII and the Engineer will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall.
5. BBII will install flat sheet piles between the building and the wood piles to prevent caving of soils under the building.
6. BBII will extract the wood piles with vibratory hammer, with the same stroking procedure without steel casing. BBII will perform dewatering enough to be able to connect the hammer to the pile.
7. BBII will backfill the void with low strength material

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

Per Brian Dykes, this work is authorized to proceed. Allowable work hours will be established after 199 Fremont pile extraction begins.

-----  
5/24/2011 - George Metzger

ARUP Response:

The procedure described is consistent with that discussed and agreed to at yesterday's meeting with the following exceptions:

Item 4 shall read: BBI and TJPA will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall. Arup will be on site to assist the TJPA.

The Contractor may wish to consider placing the steel sheet prior to excavating to retain the material under 181 Fremont and keep it from sloughing into the excavation.

Items 10 and 11 will be reviewed by others.



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	Central Concrete Mix FOA100CX (RFI #T-0138.1). 8. BBII will backfill the piles. 9. BBII will remove the sheet piles and start over with Step 3. 10. All of this work will be tracked and compensated on force account under CR T-010. 11. Similar to the extraction in front of the 301 Mission garage wall, BBII will take every precaution to avoid damaging the adjacent wall; however, due to the proximity of the hammer to the wall, BBII will not guarantee not damaging the wall. If damage to the adjacent wall occurs in any phase of the pile extraction operation described above, BBII will be compensated for repairs under CR T-010 as well.  Please confirm the above as soon as possible. In addition, BBII requests immediate confirmation of allowable work hours for the work described above.						

<b>T-0146.3</b>	<b>BSE - Additional Timber Piles Adjacent 177/181 Fremont Building South Zone 4</b>	<b>Closed</b>	<b>05/23/2011</b>	<b>06/02/2011</b>	<b>05/25/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Roger Rothenburger		
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b> Reference RFI#T-0146.2  The response RFI T-0146.2 did not answer for Item 10 and 11. Please respond for Item 10 and Item 11.  ----- RFI#T-0146.2 Question:  Reference RFI#T-0146.1  Based on the joint meeting between W/O, BBII and the TJPA on 5/23/2011, BBII would like to confirm the following:  181 Fremont Street Pile Extraction: 1. BBII will install additional survey control to establish the back of the shoring wall limit.	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>	The row of timber piles closest to 199 Fremont are only 6"-9" clear of the 36-inch theoretical CDSM wall thickness. TJPA in order to avoid the potential risk of these timber piles some of whom are canted and not straight pulled if any part of the pile is within 12" of the theoretical CDSM wall line. Since this work has previously been classified as an "unknown obstruction" paid on force account; if there is damage to the 199 Masonry wall that the cost of repair is considered part of the force account work. BBII is to exert efforts to avoid damage and use the method of pulling the piles that gives least amount of risk for damage to the masonry wall. This response is only for 199 Fremont. Discussions must be held when starting pile removal along 181 Fremont.			



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	<p>2. BBII will contact DND Construction to confirm the allowable distance between an existing pile and the back of the shoring wall.</p> <p>3. BBII will expose, in the presence of the engineer, 3 piles at one time.</p> <p>4. BBII and the Engineer will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall.</p> <p>5. BBII will install flat sheet piles between the building and the wood piles to prevent caving of soils under the building.</p> <p>6. BBII will extract the wood piles with vibratory hammer, with the same stroking procedure without steel casing. BBII will perform dewatering enough to be able to connect the hammer to the pile.</p> <p>7. BBII will backfill the void with low strength material Central Concrete Mix FOA100CX (RFI #T-0138.1).</p> <p>8. BBII will backfill the piles.</p> <p>9. BBII will remove the sheet piles and start over with Step 3.</p> <p>10. All of this work will be tracked and compensated on force account under CR T-010.</p> <p>11. Similar to the extraction in front of the 301 Mission garage wall, BBII will take every precaution to avoid damaging the adjacent wall; however, due to the proximity of the hammer to the wall, BBII will not guarantee not damaging the wall. If damage to the adjacent wall occurs in any phase of the pile extraction operation described above, BBII will be compensated for repairs under CR T-010 as well.</p> <p>Please confirm the above as soon as possible. In addition, BBII requests immediate confirmation of allowable work hours for the work described above.</p>						

T-0146.4	BSE - Additional Timber Piles Adjacent 177/181 Fremont Building South Zone 4			Closed	05/27/2011	06/06/2011	05/31/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Company	Daphne Faulkner	Answered By: Turner Construction Company Kevin Chiu			
Co-Author:	Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:			SUGGESTION:			ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Per Turner's request on 5/27/2011 this RFI is being asked, to modify the 177/181 Fremont pile extraction procedure						Item 8 - BBI shall make every attempt to ensure voids are completely filled but is not required to test/verify			



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	<p>as desired by ARUP:</p> <p>Based on the revised proposal for unforeseen pile extraction work along 181 Fremont St. from ARUP, BBII (W/O) can agree with revisions as the follows:</p> <p>- Item 6 should read, "BBII will extract the piles with vibratory hammer only as necessary. BBII will use as little vibration as possible to remove the piles from the ground. BBII will perform dewatering enough to be able to connect the hammer to the pile."</p> <p>- Item 8 should read, "BBII will back fill the pile voids using a tremie pipe of minimum length 20ft attached to the concrete bucket. The tremie shall be inserted as far into the pile hole as possible prior to pouring the concrete, and the concrete shall be placed using normal tremie techniques. BBII will make efforts to pour the material into the void as possible, but BBII is not responsible to eliminate void completely."</p> <p>Other items shall remain the same.</p> <p>Please also clarify that the response from RFI#T-0146.3 stating "Since this work has previously been classified as an "unknown obstruction" paid on force account; if there is damage to the 199 Masonry wall that the cost of repair is considered part of the force account work. BBII is to exert efforts to avoid damage and use the method of pulling the piles that gives least amount of risk for damage to the masonry wall." is this instead, meant to address the property and work related to 177/181 Fremont? If not, please address the question regarding 177/181 address.</p>							
					<p>that the voids are completely filled.</p> <p>Last paragraph of the RFI - Correct. RFI response from T-0146.3 should read 177/181 Fremont in lieu of 199 Fremont.</p> <p>----- ----- 5/28/2011 - George Metzger</p> <p>ARUP Response:</p> <p>Based on additional observations made 03/27/2011 of the pile pulling process adjacent to 199 Fremont, Arup has the following comments and recommends revisions to the procedure as noted below:</p> <p>Item 6 is acceptable.</p> <p>Item 8 should be modified to read, "BBII will backfill the voids using gravity fall method immediately after pile is pulled. BBII will accomplish this by having the concrete hopper filled and setup to pour prior to the final pull of the each individual pile, with the hopper's chute aimed at the pile. As soon as the pile is lifted from the void, the concrete is released from the hopper."</p> <p>The last sentence in Item 8 in the RFI "BBII will make efforts to pour the materials into the void as possible but BBII is not responsible to eliminate void completely," shall be reviewed by the TJPA.</p> <p>The last paragraph of the RFI shall be reviewed by others.</p> <p>The Contractor shall not commence pile pulling adjacent to 177/181 Fremont without first receiving direction to do so from TJPA.</p>			
T-0147	301 Mission Wall - Stone Application Detail	Closed	05/19/2011	05/29/2011	05/27/2011	Potentially	<input type="checkbox"/>	



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<b>From:</b> Webcor Construction LP	David Hungerford	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> URS Corporation	David Fyfe		
<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>			<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		
Reference: Attached Sketch				2nd layer of cement board is not as specified in contract documents.			
Please review the attached sketch showing the thinset manufacturer's recommendations for the tile installation at this wall. In reference to the approved submittal detail (attached) an additional layer of cement board will be installed to fur out the substrate so that the materials can be applied to their recommended thickness. In addition, the manufacturer recommends to use Laticrete 254 Platinum thinset material. The stone tiles finished surface will align with the aluminum panel above. Please expedite the review of this RFI.				An adhesive shall be used between the layers of cement board in order to ensure the 2 layers act as a single composite layer. 2nd layer of cement board shall be attached to studs at 6" o.c. with stainless steel flat head screws to metal stud framing. All screws shall extend through both layers of cement board for full engagement to framing. There shall be no gaps or voids between the two layers of cement board.			
				Use of Laticrete 254 Platinum thinset material is acceptable.			
<hr/>							
<b>T-0148</b>	<b>BSE - Additional Timber Piles Adjacent 199 Fremont Building Zone 4</b>	<b>Closed</b>	<b>05/23/2011</b>	<b>06/02/2011</b>	<b>05/24/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Turner Construction Comp	Kevin Chiu		
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>	<b>SUGGESTION:</b>			<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		
Reference RFI#T-0146.2				Per Brian Dykes, this work is authorized to proceed. 199 Fremont has been notified and work may commence.			
Based on the joint meeting between W/O, BBII and the TJPA on 5/23/2011, BBII would like to confirm the following:				----- 5/24/2011 - George Metzger ARUP Response:			
199 Fremont Street Pile Extraction: 1. BBII will install additional survey control to establish the back of the shoring wall limit. 2. BBII will contact DND Construction to confirm the allowable distance between an existing pile and the back of the shoring wall. 3. BBII will excavate, in the presence of the engineer, 8 piles at one time. 4. BBII and the Engineer will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall. 5. BBII will extract the piles with vibratory hammer, with the same stroking procedure without steel casing. BBII will perform dewatering enough to be able to connect the hammer to the pile.				The procedure described is consistent with that discussed and agreed to at yesterday's meeting with the following exceptions:  Item 4 shall read: "BBI and TJPA will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall." Arup will be on site to assist the TJPA.  Items 8 and 9 will be reviewed by others.			



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	<p>6. BBII will backfill the void with low strength material Central Concrete Mix FOA100CX (RFI #T-0138.1).</p> <p>7. BBII will backfill the piles and start over with Step 3.</p> <p>8. All of this work will be tracked and compensated on force account under CR T-010.</p> <p>9. Similar to the extraction in front of the 301 Mission garage wall, BBII will take every precaution to avoid damaging the adjacent wall; however, due to the proximity of the hammer to the wall, BBII will not guarantee not damaging the wall. If damage to the adjacent wall occurs in any phase of the pile extraction operation described above, BBII will be compensated for repairs under CR T-010 as well.</p> <p>Please confirm the above as soon as possible. In addition, BBII requests immediate confirmation of allowable work hours for the work described above.</p>						
T-0148.1	BSE - Additional Timber Piles Adjacent 199 Fremont Building Zone 4	Closed	05/23/2011	06/02/2011	06/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan    Daphne Faulkner		Answered By:Turner Construction Comf Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Reference RFI#T-0148				Confirmed-In regards to item #8 and 9 in the response to RFI T-0148; All of this work will be tracked on force account under CR T-010. If BBII takes every precaution to avoid damaging the adjacent wall, BBII will be compensated for repairs under CR T-010 as well.			
The response RFI T-0148 did not answer for Item 8 and 9. Please respond for Item 8 and Item 9.				There is no Noise moratorium for 199 Fremont. This includes demolition, pile pulling, excavation, backfill, equipment set-up etc. is allowed at all times adjacent to 199.			
----- RFI#T-0148 Questionin: Reference RFI#T-0146.2				Good neighbor notification policy is in effect - WO/BBII will notify Singer Assoc. whenever work will encroach on 199 Fremont property or when work activity will disrupt the tenants of 199 Fremont - both inside lot and on sidewalk/street.			
Based on the joint meeting between W/O, BBII and the TJPA on 5/23/2011, BBII would like to confirm the following:							
199 Fremont Street Pile Extraction:							
1. BBII will install additional survey control to establish the back of the shoring wall limit.							
2. BBII will contact DND Construction to confirm the allowable distance between an existing pile and the back of the shoring wall.							



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	<p>3. BBII will excavate, in the presence of the engineer, 8 piles at one time.</p> <p>4. BBII and the Engineer will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall.</p> <p>5. BBII will extract the piles with vibratory hammer, with the same stroking procedure without steel casing. BBII will perform dewatering enough to be able to connect the hammer to the pile.</p> <p>6. BBII will backfill the void with low strength material Central Concrete Mix FOA100CX (RFI #T-0138.1).</p> <p>7. BBII will backfill the piles and start over with Step 3.</p> <p>8. All of this work will be tracked and compensated on force account under CR T-010.</p> <p>9. Similar to the extraction in front of the 301 Mission garage wall, BBII will take every precaution to avoid damaging the adjacent wall; however, due to the proximity of the hammer to the wall, BBII will not guarantee not damaging the wall. If damage to the adjacent wall occurs in any phase of the pile extraction operation described above, BBII will be compensated for repairs under CR T-010 as well.</p> <p>Please confirm the above as soon as possible. In addition, BBII requests immediate confirmation of allowable work hours for the work described above.</p>						





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T-0149	BSE - Revised Contract Drawing GT-2201	Closed	05/24/2011	06/03/2011	05/26/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Reference Sheet GT-2201, RFI#T-0088.2, and attached sketch SKGT-0002  BBII agreed with the TJPA's proposal in the response of RFI T-0088.2. Therefore, please issue the revised contract drawing of GT-2201. Also, please note that attached Sketch SKGT-0002 includes an error in the CDSM wall alignment at gridline J/34-35.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Based on the 5/26/2011 meeting between TJPA, PMPC, Turner and AAI, and as directed by TJPA a revised contract drawing of GT-2201 will not be issued at this time. However, the attached sketch has been revised to correctly show the CDSM shoring wall outline. See attached SKGT-0002-R1.				
T-0150	BSE - CDSM Top of Pile Elevations At Zone 4	Closed	05/25/2011	06/04/2011	05/31/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Reference Sheet GT-5101 and attached sketch  Please reference table 16/GT-5101. To facilitate construction on the streets and the Buttress area, at no additional cost to the owner BBII plans to install the CDSM piles on Fremont St., Beale St., and Zone 4 per the table below:  # - (a) Location / Description;   (b) Per 16/GT-5101 Top of Pile Elevation;   (c) Proposed Top of Pile Elevation  1 - (a) Piles at Fremont St. and Beale St.; (b) EL 13.0 and EL 15.0; (c) Flush to street elevation 2 - (a) Piles in the Buttress Work Pad area along 301 Mission; (b) EL 14.0; (c) Approx. EL 14.0 w/c flush to Top of Pad 3 - (a) Along 301 Mission, piles between the Buttress Work Pad and Beale St.; (b) EL 13.0; (c) Approx. EL 15.0 w/c is 1' above grade 4 - (a) Piles along the 181 Fremont side of Zone 4; (b) EL 14.0; (c) Approx. EL 15.0 w/c is 1' above grade  Please confirm.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The proposed top of pile elevations are acceptable provided the elevation at the bottom of the pile is not less than that shown in 16/GT-5101.				



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T-0151	BSE - Buttress Footprint Increase Due to Oversized Casing	Closed	05/26/2011	06/05/2011	05/31/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan    Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc    George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference attached sketch  Becho will be utilizing a 2200mm OD temporary casing for the Buttress Pile Installation. Becho requests that the spacing between tangent piles remain at 4" minimum and the secant piles overlap remain 1'-6". This will approximately increase the Buttress footprint by approximately 4'-4" to the east and 1'-9" to the south.  Please confirm this is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  This is acceptable provided no portion of the overall buttress shifts north-south. In particular, the Contractor shall verify that row R, once shifted east as proposed, can be installed in the same northsouth location, given the corner projection of the 301 Mission low-rise. Contractor to verify that the existing timber piles within the larger footprint have been removed and that the equipment pad is enlarged as necessary.		
T-0152	BSE - Additional Timber Piles Adjacent 199 Fremont Building	Closed	05/26/2011	06/05/2011	06/07/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan    Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp    Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-2103 and RFI#T-0148  In regards to item #4 in the response to RFI T-0148; field investigations of the curvature in first few piles removed along 199 Freemont, BBII feels that at a minimum it is necessary to remove all piles that's top is within 12" of the "neat line" 36" wide CDSM wall.  Please confirm that removal of these piles to the limits described above, in addition to any associated damage to adjacent structures caused by the extraction will be reimbursed under CR T-010.  Item 4: 4. BBII and TJPA will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed-In regards to item #4 in the response to RFI T-0148; All of this work will be tracked on force account under CR T-010. If BBII takes every precaution to avoid damaging the adjacent wall, BBII will be compensated for repairs under CR T-010 as well.		
T-0153	BSE - Additional Timber Piles Adjacent 177/181 Fremont Building	Closed	05/26/2011	06/05/2011	06/07/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan    Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp    Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		



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	<p>Reference Sheet GT-2103 and RFI#T-0146.2</p> <p>In regards to item #4 in the response to RFI T-0146.2; field investigations of the curvature in first few piles removed along 199 Fremont, BBII feels that at a minimum it is necessary to remove all piles that's top is within 12" of the "neat line" 36" wide CDSM wall.</p> <p>Please confirm that removal of these piles to the limits described above, in addition to any associated damage to adjacent structures caused by the extraction will be reimbursed under CR T-010.</p> <p>Also, please confirm allowable work hours, since 199 extractions have already begun.</p> <p>Item 4: 4. BBII and TJPA will jointly determine the piles that can be left in place with reasonable assurance that they will not impact the shoring wall.</p>						<p>Confirmed-In regards to item #4 in the response to RFI T-0146.2; All of this work will be tracked on force account under CR T-010. If BBII takes every precaution to avoid damaging the adjacent wall, BBII will be compensated for repairs under CR T-010 as well.</p> <p>Noise moratorium for 177/181 Fremont is Monday-Friday from 11 am to 2 PM. This includes demolition and pile pulling adjacent to 177/181 only - Excavation, backfill and equipment set-up is allowed at all times adjacent to 177/181.</p>
T-0154	BSE - Becho Tremie Placement Process	Closed	05/26/2011	05/26/2011	05/31/2011	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP                      Nhi Tran</p> <p><b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal</p> <p><b>REQUEST:</b></p> <p>Reference Specification Section 31 63 29, 3.5.G.4.K</p> <p>SS31.63.29.3.5.G.4.k states "The tremie discharge end shall be immersed at least 25' in concrete at all times after starting the flow of concrete."</p> <p>Becho requests concrete tremie embedment to be reduced to 10ft minimum for all piles and 5ft minimum tremie embedment at the secondary pile transition zones between structural and CLSM mix pushing the minimum contaminated structural/CLSM concrete zone at sub grade to +5 foot above sub grade elevation.</p> <p>Please confirm this is acceptable.</p>		<p><b>To:</b> Turner Construction Compan    Daphne Faulkner</p> <p><b>SUGGESTION:</b></p>	<p><b>ANSWER:</b>            <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>ARUP Response:</p> <p>This is acceptable. Note that the procedure described pertains to both the primary and the secondary piles, not just the secondary piles as described in the RFI.</p>				



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T-0155	BSE - Primary Concrete Mix Tolerance	Closed	05/31/2011	06/10/2011	06/03/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger		
<b>REQUEST:</b> Reference Specification Section 03 30 01, 1.5.F  BBII, Becho, Central Concrete, W/O, ARUP and Adamson Associates met on Tuesday 5/24/2011 to discuss the results of Buttress Primary Concrete Mix Trial Batches. During this meeting, Central Concrete expressed concern about variability in the Buttress Primary Concrete mix due to slight variations in material and batching. The Buttress Primary Concrete Mix is a very high performance mix and even small variations in the mix constituents can result in significant changes in strength. Please advise how much of a working tolerance is acceptable for the primary buttress concrete mix.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The strength of concrete which has been placed in the primary shafts will be considered satisfactory if both of the following requirements are met:  1. Every arithmetic average of any three consecutive strength tests (each test consisting of at least two 6 by 12 in. cylinders or at least three 4 by 8 in. cylinders made from the same sample of concrete) equals or exceeds 2,000 psi.  2. No individual strength test (average of two 6 by 12 in. cylinders or at least three 4 by 8 in. cylinders) falls below 1,800 psi.		
T-0156	BSE - Primary Concrete Mix 90-Day Compressive Strength	Closed	05/31/2011	06/10/2011	06/03/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger		
<b>REQUEST:</b> Reference Specification Section 03 30 01, 1.5.F  Per Specification Section 03 30 01 - 1.5F Trial Batches: "The mixes shall be proportioned to develop a compressive strength of 2,000 psi at 28 days." Per the response to Question TG0300-0262, "The rate of strength gain can be reduced so that the design strength is reached after 28 days but less than 91 days".  Please confirm that the Buttress Primary Shaft Concrete may take up to 90 days to achieve 2,000 psi.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The rate of strength gain can be reduced so that the design strength is reached after 28 days but ess than 91 days, provided the Contractor submits test data demonstrating that the mix will reach 2,000 psi at or before 90 days. At a minimum, compressive strength tests of the mix shall be taken at 7, 14, 28, 56 and 90 days. Each test shall consist of a minimum three cast cylinders and a minimum three cores taken from trial batch cubes placed in accordance with submittal TG0300-385.  At shafts C/2, C/4 and C/6 (refer to GT-2201), the mixes shall be proportioned to develop a compressive strength of 2,000 psi at 28 days.  Contractor to submit proposed mixes and corresponding test results for approval prior to their use.		



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T-0156.1	BSE - 120 Day Acceptability of Buttress Primary Shaft Concrete	Closed	04/16/2012	04/26/2012	04/19/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal To: Turner Construction Compan Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: 4/12/12 Central Letter					Accept Suggestion: <input type="checkbox"/>		
BBII requests that in the event that the Buttress Primary Mix test specimens do not meet the 2,000 psi specified strength of 2,000 psi at 90 days (reference Response to previous RFIs #T-0157.2, and #T-0156), additional cylinders are to be taken and tested at 120 days. During this cooler climate, initial temperature may be impeding overall strength at the required time. Although only a few specimens are suspect of low strengths, Central Concrete is confident that at 120 days, the specimens in question will reach the required strength. If this criteria can be accepted for all test specimens at 120 days, this can mitigate any future concerns of suspect low strength.					ARUP Response:  This is acceptable for shaft N-2. For future shafts, we will evaluate on a case by case basis. However, this will require the TJPA to take an additional cylinder at the sampling frequency required in the specifications so that, if the first cylinder tested at 90 days is less than 2,000 psi, there can be three samples tested at 120 days.  Christina Young : Per Turner, the additional cylinder sampling is to be performed by the Contractor's own testing agency.		
T-0157	BSE - Primary Concrete Mix 500 PSI At 7-Days	Closed	05/31/2011	06/10/2011	06/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Nhi Tran To: Turner Construction Compan Daphne Faulkner			Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Specification Section 03 30 01, 2.2.E					Accept Suggestion: <input type="checkbox"/>		
BBII, Becho, Central Concrete, W/O, ARUP and Adamson Associates met on Tuesday 5/24/2011 to discuss the results of Buttress Primary Concrete Mix Trial Batches. One of the concerns for the Buttress Primary Concrete is to provide a mix that is able to consistently achieve both 500 psi at 7 days and 2,000 psi at 28 days. The Buttress Primary Concrete Mix is a very high performance mix and even small variations in the mix constituents can result in significant changes in strength. Please advise if it acceptable to allow a working tolerance for the 500 psi requirement at 7 days.					ARUP Response:  The 7 day compressive strength of primary shaft concrete (Type "A" concrete in spec section 03 30 01) shall be 500 psi +/- 200 psi.		
T-0157.1	BSE - PSI Schedule for Buttress Shaft Primary Mix	Closed	01/13/2012	01/23/2012	01/18/2012	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor/Obayashi Joint Venture      Kirk Nielsen <b>To:</b> Turner Construction Compan    Gary Krutsch			<b>Answered By:</b> Webcor Construction LP    David Fields				
<b>Co-Author:</b>							
<b>REQUEST:</b> To date there are multiple RFI responses that address the scheduled PSI requirements for the primary shaft mix which is resulting in confusion and unnecessary Vela issues. For clarification sake please confirm the following schedule is correct: 1. 300 psi at 7 days pursuant to RFI response T-0157. 2. 2000 psi based on an arithmetic average of tests on or before 90 days pursuant to RFI response T-0155 and T-0156.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> RFI is void and answered in RFI T-0157.2		
<b>T-0157.2</b>	<b>BSE - PSI Schedule for Buttress Shaft Primary Mix</b>	<b>Closed</b>	<b>01/18/2012</b>	<b>01/28/2012</b>	<b>01/18/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Kirk Nielsen <b>To:</b> Turner Construction Compan    Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc    George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> To date there are multiple RFI responses that address the scheduled PSI requirements for the primary shaft mix which is resulting in confusion and unnecessary Vela issues. For clarification sake please confirm the following schedule is correct: 1. 300 psi at 7 days pursuant to RFI response T-0157. 2. 2000 psi based on an arithmetic average of tests on or before 90 days pursuant to RFI response T-0155 and T-0156.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The cylinder test results will be tracked in Vela as follows:  7 day report: below 300psi: Failure. Add an issue in Vela  28 day report:  below 300 psi: Failure. Keep the issue in Vela open below 2,000 psi: below specification but within RFI T-0156 guidelines; monitor; if the 7 day break for the same report was less than 300 psi, then the Vela issue stays open; if the 7 day break for the same report was greater than 300 psi, no Vela issue  90 day report:  below 2,000 psi: Failure. Add an issue in Vela  above 3,000 psi: Failure. Add an issue in Vela  Regarding the question of averaging, see response to RFI 155.		



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T-0157.3	BSE - PSI Schedule for Buttress Shaft Primary Mix	Closed	01/19/2012	01/29/2012	01/23/2012	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Kirk Nielsen		To: Turner Construction Compan      Gary Krutsch	Answered By:Arup		Kevin Clinch		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
To date there are multiple RFI responses that address the scheduled PSI requirements for the primary shaft mix which is resulting in confusion and unnecessary Vela issues. For clarification sake please confirm the following schedule is correct:				The cylinder test results will be tracked in Vela as follows: Below 300 psi at 7 days: fail Above 300 psi at 7 days: pass Below 2,000 psi at 90 days: fail Above 2,000 psi at 90 days: pass Above 3000 @ 28 days does not conform with the specifications, but this will not be tracked in Vela. Regarding the question of averaging, see response to RFI 155			
1. 300 psi at 7 days pursuant to RFI response T-0157.							
2. 2000 psi based on an arithmetic average of tests on or before 90 days pursuant to RFI response T-0155 and T-0156.							
T-0158	301 Mission Wall - Architect of Record	Closed	06/01/2011	06/11/2011	06/06/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: URS Corporation      David Fyfe	Answered By:Transbay PMPC		Alfred Lau		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Please clarify who is the registered Architect of Record, for the 301 Mission Interim Screen Wall Project.				URS is the Architect/Engineer of Record per signature and seal affixed to the drawings.			
T-0159	BSE - Unforeseen Obstruction - Timber Piles Within Pre-Trench Limits Zone 3	Closed	06/02/2011	06/12/2011	06/06/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan      Daphne Faulkner	Answered By:Webcor Construction LP      Nhi Tran				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Sheet D-2212, Specification Section 02 41 01, attached sketch and photo				06/06/2011 - Daphne Faulkner			
During Pre-trench, BBII found additional unforeseen timber piles within the pre-trench limits along gridline A, between gridlines 24 & 25. Per Contract Drawing D-2212 (attached), there should only be a single row of timber piles in conflict with the CDSM wall, although when the area was exposed there are three rows within the CDSM wall limits (see attached photo). These will have to be removed and will be considered extra work.				Response provided by S. Rule of Turner.  Please refer to note on Drawing D-2212 in the upper half between grids 23-26 which states,  "In areas where (N)CDSM wall conflicts with the existing pile caps and piles, remove (E) pile caps and/or piles prior to construction of (N) Transit Center Building CDSM perimeter shoring wall (see Note 3 and 6)."			





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	Please advise.						
				This includes all piles within the CDSM wall footprint.			
				"Unforeseen Conditions" are covered in Section 00 07 00 (General Conditions) Article 3.05.A.2 and 3.05.A.3 (Unforeseen or Changed Conditions).			
				Article 3.05.C states,			
				C. Differing Site Conditions shall not include:			
				1. All that is indicated in or reasonably interpreted from the Contract Documents or Reference Documents;			
				2. All that could be seen on Site			
				3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.			
				Since Section 31 56 13 discusses both pre-trenching and the removal of timber piles and Bid Item #6 is for the removal of timber piles before the CDSM shoring wall is installed TJPA believes that this work was indicated and will provide payment for it under Bid Item #2, #4, #6, and #7.			
				There will be no additional payment for the removal of timber piles for the CDSM wall.			

T-0159.1	BSE - Unforeseen Obstruction - Timber Piles Within Pre-Trench Limits Zone 3	Closed	06/08/2011	06/18/2011	06/27/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Company	Daphne Faulkner	Answered By: Turner Construction Company	Kevin Chiu		
Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal						
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Reference RFI#T-0159, Sheet D-2212, Specification Section 02 41 19, and attached photos				The response to RFI T-0159 applies. The contractor shall remove all piles encountered during pre-trench activities.			
The Response to RFI#T-0159, appears to have misunderstood the question. Therefore BBII is providing additional information.				Per note 7 on D-2212, it was made clear at the time of bid that the actual existing conditions may differ from			





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	<p>BBII contends that the lower and smaller diameter piles as indicated in the attached sketch were not shown in either the contract drawings or the reference documents, therefore BBII was un-able to account for the removal of these piles in their bid item prices. These piles meet the general conditions article 3.05A.2 definition of an unforeseen condition, because that quantity of piles encountered exceeds that shown in the bid docs.</p> <p>Please confirm the removal of the "unforeseen" timber piles in excess of those shown in the drawings, will be tracked and paid under a Force account contract change order similarly as done for Zone 4 pre-trench obstructions.</p>						<p>the information shown on the drawings.</p> <p>Note 7 on D-2212 states, "Location and depth/thickness of (E) basement slabs, walls and pile caps and location and depth/grouping of (E) piles shown on drawings based on best available information and may vary. [...] These quantities may not represent the actual extents of the entire building and/or ramp structure foundation elements (piles/footings)."</p>
T-0160	BSE - Timber Piles Not Extracted In Zone 4	Closed	06/03/2011	06/13/2011	06/16/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Jack Adams			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference CR T-010 and attached summary and sketch							
BBII continues to remove unforeseen timber piles along 199 Fremont Street in Zone 4 and soon will commence extraction along 181 Fremont Street.							
As of May 31, 2011, BBII has left 7 piles in place as they were estimated to be more than 12" away from the limits of the CDSM shoring wall. In addition, 5 piles were broken during extraction a portion of which were left in place due to their proximity to the adjacent building walls. While these piles also appear to be more than 12" outside the limits of the CDSM shoring wall, due to possible undulations and alignment changes underground, the possibility of these piles encroaching into the CDSM shoring wall area exist.							
These piles are not shown on the contract plans and are extracted with extreme caution under the TJPA's direction and prescribed methods, taking the integrity of the adjacent buildings in consideration. Please confirm that it is the TJPA's intention to leave these piles in place.		Contractor is to remove the wood piles adjacent to 199 and 181 Fremont using alternate means and methods. Wood pile can remain along this line if it will not interfere with installation of CDSM wall.					



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T-0161	BSE - CDSM Wall Soldier Pile Installation	Closed	06/03/2011	06/13/2011	06/06/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   Nhi Tran			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference Specification Section 31 56 13, 3.13 and attached detail sketch  Is it acceptable to cut a 1.5" diameter hole, 16" from the bottom tip, in the web of the soldier beam pile beams? The purpose of the hole is to aid in securing the tail of the beam to the "dolly" that DND will use to raise the beams into a vertical position.		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/> 06/03/2011 - George Metzger  ARUP Response:  This is acceptable.			
T-0162	BSE - Buttress Concrete Test Cylinders	Closed	06/03/2011	06/13/2011	06/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST: Reference Specification Section 03 30 01 and attached summary of test results  BBII, Becho, Central Concrete, W/O, ARUP and Adamson Associates met on Tuesday 5/24/2011 to discuss the results of Buttress Primary Concrete Mix Trial Batches (please refer to the attachment for a summary of the test results). The 28-day test results for the 4x8 test cylinders were on average 57% of the core 4" diameter core test results. The 28-day test results for the 6x12 test cylinders were on average 88% of the 4" diameter core test results. The test samples were extracted from the same concrete batches, at the same time and cured in the same manner. BBII believes the difference in compressive strength between the test results may be attributed to the sample size & the resultant heat of hydration which drives the concrete cure rate. BBII also believes that the concrete cores may be more indicative of the actual in-situ concrete strength than the concrete test cylinders.  The Specification Section 03 30 01 - 1.5 F Trial Batches references "concrete cylinders", however it does not specify 4x8 or 6x12 test cylinders.  During the course of the meeting, it was generally agreed upon that 6x12 test cylinders appeared to be a more representative and consistent measure of the Primary Buttress Concrete strength relative to the core samples.		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/> ARUP Response:  Arup believes that there is insufficient information available at this time for the Contractor to draw the conclusions stated in the RFI.  Regarding the question posed in the RFI: Arup's understanding is that there should be little difference between 4x8 and 6x12 cylinders cast, cured and tested under identical conditions and, therefore, it is not essential to limit the TJPA's Testing Agency to one particular cylinder size.			



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	<p>BBII has confirmed through CTS that there should be no additional cost in sampling and testing a 4x8 cylinder relative to a 6x12 cylinder.</p> <p>Therefore, BBII proposes that the 6x12 test cylinders should be used as the basis of acceptance testing both for the Trial Batches and also for future Field Quality Control and Testing for the Primary Buttress Concrete; 4x8 test cylinders should only be used for informational purposes only. Please confirm.</p>						
T-0163	BSE - Hazardous Material Removed From Site Zone 2	Closed	06/03/2011	06/13/2011	06/06/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan    Daphne Faulkner			Answered By:Webcor Construction LP    Nhi Tran				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Specification Section 00 03 35, 1.2					Accept Suggestion: <input type="checkbox"/>		
During Investigation of Zone 2, BBII discovered potential lead based material existing on site. The specific area of concern is the pedestals on First Street.					06/06/2011 - Kevin Chiu Hazardous material has been removed from site per the extent of demolition contract drawings for zone 2 - this does not include the "pedestals" in Zone 2. The building and above ground structures were demolished to the extent shown on Demolition contract drawings. Hazardous materials abatement scope was completed within the scope of demolition only. Refer to Demolition Drawings D-1050, D-1051 and D-1073 for representation of limits of structures (specifically the referenced pedestals) demolished and hazardous material abatement.		
Please confirm that all contaminated material (specifically the referenced pedestals) as specified in the specification section 00 03 35 Article 1.2 has been removed and abated by the Demolition Contractor.							
BBII is scheduled to remove these pedestals next week and cannot proceed with this critical work until it is confirmed that the site is cleared of lead based materials as required by the Specifications.							
The TJPA's attention is directed to the following Section of the Specifications:							
SECTION 00 03 35 - EXISTING CONDITIONS: HAZARDOUS MATERIALS							
"1.2 HAZARDOUS MATERIALS REPORTS A. The TJPA's environmental consultants have surveyed the facility for the presence of various hazardous							



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	materials. Materials investigated may include asbestos, lead, PCB ballasts, mercury containing lamps, contaminated soils, underground storage tanks, and other hazardous materials. The demolition contractor for the Demolition project (Evans Brothers Inc.) is responsible for removing and abating products containing asbestos, lead, or PCB ballast, and mercury-containing lamps."						
T-0164	BSE - Timber Piles Adjacent 177/181 Fremont Building South Zone 4	Closed	06/06/2011	06/16/2011	06/06/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Nhi Tran                      To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   Nhi Tran				
	Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal						
	REQUEST: Reference RFI@T-0146.1 [BBI 0104] and attached photo	SUGGESTION:	ANSWER:                      Accept Suggestion: <input type="checkbox"/>				
	Per [RFI #T-0146.1] RFI 104 Response, BBII inserted a metal sheet behind the timber piles required to be removed, in the location between 199 and 181 Fremont. The sheet is to hold back the soil in the alley. Due to the close proximity of the timber piles, the sheet location is too close to the timber piles required to be removed from the CDSM Wall Location. The sheet is too close for the pile extractor to attach to the tops of the pile. See Attached Photo.		06/06/2011 - Roger Rothenburger				
	Please Advise in detail.		The practice of removing the sheet pile was approved by TJPA in the "181 Fremont test" done on Friday June 3rd. The Contractor can remove the metal sheet and expose the piles as necessary with as steeply a sloped excavation that allows the vibrator pile puller to be attached. The work should be done in as reasonably a short duration as possible. All equipment, manpower, materials should be at hand when the metal sheet is pulled and the piles are exposed for extraction.				
T-0165	BSE - High pH Water Found In Zone 3 Pre-Trenching	Closed	06/07/2011	06/17/2011	06/10/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Nhi Tran                      To: Turner Construction Compan   Daphne Faulkner		Answered By:Turner Construction Comp Daphne Faulkner				
	Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal						
	REQUEST: Reference Specification Section 00 08 13, 1.9.C	SUGGESTION:	ANSWER:                      Accept Suggestion: <input type="checkbox"/>				
	BBI found high pH water while digging an exploratory hole in the Fremont St. side of Zone 3. This was confirmed by Peter Cusack from Treadwell & Rollo. Specification Section 00.08.13.1.9.C states that "Should the existing wastewater be contaminated, or should it be		Pending approval by the TJPA, a CR will be issued for the chemicals to treat the water per specification section 00 08 13 (1.9.B).				



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	<p>uncontaminated but subsequently become contaminated as a result of conditions other than the Contractor's operations, a Change Order will be issued..".</p> <p>Please consider this as a Notice of Existing Contaminated Wastewater as defined by SS00.08.13.1.9.C. Please advise on how to proceed.</p>						
T-0166	BSE - Unknown Concrete Structure at 199 Fremont Zone 4 (Gridline 33-30)	Closed	06/07/2011	06/17/2011	06/22/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By:Transbay PMPC	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal				Roger Rothenburger	
REQUEST:		SUGGESTION:		ANSWER:			
Reference RFI#T-0144 (BBI RFI 0103), Specification Section 31 56 13, and attached Turner Field Condition Report 056 and photos				Accept Suggestion: <input type="checkbox"/>			
BBII demolished the Unforeseen Concrete Structure along 199 Fremont St., and associated curb per RFI #103 [RFI#T-0144] response. During the process, due to the previous contractor's construction means, the curb inadvertently damaged the metal flashing, and possibly the waterproofing beside it.				Instructions for this were orally transmitted in the field and complied with by the BSE Contractor. The fence between the buildings 199 Fremont and 181 Fremont has been reinstalled. Repair of the curb and flashing can wait until work in the area is complete or at a point that no further damage is possible. The Contract requires that the BSE Contractor repair damage to any building damaged during construction activity for the site and this Contract.			
Along with the curb, the fence panel was built on top of the Unforeseen Concrete Structure, so when the structure was removed, the fence came down too.							
See attached pictures and Turner Field Condition Report (5/24/11)							
BBII requests immediate direction from the TJPA on this issue.							

T-0166.1	BSE - Unknown Concrete Structure at 199 Fremont Zone 4 (Gridline 33-30)	Closed	07/20/2011	07/30/2011	07/26/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran		To: Turner Construction Compan		Gary Krutsch	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal		Answered By: Transbay PMPC		Roger Rothenburger	
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	



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	<p>Reference RFI #T-0144, RFI #T-0166 and Specification 31 56 13</p> <p>Per the response to RFI#T-0166 (BBI RFI 103.1), please provide an acceptable repair procedure for the 199 Fremont building. Also, please confirm that the repair work will be included in CR T-010.</p>						<p>No action is required by the contractor at this time.</p> <p>The specific damage to 199 Fremont Street has not been listed in the RFI. TJPA is aware of minor damage to the metal flashing along the curb at the bottom of 199 Fremont St and the removal of the unreinforced "curb" that ran along the base of the cinder block wall. As stated previously repairs to 199 Fremont will be made at a much later date. The damage that occurred to the flashing and unreinforced concrete curb resulted from using breaker on the unreinforced foundation wall and pulling the sections out and repairs will not be done until the project is further along in progress where no more likely damage will occur.</p>
<b>T-0167</b>	<b>Survey Grid Control Documents</b>	<b>Closed</b>	<b>06/08/2011</b>	<b>06/10/2011</b>	<b>06/20/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Tim Maxwell		<b>To:</b> Transbay Joint Powers Author Edmond Sum		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> <p>Reference RFI T-0112.1 and drawing GT-0100</p> <p>As requested by Ed Sum in today's (6/8/11) OAC meeting we submit the following question:</p> <p>Please confirm that gridlines as established from the GT-0100 and as confirmed on Chaudhary &amp; Associates Survey Grid Control Documents (Ref: RFI T-0112.1) can be used for all future construction elements (i.e., CDSM wall, etc). Please confirm by 6/10/11.</p>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  For the purpose of laying out the work shown in the BSE package, the layout drawing provided by Chaudry (included in RFI T-0112.1) is acceptable.				
<b>T-0167.1</b>	<b>Survey Grid Control Documents</b>	<b>Closed</b>	<b>07/01/2011</b>	<b>07/11/2011</b>	<b>07/05/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Daniel Foudy		<b>To:</b> Turner Construction Compan Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> <p>Please provide City Survey of property lines with a</p>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:				



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translation to grid for our use.

The City's property line survey has been provided to the Contractor and GT-0100 ties the building grid to the survey.

<b>T-0168</b>	<b>BSE - Soil Classification Data</b>	<b>Closed</b>	<b>06/08/2011</b>	<b>06/18/2011</b>	<b>06/22/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC		Roger Rothenburger	

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Specification Section 01 13 50

The Class 1 and Class 2 Disposal site does not want to use the old "PSI for Caltrans" Reports in the Soil Profile, due to the lack of necessary tests, missing pages in the report, and age.

The Disposal site recommends the use of the Treadwell & Rollo reports from 2008 and 2009, and to dismiss the "PSI for Caltrans" reports.

Please Advise.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Contract Specification Section 01 13 50 Part 1.1.C (General Summary - Soils Management) requires that the Contractor use "Site Mitigation Plan, Transbay Transit Center" by Treadwell and Rollo March 24, 2010 for "...the management of existing soils in a manner consistent with the reuirements of the Contract." This report is attached as Appendix A in Specification Section 01 13 50.

Section 01 13 50 Par 1.1.C for soils management also references a 2nd Treadwell and Rollo Report, "Environmental Site Characterization, Transbay Terminal, San Francisco California April 2009" that is referenced in Specification Section 00 03 35 (Existing Conditions Hazardous Materials Reports). This report is not a part of the Contract as stated in Section 00 03 35 is not part of the Contract except for the technical data incorporated by reference into the Contract.

A partial review of this document shows that there is nothing to require that the Contractor use "PSI for Caltrans" reports. The April 2009 Treadwell and Rollo report is basically a detailed data report which predates the March 2010 report "Site Mitigaiton plan, Transbay Transit Center".

The March 2010 Treadwell and Rollo document modified by any additional data in the 600page April 2009 Treadwell and Roll report should be used to





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manage the soils being excavated and coordination with the Class 1 and Class 2 Disposal Sites.

T-0169	BSE - Disposal of Drilling Spoils		Closed	06/09/2011	06/19/2011	07/07/2011	Potentially <input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Daphne Faulkner	Answered By:	Transbay PMPC Roger Rothenburger
Co-Author:	Balfour Beatty Infrastructure, Inc. Ural Yal						
REQUEST:	Reference Specification Section 01 13 50		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>			
BBII is concerned of the close proximity of the differently classified layers within the Buttrass Area of Zone 4. The concern is during Drilling & Shaft Excavation, cross contamination of the material could potentially lead to Class 1 Material inadvertently going to a Class 2 Disposal site, or even a clean waist site. The class 1, the class 2, and the clean material layers are described below:		Contract Specification 01 13 50 Part 1.1.C (General Summary - Sil Management) requies the Contractor to use the Treadwell and Rollo March 24, 2010 "Site Mitigation Plan, Transbay Tranit Center" and April 2009 "Environmental Site Characterization, Transbay Terminal" reports for managing existing soil disposal.					
Surface to GL-11 ft --- Land fill (clean material except for Equipment Pad Concrete) GL-11 ft to GL-13 ft --- Class II (based on Spec 01 13 50/APA) GL-13 ft to GL-16 ft --- Class I (based on Spec 01 13 50/APA ) GL-16 ft to bottom ---Clean Material		Only the March 24, 2010 Treadwell and Rollo report is a Contract Document in Appendix A of Section 01 13 50 and only data from April 2009 Treadwell and Rollo Report is included as Contract information even though both reports contain much of the same language. The April 2009 report is 600 pages and the March 2010 report is considerably shorter and condensed.					
BBII is concerned that due to the process of excavating the soil out of the Buttrass Shaft with large amount of water and the use of a clam shell digging attachment, that the soil layers have a high opportunity of mixing within the casing. Presumably the mixed the soil layers will make it difficult to distinguish between the class 1, the class 2, and the clean materials.		Section 01 13 50 requires the Contractor to submit a material handling plan for each type of excavation operation on the site and includes the buttress piles as well as CDSM overflow materials, pre-trench excavation material, bulk excavation material, etc.					
BBII requests the engineer to provide a revised stratum classification that is better for the actual shaft excavation methods being used, that will prevent cross contamination.		Both the April 2009 and March 2010 Treadwell and Rollo report give the expected ground condition classifications as:					
Please Advise.		5~16 feet (below grade) fill material composed of loose to medium dense silty sand with varying amounts of brick, wood, tar, and glass fragments. 15~18 feet (below grade) fill material composed of medium dense to very dense sand with variable amutns of silt 18~55 feet (below grade) Bay Mud Under Section 01 13 50 Part 1.5.G the Contractor is					



[illegible]



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TJPA will assist with some testing by their outside environmental consultant Treadwell & Rollo but such testing does not erelieve the Contractor of the responsibility for the means and methods of proper disposal despite TJPA being the "generator" of the material.

<b>T-0170</b>	<b>BSE - Existing 3" minus Concrete Rubble</b>	<b>Closed</b>	<b>06/20/2011</b>	<b>06/30/2011</b>	<b>06/29/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Nhi Tran

**To:** Turner Construction Compan   Daphne Faulkner

**Answered By:** Turner Construction Comf Jack Adams

**Co-Author:** Balfour Beatty Infrastructure, Inc.      Ural Yal

**REQUEST:**

Reference Drawing Sheets GT-1303, D-5100, D-5101, D-5102, D-5103, response to Pre-Bid RFI #TG0300-014, and attached drawing

Contract drawings GT-1303, D-5100, D-5101, D-5102, and D-5103 along with the response to Pre-Bid RFI #TG0300-014 describe the finish grades and subsequent quantities of crushed 3" minus concrete to be left on site for the BSE package. In summary, Zone 4 was to be left with a depression as shown on GT-1303 and Zone 1-3 were to be left no higher than existing ground elevations.

Previous discussions between BBII, W/O, EBI and TJPA were made to accommodate BBII's early access into Zones 1-3 for pre-trenching. At the time of these discussions EBI indicated they were short approximately 7000 cy of balancing the site and that they would not be able to get that remaining 7000 cy until the existing ramps were demolished. As a result of the short term shortage and in exchange for access to zone 1-3 BBII agreed to:

- Allow EBI to leave Zone 3 low of the Existing elevations
- Allow EBI to set up Crusher in Zone 2 for ramp demolition
- Allow EBI to leave the 7000 cy shortage in a stockpile in Zone 2, for our later use.

BBII appreciated the partnering agreement however the current size of the stockpile is far greater than BBII ever expected. BBII surveyed the stockpile and the Zone 3

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

Intent of the demolition project is to retain processed construction demolition concrete onsite for use as buttress fill material and provide a working platform for construction of new terminal perimeter wall.

Contract drawings state" Subsequent to placement of CDSM wall perimeter shoring remove all onsite crushed/processes demolition concrete backfill." REF: D-2200-2203 inclusive, and D-1001 Note 2.

The amount of crushed concrete (and asphalt) is from the demolition contract is in accord with Demolition Contractor drawings and specs. REF: Demo Spec. 02-42-00.



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	<p>depression on 6/7/11 after they completed their export to zone 4 and BBII estimates the size of the concrete stockpile to be in excess of 11,000 cy (this does not include the asphalt stockpile that was created after the survey).</p> <p>Based on BBII's calculations (see attached topo) Zone 3 was left approximately 2000 cy short of existing grade and 5000 cy were taken from the stockpile to Zone 4. As a result BBII requests the current stockpile be removed in its entirety from the site, as it is in excess of the contractual amount to be removed by the BSE contract.</p> <p>However, If acceptable to TJPA, BBII would be interested in taking 2000 cy of the crushed concrete if it could be delivered and stockpiled in an mutually agreeable staging area. BBII suggests Lot S. This material would then be used as need for excavation stabilization throughout the BSE contract.</p>						
T-0171	<b>BSE - Concrete Section Protruding Into CDSM Shoring Wall Area Zone 4</b>	Closed	06/13/2011	06/23/2011	06/17/2011	Potentially	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Transbay PMPC      Roger Rothenburger				
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						
	<b>REQUEST:</b> Reference attached photo  While excavating a pile next to 181 Fremont Street, a section of concrete that was protruding into the CDSM shoring wall area fell from the foundation wall of 181 Fremont. Please advise on how to proceed.	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The void should be filled with 2000 psi concrete after surfaces of the opening are cleaned. In addition grouted anchorage of #3 rebar hooks at 12" c.c around the opening in the existing concrete basement wall and mesh is required before placing repair concrete through a "bird's mouth" form for a complete filling. A sketch is attached showing the desired configuration of the repair patch.  Cost to be tracked under CRT#10.				

T-0172	<b>LEED Submittal Requirements</b>	Closed	06/13/2011	06/23/2011	06/21/2011	Potentially	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Joanne Filipas <b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
	<b>Co-Author:</b>						



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#### REQUEST:

Ref Spec Section 01 81 13 Section 1.5:

According to spec section 018113.1.5, LEED submittals shall be submitted in addition to other submittal requirements specified elsewhere. If a submitted item is identical to an item submitted to comply with other requirements, a duplicate copy is to be submitted. In effort to minimize duplicate submittals, please confirm it is acceptable to issue one submittal package to cover both the technical spec. and LEED spec section requirements.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

We agree with your proposal to combine the data.

T-0173

BSE - Enhanced Trial Batch Testing

Closed

06/13/2011

06/23/2011

06/15/2011

Potentially ☐

From: Webcor Construction LP

Nhi Tran

To: Turner Construction Compan Daphne Faulkner

Answered By: Adamson Associates, Inc George Metzger

Co-Author: Balfour Beatty Infrastructure, Inc.

Ural Yal

#### REQUEST:

Reference Specification Section 03 30 01, 2.2.E and attached mix designs

BBII, Becho, Central Concrete, W/O, ARUP and Adamson Associates met on Tuesday 5/24/2011 to discuss the results of Buttress Primary Concrete Mix Trial Batches. Based upon the preliminary results of the 2nd Trial Batch, BBII proposes to submit the following three mixes for approval for use on the Buttress Primary Shaft Concrete:

1. Mix 1: 85AEC3B6
2. Mix 5: 86AEC3A6
3. Mix 7: 87AEC3A6

BBII believes that having additional mixes available for use as the Buttress Primary Concrete would be of great benefit to the Project. BBII proposes "enhanced testing" of these three mixes as well as three additional hybrids of each mix for a total of nine mixes (please see attached for mix designs). The intent of the enhanced testing is to further refine the information we currently have on all three of the above three mixes, as well develop additional mixes for future use as Primary Shaft Concrete.

One of the concerns of 1st and 2nd Trial Batches was potentially accelerated curing due to the Styrofoam

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

ARUP Response:

This is acceptable.



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insulated boxes in which the trial batch "cubes" were cast. BBII proposes a 3rd trial batch using all of the same methodology of the approved trial batch method placing, the only exception being that the concrete will be cast into +/- 5'x5'x4' deep excavations in lieu of the Styrofoam insulated forms. Each mix would be placed in an individual excavation, lined with plastic to retain moisture. All other aspects of the proposed trial batch methodology would be as previously submitted & approved.

The results of the "enhanced testing" would be evaluated and possibly submitted for approval as additional Buttress Primary Shaft Concrete Mixes.

Please confirm that this is acceptable.

T-0174	301 Mission Wall - New Curb Detail		Closed	06/14/2011	06/24/2011	06/20/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:URS Corporation			David Fyfe
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			
Reference: Attached sheet C-5000						Accept Suggestion: <input type="checkbox"/>			
The required curb details are not clearly defined. Is new curb set atop finish pavers, onto topping slab, or set all the way down to structural slab. Additionally, provide all applicable rebar details to match condition.						New concrete curb shall be placed on top of topping slab and shall extend 9 inches above top of pavers. See attached detail for reinforcement. Concrete mix used for new concrete curbs shall be according to RFI T-0176.			

T-0175	301 Mission Wall - Concrete Mix for Curb Around Existing Manhole Covers			Closed	06/15/2011	06/25/2011	06/20/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	David Hungerford	To:	Turner Construction Compan	Daphne Faulkner	Answered By:		URS Corporation	David Fyfe
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			
Reference drawing C-2000						Accept Suggestion: <input type="checkbox"/>			
The existing curb around the manholes at the east and west ends of the 301 Mission Wall is unknown. Design documents do not provide information as to the specs of						New concrete finish shall match existing concrete finish. Contractor shall provide concrete mix designs for curb(s) and walkway(s) based on specification as follows;			



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	<p>this concrete mixture. The existing concrete appears to have a color added to the mix design. Please provide a mix design and color specification (if necessary) to use at these locations.</p>				<p>Concrete Mix, Design and Testing: Design the mix to produce standard weight concrete consisting of Portland cement, aggregate, air-entraining admixture and water to produce the following properties:</p> <p>Compressive Strength: except as noted below, four thousand five hundred (4500) psi, minimum at twenty-eight (28) days, with a water cement ratio not to exceed 0.45 by weight. Slump Range: Two (2) inches to Four (4) inches. Air Content: Five (5) to seven (7) percent. Mixed shall be design to provide concrete with the following properties:</p> <table><tr><td>Location</td><td colspan="2">Maximum Size of Aggregate</td></tr><tr><td>Min. 28 Day Strength (psi)</td><td colspan="2">Min Sacks of</td></tr><tr><td>Cement/cu. Yd.</td><td colspan="2"></td></tr><tr><td>Concrete Curb</td><td>¾"</td><td></td></tr><tr><td>3000</td><td></td><td>6</td></tr><tr><td>Concrete Walkways</td><td>¾"</td><td></td></tr><tr><td>2500</td><td></td><td>5-1/2</td></tr></table>	Location	Maximum Size of Aggregate		Min. 28 Day Strength (psi)	Min Sacks of		Cement/cu. Yd.			Concrete Curb	¾"		3000		6	Concrete Walkways	¾"		2500		5-1/2			
Location	Maximum Size of Aggregate																												
Min. 28 Day Strength (psi)	Min Sacks of																												
Cement/cu. Yd.																													
Concrete Curb	¾"																												
3000		6																											
Concrete Walkways	¾"																												
2500		5-1/2																											
					<p>Integral Color: Sidewalk shall be constructed of a dark grey, Hi-Con at 5 lbs. per cubic yard carbon black based concrete finish, with 25 to 30 lbs per 100 square feet of silicon carbide sparkle grains.</p> <p>Contractor shall submit mix design (including integral color) for review and acceptance by the TJPA Representative prior to placing concrete.</p> <p>Contractor shall provide sample of new concrete to ensure that it matches with existing concrete prior to placing new concrete.</p>																								



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<div><div><div>Co-Author:</div><div><div>REQUEST:</div><div>Should the concrete mix design for the fill pour back and 9"x12" curbs along the north side of the 301 Mission wall be the same mix that is used for the new curb around the manhole? The mix design for curbs around the existing manhole was requested in RFI T-0175. Please advise.</div></div></div><div><div>SUGGESTION:</div><div></div></div><div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Concrete mix design for new concrete curbs shall be as specified in RFI T-0175.</div><div>Finished concrete curbs shall match existing concrete curb finish.</div><div>Contractor to submit concrete mix design to TJPA Representative for review and acceptance prior to placing concrete.</div></div></div>							
T-0177	BSE - Alternate Method Of Pile Removal Along 181 Fremont	Closed	06/15/2011	06/25/2011	06/16/2011	Potentially	<input type="checkbox"/>
<div><div><div>From: Webcor Construction LP</div><div>Nhi Tran</div><div>To: Turner Construction Company</div><div>Daphne Faulkner</div></div><div>Co-Author: Balfour Beatty Infrastructure, Inc.</div><div>Ural Yal</div></div> <div><div><div>REQUEST:</div><div>Reference attached procedure, photos, and sketch</div><div>During the extraction of unforeseen piles along 181 Fremont, two piles located inside the proposed CDSM wall broke and are now too deep to extract under using the current extraction method. During the attempted extraction of pile 151, the pile continued to break. The top of this pile is approximately 9' below the base of the foundation wall. Considering the length of the adjacent removed piles, there is approximately 6' left to be removed. Pile 105 is approximately 6' below the base of the foundation wall leaving approximately 12'-14' to be removed. Further excavation to expose these piles is not reasonable. BBII proposes to drill the remainder of each pile out. See below the proposed procedure as per committee meeting and consultation with Viking Drillers Inc. on 6-15-11. It was agreed that this work will be charged to CR T-010. Also attached are photos and a drawing indicating the location of both broken piles (105 and 151).</div><div>Please provide direction.</div></div><div><div>SUGGESTION:</div><div></div></div><div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Confirmed - Method of pile removal is acceptable. CR T-010 is used to document work.</div></div></div>							
T-0178	BSE - Connector Wall Layout	Closed	06/16/2011	06/26/2011	06/21/2011	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Compan Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>REQUEST:</b> Reference RFI#T-0151 and Sheets GT-2103 and GT-2201  Per the Engineer's response to RFI#T-0151, it is acceptable to expand the overall Buttress 4'-4" to the east. Please advise if the CDSM connector columns can still be installed per contract drawings GT-2103 and GT-2201.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  This is not acceptable. If the Contractor wishes to increase the spacing of the drilled shafts, then the connector columns will need to shift and / or be supplemented with additional columns to provide CDSM material for the full width of the buttress.				
<b>T-0179</b>	<b>301 Mission Wall - Detail at Steel Baseplates on South Side</b>	<b>Closed</b>	<b>06/21/2011</b>	<b>07/01/2011</b>	<b>07/11/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b>	David Hungerford	<b>To:</b> Turner Construction Compan Daphne Faulkner	<b>Answered By:</b> URS Corporation David Fyfe				
<b>REQUEST:</b> "Reference drawing D/A-6000 and attached sketch  Detail D/A-6000 does not provide a plywood panel termination detail at the steel baseplate locations along the south side of the 301 Mission wall. At the locations of the steel baseplates, use of sealant and backer rod would leave the steel baseplate exposed (see attached sketch). Please advise."	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It is noted that the contractor has already installed flashing to protect steel base plate prior to this RFI response. Although installation of flashing is not specified in contract documents this means of protecting the steel base plate is acceptable.				
<b>T-0180</b>	<b>BSE - CDSM Wall Tolerance</b>	<b>Closed</b>	<b>06/22/2011</b>	<b>07/02/2011</b>	<b>06/22/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Compan Daphne Faulkner	<b>Answered By:</b> Transbay PMPC Roger Rothenburger				
<b>REQUEST:</b> Reference Specification Section 31 56 13  As requested by the TJP, DND submits this request to modify the horizontal tolerance for the CDSM shoring wall. The new goal is to set the wall 2" outside of the original planned centerline of shoring wall. This solution has been proposed by the TJP in order to not encroach into the structure at the bottom of the train box.  DND respectfully requests the maximum soldier pile & CDSM wall tolerances be revised to 0 inches into the	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> TJPA did not request this RFI. TJPA stated that if the Contractor was concerned about meeting the tolerances for top horizontal position of the CDSM shoring wall that the Contractor should submit an RFI and TJPA would support such a request in order to avoid any encroachment of the CDSM shoring wall with the Transit Box concrete structure which would be difficult to remediate.  TJPA has no objection in the horizontal setting of the CDSM shoring wall if the horizontal tolerance is 0"				





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	<p>trainbox &amp; up to 5 inches outside the trainbox.</p> <p>There will be no additional excavation and/or bracing costs associated with this increase in tolerance from BBI. However; there may be future additional cost impacts to the Structural Concrete &amp; Waterproofing that are to be handled in future trade packages.</p> <p>Please confirm, if this is acceptable.</p>			<p>towards the TTC box structure and 4" away from the box structure. The verticality tolerances of 1/150 (CDSM wall) and 1/200 (steel beam) remain in place.</p> <p>The 4" top horizontal tolerance away from the wall will allow at 1/150 in 55 feet a near 0" clearance at the invert level with the CDSM wall and will allow at 1/200 the steel beam to be clear of the structural outline by 0.70".</p> <p>It is understood that there is no cost or time associated with this change for the BSE Contractor work and that TJPA accepts the additional overbreak concrete generated by this small adjustment in the top horizontal placement in exchange for a better chance of avoiding structural encroachment issues at the final invert level.</p> <p>It is also understood that the use of the increased top horizontal tolerance is contingent on actual field physical property line clearances for the CDSM shoring wall.</p>			
T-0180.1	BSE - CDSM Wall Tolerance	Closed	06/24/2011	07/04/2011	07/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay PMPC		Roger Rothenburger	
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Response to RFI#T-0180							
Please delete the first sentence "TJPA did not request this RFI" of the response for RFI T-0180, because it is the wrong statement. Emilio Cruz, PMPC, requested to submit this RFI at the Schedule Review Meeting on 6/14/2011 at W-O JV Office Conference Room, 183 Fremont St.				It depends on how "request" is defined. TJPA did "request" the RFI for expanded tolerances but only if the CDSM shoring wall subcontractor felt that they needed more tolerances and wished to have TJPA confirm that it would accept a larger set back (4") than allowed in the Specifications (2"). This is the same undertanding held my Emillio Cruz.			
				TJPA has allowed a 4" set back while maintaining the verticality specifications for the steel soldier piles (1/200) and the CDSM (1/150). The CDSM shoring wall subcontractor has initially selected a 2" setback for placing the steel soldier beams. At 1/200 for a depth of 55ft there could be as much as 1.3" of			



Please also refer to 31 56 13 3.4 A and 31 56 13 3.13



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B 2 which stipulates respectively the vertical alignment of the CDSM wall and soldier piles.							
T-0181.1	BSE - CDSM Tolerances	Closed	07/21/2011	07/31/2011	07/26/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Kruttsch		
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal	Answered By:Adamson Associates, Inc George Metzger				
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference RFIs #T-180, #T-0180.1, #T-0181 and Specification Section 31 56 13		ARUP Response:					
Previous RFIs T-180, T-180.1, and T-181 have all addressed CDSM shoring wall tolerances. Below is BBII's interpretation of the responses:		Using the numbering in the RFI:					
1. Horizontal Tolerance:		1 a. 0" in towards the train box, 4" maximum away from the train box is acceptable everywhere along the alignment except at wall segments A/26-30 and A/30-33.5. 0" in towards the train box, 2" maximum away from the train box is acceptable at wall segments A/26-30 and A/30-33.5.					
a) CDSM Columns: 0" in towards the train box, 2" maximum away from the train box - measured relative to the "plan" CDSM shoring wall centerline located at the ground surface (original grade) at the start of drilling (W/O comment - Reference Specification Section 31 56 13, 3.3.A)		1 b. 0" in towards the train box, 4" maximum away from the trainbox is acceptable everywhere along the alignment.					
b) Steel Soldier Pile: 0" in towards the train box, 4" maximum away from the trainbox - measured relative to the "plan" CDSM shoring wall centerline located at the ground surface (original grade) at the start of drilling (W/O comment - Reference Specification Section 31 56 13, 3.13.B.8)		2 a. Confirmed					
2. Vertical Tolerance:		2 b. Confirmed					
a) CDSM Columns: Inclination deviation no more than 1:150 (horizontal to vertical) (W/O comment - Same as stated in Specification Section 31 56 13, 3.4.A)							
b) Steel Soldier Pile: Inclination no more than 1:200 (horizontal to vertical) (W/O comment - Same as stated in Specification Section 31 56 13, 3.13.B.9)							



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Please confirm this is acceptable							
T-0182	BSE - Inclinometer Locations Within The CDSM Wall	Closed	06/23/2011	07/03/2011	06/24/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference Sheets GT-1301, GT-1302, Specification Section 31 56 13, and Transmittal No. 140-01802 (attached)				ARUP Response:			
Please refer to the Instrumentation Plan within the contract drawings GT-1301 & GT-1302, which depicts the rough locations of the 15 inclinometers (IW-1 through IW-15) that are to be installed through the CDSM shoring wall. Please notify BBII of the exact locations of those inclinometers by utilizing the soldier pile numbers 1 through 681, sent in Transmittal No. 140-01802 (attached).				Provide pipes at the piles (beams) in accordance with detail 13/GT-5101 in the following fourteen beam numbers: 46, 97, 138, 226, 306, 325, 340, 443, 458, 478, 497, 556, 641, 730. Refer to the plan submitted with the RFI for the beam numbers.			
				As noted in 13/GT-5101, wood block shall be used at the bottom of the pipe. The top of the pipe shall be covered with duct tape to prevent filling with soil cement.			
T-0182.1	BSE - Connector Wall Inclinometer Locations	Closed	06/30/2011	07/10/2011	07/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference RFI#T-0182, Transmittal No. 140-01802, and Specification Section 31 56 13				ARUP Response:			
BBII is in receipt of the Engineer's response to RFI T-0182, which lists the fourteen pile numbers where the inclinometers will be installed. Please note that pile # 443 was already installed on 06/18/2011, as part of the CDSM test panel.				The inclinometer casing shall be installed in pile number 440 rather than number 443.			
Can the inclinometer casing be installed at pile # 446, instead of pile # 443?							



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T-0183	BSE - Connector Wall Shift	Closed	06/23/2011	07/03/2011	06/27/2011	Potentially	
<b>From:</b> Webcor Construction LP      Nhi Tran		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0178, Sheets GT-2201, GT-5101, and attached sketch  Per the Engineer's response to RFI T-0178, it is acceptable to shift the CDSM Connector Columns to the east and to add additional columns to provide CDSM material for the full width of the Buttress. Please confirm that it is acceptable to shift the lower three rows of the CDSM Connector Columns approximately 3'-6" to the east and add two more columns to the top row. Additionally, please confirm that the CDSM Shoring Wall between Gridlines 26 and 30 can still be installed per GT-2201 and Table 16/GT-5101.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Provided there is no additional cost to the TJPA, it is acceptable to shift the connector columns and add columns as proposed and shown on the sketch.  The CDSM Shoring Wall between Gridlines 26 and 30 shall be installed per GT-2201 and Table 16/GT-5101.			
<hr/>							
T-0183.1	BSE - Connector Wall Shift	Closed	06/30/2011	07/10/2011	07/11/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0151, RFI#T-0178, RFI#T-0183, Specification Sections 31 63 29 and 31 56 13, and attached drawing  Please refer to the Engineer's response to RFI # T-0151, which accepted the expansion of the Buttress 4'-4" to the east. Please also refer to the Engineer's response to RFI No. T-#0178, where the designer required the connector columns be shifted and/or supplemented with additional columns to provide CDSM material for the full width of the buttress. BBII suggests to revise the connector column layout per the attached drawing and install two additional connector columns at Grid "A" and "30" intersection.  Please confirm, if the proposed revision of the CDSM connector columns according to the attached drawing fulfills the design requirement.  Also, please issue revised construction drawings that would reflect the changes made to the Buttress and the CDSM connector walls.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The locations of the CDSM connector columns shown on the sketch accompanying the RFI are acceptable. The locations of the buttress shafts shown on the sketch accompanying the RFI have been revised. Please see the marked-up sketch attached to this response.  A revised GT-2201 will not be issued.			



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T-0184	BSE - CIDH Pile Rebar Cage Hoop Size	Closed	06/27/2011	07/07/2011	06/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner	Answered By: Adamson Associates, Inc   George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Reference Sheet GT-5202, Specification Section 03 20 01, attached sketch, and approved Shop Drawings from Package TA2010-032001A05		ARUP Response:					
Drawing 12/GT-5202 shows 5" clearance between the hoop OD and the inside diameter of a 7' +/- 2" shaft. Per discussions with Becho, at least 3" of clearance is needed between the rebar spacers and the ID of the casing to facilitate proper installation of the rebar cages inside the casing.		Changing the clearance from face of reinforcing steel to the soil face from 5" to 7 1/4" is acceptable.					
BBII would like to propose 7 1/4" minimum clearance in lieu of the 5" clearance (shown on 12/GT-5202) between the hoops and the inside diameter of the hole. Changing the clearance from 5" to 7 1/4" would give Becho the 3" of clearance that they need between the spacers and casing ID.							
Note that the approved rebar shop drawings show 5" clearance to the hoops as per 12/GT-5202. BBII will submit for your records only revised shop drawings showing the proposed 7 1/4" minimum clearance.							
T-0185	Division 01 specifications issued for the TG08.1 package	Closed	06/29/2011	07/09/2011	07/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Tim Maxwell		To: Turner Construction Compan   Daphne Faulkner	Answered By: Transbay PMPC                      Alfred Lau				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Confirm if any of all of the Specification Sections 00 01 10, 00 01 15, 00 01 16, 00 03 50, 01 10 20 / APH, 01 10 30, 01 10 30 / APA, and 01 80 50 issued for the TG08.1 bid documents are to be incorporated into the overall project specifications. If so, the specifications should be issued to W/O by Field Order or Change Order.		Yes, the revised Divisions 00 & 01 sections will be officially issued to W/O by maens of Add Amendment or Field Order, as appropriate.					
T-0186	BSE - Hazardous Materials Removed From 564 & 568 Howard Street	Closed	06/30/2011	07/10/2011	07/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner	Answered By: Turner Construction Comp Jack Adams				
Co-Author:							



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**REQUEST:**

Reference Final Pre-Demolition Hazardous Materials Assessment: Asbestos & Lead Survey (564 & 568 Howard St) - June 2011, prepared for ERM-West by Millennium Consulting Associates

Please confirm that all the hazardous materials identified in the Final Pre-Demolition Hazardous Materials Assessment: Asbestos & Lead Survey (564 & 568 Howard St) - June 2011, will be removed by the demolition contractor.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Haz Mat abatement will include the materials identified in this report, however removal will be to the extent of demolition drawings issued for Demolition.

T-0187	BSE - Connector Wall Inclinator Locations - SEE RFI 182.1			Closed	06/30/2011	07/10/2011	08/23/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner	Answered By: Webcor Construction LP				Joanne Filipas
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal								

**REQUEST:**

Reference RFI#T-0182, Transmittal No. 140-01802, and Specification Section 31 56 13

BBII is in receipt of the Engineer's response to RFI T-0182, which lists the fourteen pile numbers where the inclinometers will be installed. Please note that pile # 443 was already installed on 06/18/2011, as part of the CDSM test panel.

Can the inclinometer casing be installed at pile # 446, instead of pile # 443?

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

SEE RFI T-0182.1.

T-0188	BSE - Timber Piles Minna Street		Closed	07/01/2011	07/11/2011	07/05/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Masashi Kojima	To:	Turner Construction Compan	Daphne Faulkner	Answered By:Turner Construction Comg Jack Adams		
Co-Author:	Balfour Beatty Infrastructure, Inc.		Ural Yal					

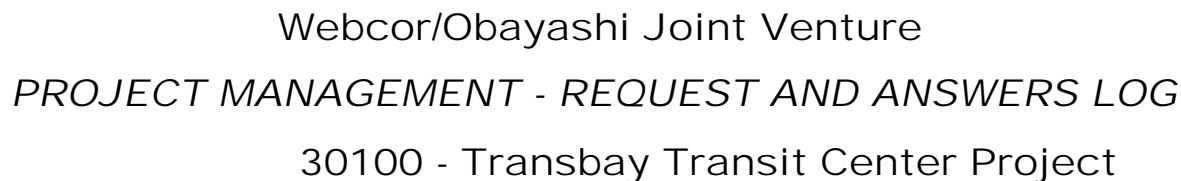
**REQUEST:**

Reference D-2211 and D-5101.  
During the pre-trenching operation on Minna Street between Gridlines 9-17, BBII discovered unknown timber piles. The timber piles are not shown on the BSE drawings. See attached BSE drawing D-2211, D-5101.  
The attached pictures indicate timber piles to be approx 2ft

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Please refer to note on Drawing D-2212 which states,

"In areas where (N)CDSM wall conflicts with the existing pile caps and piles, remove (E) pile caps and/or piles prior to construction of (N) Transit Center Building CDSM perimeter shoring wall (see Note 3 and







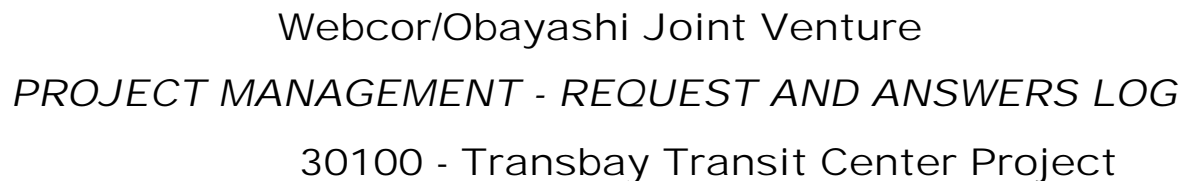
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<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference RFI T-0188, Drawing D-2211 and D-5101.		ARUP Response:					
Further to the TJP A response RFI # 188, this response did not address the mentioned timber pile removal method. Please see the attached cross section showing timber pile location in relationship to the existing utilities and structures. Due to the pile location, in relation to the shoring box BBII proposes direct extraction as done on A line in Zone 3. Please confirm this removal method is acceptable for the entire length of Minna Street.		Arup recommends that the procedure for removing these piles follow the procedure described in Arup's response to RFI T-0146.4.					
<hr/>							
<b>T-0188.2</b>	<b>BSE - Timber Piles Minna Street</b>	<b>Closed</b>	<b>07/13/2011</b>	<b>07/23/2011</b>	<b>07/14/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC		Roger Rothenburger	
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference response to RFI#T-0188.1 and RFI#T-0146.4		TJPA Representatives and Arup will observe the method in practice Thursday July 14, 2011 at 10am to observe the method using sand described above for final verification that this method will be acceptable and suggest any changes to the method at that time.					
As discussed at the TG03 BSE Design Team meeting on 7/13/2011, sand shall be used for back fillings instead of the low strength material described in RFI#T-0146.4. Also, TJP A representative shall observe the extraction and instruct the extraction method in the field, if necessary.							
Please confirm.							
<hr/>							
<b>T-0188.3</b>	<b>BSE - Timber Piles Minna Street</b>	<b>Closed</b>	<b>07/18/2011</b>	<b>07/28/2011</b>	<b>07/26/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC		Roger Rothenburger	
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference RFI#T-0188.2 and attached photos		Contractor's concern for the integrity of the adjacent street and utilities is as a result of the shoring method used - not the result of the pile extraction being performed on Minna Street in accordance with the response to RFI#T-0188.2. BBII has observed					
BBII has concerns for the integrity of the adjacent street and utilities, as a result of the pile extraction being performed on Minna Street in accordance with the response to RFI#T-0188.2. BBII has observed							



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	undermining and adjacent settlement during the extraction process (see attached photos).  Please advise an acceptable method of pile extraction that will allow this work to continue						
					The observed undermining and adjacent settlement during the extraction process is to be restored to prevent damage to Utilities installed in Minna Street. The methods allowed in RFI T-0188.2 are to be followed by the Contractor.		
					Section 31-56-13 Part 3.2.C (CDSM Wall - Pre-trenching) also references Section 32-12-17 (Street Excavation & Restoration) for pre-trenching "...within and or adjacent to the public right of way." In addition Section 31-56-13 Part 3.2.D requires the Contractor to "Comply with all regulatory requirements regarding trench shoring." Both Section the Street Excavation and Restoration Specification 32-12-17 and the regulatory requirements for trench shoring require a shoring system designed by a Professional Engineer and submitted to TJPA as well as the SFDPW. OSHA requires for all trenches deeper than 5 feet and not sloped according to OSHA standards be designed by a Professional Engineer.		
					Given the above it is the Contractor's responsibility to select the means and methods and to design pre-trench shoring meeting the above requirements.		
					TJPA observations of the Minna Street pre-trenching operations showed that the "trench shield" method of support where excavation below the trench shield required for both sinking the shield and exposing "obstructions" allowed the loose fill sand at the bottom of the excavation to slough into the excavation. This loss of ground led to settlement of the street and potential settlement of the adjacent water line and sewer.		
					TJPA notes that the Contractor has commenced using near-flat sheet piles in combination with the trench shield bracing to achieve the depths required. However, no submittal of a design done by a professional engineer has been submitted to TJPA in accordance with the requirements from the Specifications stated above.		
					An acceptable method of pile extraction includes a suitable trench shoring method and plan that meets		



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			the Specification requirements. TJPA has no objection to the use of braced sheet piles as long as the above Specification requirements are met. The actual method of pile extraction with vibration and sand filling has been addressed in a previous RFI and TJPA has witnessed a satisfactory site demonstration of this method of pulling timber piles.				
			----- -----				
			7/20/2011 - George Metzger:				
			ARUP Response:				
			Regarding the removal of the piles, Arup recommended a procedure in response to RFI 188.1. Contractor to confirm that this procedure is being implemented as described in the RFI response.				
			Regarding the installation of temporary shoring to access the piles, this is the Contractor's means and methods.				
T-0189	BSE - CDSM Spoils - Initial Off Haul	Closed	07/01/2011	07/11/2011	07/05/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Masashi Kojima	To: Turner Construction Compan	Daphne Faulkner	Answered By:Transbay PMPC	Roger Rothenburger		
	Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal						
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
	Per our meeting on 6-23-11 with the TJPA, PMPC, T&R, TCCO and W/O, this RFI is to confirm the initial off haul of the CDSM spoils to be classified as Class 2 non-hazardous waste and will be paid under bid item #38 due to lack of soil testing data required by the landfill and risk of cross contamination. BBII is currently in talks with various local landfills and their Consultant with the advice of Treadwell Rollo for the acceptance of the spoil to be classified under "clean soil" (not Class 2). Please confirm.		"Initial CDSM overflow "spoils" is considered only the overflow spoils from the CDSM test panels in Zone 4. For the single purpose of removing the CDSM test panel overflow now on the surface in Zone 4 and without prejudice for the classification of future CDSM overflow materials the "initial" CDSM overflow materials (30 loads+/-) from Zone 4 may be hauled to a Class 2 land fill site. Payment will be in accordance with the Contract for disposal of Class 2 hazardous waste material for this one time until a future classification for CDSM overflow materials can be agreed with the land fill operator.				



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T-0190	BSE - Connector Wall Daily As Built Requirement	Closed	07/01/2011	07/11/2011	07/13/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Masashi Kojima <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Turner Construction Comp Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 31 56 13 1.4F.  To satisfy the Section 31 56 13 1.4F requirement, BBII will continue to submit the "DND Daily Construction Report" on a daily basis along with the attached as-built drawing within 24 hours of column installation.  Please confirm that this will satisfy the Section 1.4F requirement: "submit as-built drawings within 24 hours of column installation."			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The attached daily report lacks required information (i.e. surveyed as-builts, column diameter, etc.) and therefore does not satisfy the documentation requirements of spec 31 56 13 (1.4, 3.5, 3.11, 3.13, etc.).		
T-0191	BSE - Connector Wall Final As Built Requirement	Closed	07/01/2011	07/11/2011	07/12/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Masashi Kojima <b>To:</b> Turner Construction Compan   Daphne Faulkner			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 31 56 13 3.3B.  To satisfy the Section 31 56 13 3.3B requirement, BBII proposes to submit as built drawings prepared by a California licensed surveyor at the approximate completion of each Zone.  Please confirm that this will satisfy the Section 3.3B requirement: "Following CDSM wall construction, the Contractor shall submit as-built drawings prepared by a California licensed surveyor indicating the location of the CDSM walls relative to the excavation alignment."			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Contractor to submit as-built drawings within 24 hours of column installation. The drawings shall be prepared by a licensed surveyor and shall indicate the CDSM wall relative to excavation alignment.		
T-0191.1	BSE - CDSM Connector Wall Final As Built Requirement	Closed	07/27/2011	08/06/2011	08/03/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0191 and Specification Section 31 56 13  BBII disagrees with TJPA's interpretation of the			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Submitting as-built drawings prepared by BBII/DND's		



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	requirements of the Specifications in its Response to RFI T-0191.						project staff within 24 hours of installation is acceptable.
	Article 1.4F, Section 31 56 13 of the Specifications state: Record Documents 1. Submit as-built drawings within 24 hours of column installation. 2. Note and submit immediately to the TJPA's Representative unusual conditions encountered, including amounts of cement grout overpours during construction.						As-built drawings prepared by a licensed surveyor shall be submitted as each of the following sections of wall are completed:  1. A-line inside Zone 4  2. J-line inside Zone 4  3. Beale and N-lot  4. Fremont Street  5. First Street  6. A-line inside Zone 3  7. J-line inside Zone 3  8. A-line inside Zones 2 and 1  9. J-line inside Zone 2 to Grid 10  10. J-line inside Zone 1 from Grid 10 to Grid 1 and gridline 1  The drawings for a given section shall be submitted within 14 calendar days of completing that section.
	Article 3.11D2, Section 31 56 13 of the Specifications state: The Daily Quality Control Report shall include as a minimum the results of the following QC parameter monitoring for each column: a. Rig number b. Type of mixing tool c. Date and time (start and finish) of column construction d. Column diameter e. Column top and bottom elevations f. Grout mix design designation g. Slurry specific gravity measurements (obtained from the Testing Agency) h. Description of obstructions, interruptions, or other difficulties during installation and how they were resolved i. Surveyed as-built of previous day's work in relation to grid						
	Article 3.3B, Section 31 56 13 of the Specifications state: (emphasis added) Following CDSM wall construction, the Contractor shall submit as-built drawings prepared by a California licensed surveyor indicating the location of the CDSM walls relative to the excavation alignment.						
	Article 3.3B of the above provides the only requirement for a survey performed by California licensed surveyor. BBII's proposal in RFI T-0191 exceeded the requirements of Article 3.3B by proposing to submit as-built drawings prepared by a California licensed surveyor at the completion of the CDSM wall at each Zone, rather than at the completion of the entire CDSM scope as the Specifications require.						



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Please confirm that submitting as-built drawings prepared by BBII/DND's project staff within 24 hours of installation and as-builts of each zone at the completion of the zone by a licensed surveyor is acceptable. BBII will perform additional survey by a licensed surveyor if necessary at areas of concern, to ensure conformance with the project requirements.

T-0192	BSE - Unforeseen Tank on Gridline 35		Closed	07/06/2011	07/16/2011	07/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Masashi Kojima	To: Turner Construction Compan		Daphne Faulkner	Answered By: Transbay PMPC		Roger Rothenburger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>		
BBII discovered an unforeseen tank structure during the pre-trenching operation along Gridline 35 between Gridline A-J that is not shown on the contract plans. The tank contains liquid substance; the odor from the excavation around the tank, it is assumed this is a fuel liquid. This tank needs to be removed to allow the continuation of the pre-trenching operation. Please advise as soon as possible.						TJPA environmental consultant has contacted Golden Gate Tank Removal Co and removal is being scheduled. The TJPA has not yet received the paperwork from the Golden Gate Tank Removal Co. to schedule the date. TJPA will discuss further with W/O - BBI regarding handling.		

T-0192.1	BSE - Unforeseen Tank on Gridline 35		Closed	07/11/2011	07/21/2011	08/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Daphne Faulkner		Answered By:Turner Construction Comç Kevin Chiu	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>		
Reference RFI#T-0192 and attached photo			See attached test reports					
The unforeseen tank discovered during the pre-trench operation on Beale Street contains liquid. The liquid has spilled and is present in the surrounding soil, visible from the surface. The response to RFI#T-0192 does not address the soil surrounding the tank. BBII suspects this soil is contaminated with hydrocarbons in excess of the current approved Class 1 profile.			Report Completed By - Title - Date - Work Order - Number of Pages					
Please advise on the classification, limits and disposal			McC Campbell Analytical, Inc. - Analytical Report - July 20, 2011 - 1107352 - 8 McC Campbell Analytical, Inc. - Analytical Report - July 25, 2011 - 1107352 A - 8					
			-----					



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	methods for the contaminated soil surrounding the tank.		07/15/2011 Roger Rothenburger				
			TJPA has had their environmental consultant,Treadwell & Rollo (Peter Cusack) arrange for the underground storage tank (UST) and its contents to be removed, test samples of the material, determine the extent of the contamination, and the proper disposal of the soil around the tank. The following response has been reviewed by Mr. Cusack.				
			1. Soils in the area of the UST were originally classified as Class I from 0~6ft below grade and Class II from 6~22 feet below grade (Soils Management Plan figure 4 & 7.				
			2. Remove and stockpile contaminated soils in the immediate area of UST including 2 feet along the sides of the UST and 2 feet below the UST.				
			3. If soils beyond this area still have a strong gasoline or petroleum odor then remove those soils as well.				
			4. The samples taken by TJPA environmental consultant Peter Cusack on Thursday July 14, 2011 will be chemically tested for different contaminants.				
			5. The results of these tests will not be available for approximately 2 weeks (July 28, 2011).				
			6. Maintain the contaminated stockpiles covered until classification is complete and further directions are given by TJPA at that time.				
			7. Backfill the open trench/hole from which the contaminated material described above has been removed with clean suitable material as defined in the Specifications.				

T-0192.2	BSE - Unforeseen Tank on Gridline 35	Closed	08/02/2011	08/12/2011	08/15/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Nhi Tran	To: Turner Construction Company Gary Kruttsch	Answered By: Turner Construction Company Kevin Chiu				
Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal						
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
Reference RFI#T-0192.1			Treadwell and Rollo Response -				
The Analytical Report for the sample taken from the soil around the Underground Storage Tank (UST) has been			Based on the attached analytical results, the soil excavated from the tank removal activities is				



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sent to BBII. The soil classification that has been determined was not listed in the response, nor the Analytical Report. Please advise on the classification of the soil.			considered Class II material and should be disposed of as Class II material using the established soil handling procedures.				
<hr/>							
T-0193	BSE - CDSM Buttress Connector Wall	Closed	07/07/2011	07/17/2011	07/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference Specification Section 31 56 13				ARUP Response:			
DND is refining the CDSM Shoring Wall mix design based upon the initial results of the Zone 4 Test Section in order to meet the specified compressive strength and permeability. DND is currently planning on trying 2 new mixes / methods in the CDSM Buttress Connector Wall:				Arup will review the strength tests from the connector columns and make a determination of acceptable in-situ strength based on these.			
1) Single Phase (down and up with grout only) - 275 kg/m3 cement treatment, 220% water/cement, specific gravity ~1.4 a. Based on Japanese experience							
2) Two Phase (down with water, up with grout) - 265 kg/m3 cement treatment, 70% water/cement, specific gravity ~1.7 a. Based on US experience							
DND is currently proceeding with the installation of the CDSM Buttress Connector Wall. Per BBII's July 5, 2011 meeting with the Engineer, BBII believes that this approach is acceptable for the CDSM Connector Wall and the CDSM Buttress Connector Wall will not have to be re-mixed in the event that it does not achieve the specified compressive strength of 90 psi at 28 days and 120 psi at 90 days. Please confirm.							
<hr/>							
T-0194	BSE - Unforeseen Buried Obstructions at CDSM Connector Wall in Zone 4	Closed	07/12/2011	07/22/2011	07/19/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay PMPC                      Roger Rothenburger			





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<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
Reference Specification Section 31 56 13, attached sketches, and photo				TJPA and its Representative agreed that the reasonable approach for removal of the obstructions as encountered was to mobilize an auger drill rig similar to the Viking drill rig used for the dewatering wells and removal of broken off piles along 181 Fremont sreet to drill out the area. A 36" diameter casing was used in this application. This meeting was held on Monday July 11, 2011 at approximately 12:30pm.			
During the installation of the CDSM Connector Wall at Zone 4, DND's drill rig hit unidentified buried obstructions at approx. 14' - 15' below the original grade (El. 0 ~ -1). Please see DND's attached sketch for further details. The exact location and composition of the obstructions are yet to be determined but BBII's preliminary findings indicate that they are timber piles that were neither shown on the original contract plans nor found during buttress area pile extraction. Find attached the as-built drawing that depicts the locations and the top elevations of the timber piles that BBII extracted at that location. Please note that the top elevations of the extracted piles range between 2.40 to 3.11 feet.				The drill rig arrived on site mid Thursday morning July 14, 2011 (3 work days after the site meeting) and drilled until 7pm exploring the CDSM connector piles in the remaining rows. The material removed was some wood (volume less that a 5 gallon bucket - photos attached) and a number (approximately 15 pieces)of chunks of unreinforced concrete 3" to 10" in size.			
BBII has just been informed by DND Construction that the other rows of the connector wall cannot be installed while these obstructions are being removed per the committee meeting on 07/11/2011, due to the proximity of the obstruction removal trench to the next two rows. The CDSM connector wall installation has currently ceased until further notice. BBII is currently seeking drill rigs capable of removing these obstructions also as discussed at the committee meeting.				At this time without more evidence TJPA believes that this material was inadvertently left behind in the backfilling of the timber pile removal zone. BBI should prepare a formal claim as to why TJPA should pay for this work or delay. TJPA will give it fair consideration but needs to have this filed as a claim outside the RFI process. BBI did perform the work in accordance with specifications and site agreements made as to means and methods for the way forward. The drill rig requiring 3 work days to mobilize was at the choice of BBI to use their subcontractor Malcolm-DND.			
Please direct BBII on how to proceed.							
<hr/>							

<b>T-0195</b>	<b>BSE - Unknown Utility on Beale Street West Side</b>	<b>Closed</b>	<b>07/13/2011</b>	<b>07/23/2011</b>	<b>07/14/2011</b>	<b>Potentially</b> <input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Company	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Roger Rothenburger	
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc. Ural Yal						
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
Reference attached photos and drawing				Remove the obstruction in accordance with the best means and methods. Maintain records of labor, equipment, materials for removal. Inform TJPA Representative of the methods chosen before starting work.		
BBII discovered an 8" utility line during the installation of the wheel wash on the west side of Beale Street. The utility indicated in the attached pictures is not shown on the BSE contract drawings. The alignment (North to South						



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T-0196	direction) of this utility appears in conflict with the CDSM wall. On 7/12/2011, BBI was able to confirm that this utility is not active. This utility will need to be removed during the pre-trenching operation, to avoid conflict with the CDSM.						
	Please advise on the method for removal of this utility line.						
T-0196	<b>BSE - CDSM Shoring Wall Installation Sequence Zone 4 North of A-Line</b>	<b>Closed</b>	<b>07/20/2011</b>	<b>07/30/2011</b>	<b>07/26/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						
T-0196	<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
	Reference Sheet GT-2201 and Specification Section 31 56 13		ARUP Response:				
	See Note 1 on Sheet GT-2201. DND is concerned that if the row of buttress connector columns (A/26.5 - A/30) immediately adjacent to the shoring wall is installed prior to the shoring wall, the shoring wall will not meet verticality and tolerance specifications due to a difference in strength of the soil on one side and the CDSM on the other side. BBII believes that it will be possible to install the buttress connector columns after the shoring wall without hitting the shoring wall beams.		This is acceptable. Contractor to exercise care to prevent the auger from hitting the soldier pile while achieving the column overlap shown on 9/GT-5101.				
T-0197	Is it acceptable to install the shoring wall prior to the immediately adjacent buttress connector columns?						
T-0197	<b>BSE - Maximum Allowable Vibration</b>	<b>Closed</b>	<b>07/20/2011</b>	<b>07/30/2011</b>	<b>08/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal						
T-0197	<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
	Reference Specification Sections 31 09 13 and 01 35 65		The table reportedly from the FEIS/EIR included in the RFI appears to be in error. This shall be addressed by others.				
	According to the Final FEIS/EIR, specified in the Specification 01 35 65 as the reference document, the Vibration Impact Criteria, which is the base criteria for the analysis, is shown in the table 5.21-8 (refer to BBI RFI for		The Action Trigger Level and Maximum Allowable peak particle velocities listed in Table 1 in				



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	<p>table).</p> <p>The vibration impact criteria used in the Final FEIS/EIR contradicts the Maximum Allowable Movement for the vibration (PPV) specified in Specification 31 09 13. In this specification section, the maximum allowable movement for vibration and the action trigger level is described in Table 1 (refer to BBI RFI for table).</p> <p>Please clarify where within the project site the vibration impact criteria for fragile structures are applicable (according to Specification 01 35 65), and where the maximum allowable movement for vibration of 1 inch per second is applicable (according to Specification 31 09 13).</p>				<p>specification section 31 09 13 are for separate, transient vibration events rather than continuous construction vibration. It is not known if the values shown in the FEIS/EIR table are intended for transient or continuous events.</p> <p>The Action Trigger Level and Maximum Allowable peak particle velocities listed in Table 1 in specification section 31 09 13 apply to all structures around the site where vibration monitoring will occur. In drawing up these values we have taken into account the types of plant likely to be employed in construction and the very low probability that the natural frequency of the input vibrations will approach those of the surrounding buildings and utilities.</p> <p>The RFI question regarding the identification of "fragile structures" shall be addressed by others.</p> <p>----- URS - Response by Alana Callagy 8/11/2011</p> <p>The table in the FEIS/EIR included in the RFI is in error. The table cites the FTA as the source of the potential impact thresholds for vibration. However, the table used in the FEIS/EIR appears to have reversed the FTA's threshold levels. The RFI should cite Table 12-3 (page 12-13) of the FTA's Noise and Vibration Manual (<a href="http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf">www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf</a>).</p> <p>FTA Table 12-3 is for potential structural or architectural building damage, which is generally a function of Peak Particle Velocity (PPV), not a time-averaged level. These criteria should be applied to both transient and continuous construction events. Furthermore, the PPV value should be presented/evaluated as the vector sum of the PPV values in the three orthogonal coordinate directions (vertical, transverse, and longitudinal or x,y,z).</p> <p>The FEIS/EIR called out "fragile structures" however when we reviewed the table (after first identifying that the table should be inverted to be consistent with the FTA's manual) it may be assumed that "fragile" would</p>				

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	<p>related to "non-engineered timber and masonry buildings." Based on FTA table 12-3, a little more detailed discussion is as follows:</p> <p>Class I: buildings in steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, 0.5 PPV in/sec.</p> <p>Class II: buildings with foundation walls and floors in concrete, walls in concrete or masonry, stone masonry retaining walls, underground chambers and tunnels with masonry alignments, conduits in loose material, 0.3 PPV in/sec.</p> <p>Class III: buildings as mentioned above but with wooden ceilings and walls in masonry, 0.2 PPV in/sec.</p> <p>Class IV: construction very sensitive to vibration; objects of historic interest , 0.12 PPV in/sec.</p> <p>We are not sure where the maximum allowable value of 1 in/sec (presumably PPV) came from prior to it being put in the spec. This value seems too high relative to the FTA criteria presented in FTA Table 12-3 (which range from 0.12 to 0.5 in/sec PPV for various building categories). Ideally, the vibration values should be measured as close as possible to the edge of the building footprint, preferably in the internal envelop of the building, such as a basement or first floor slab floor within about a foot of the exterior wall nearest to the vibration generating activity. Locations away from the walls and on upper floors should be avoided since these areas could show elevated values due to building amplification. If interior areas are not available, an exterior location close to the edge of the building structure nearest to the construction activity can be used. In either case, care should be taken that the transducer is adequately coupled with the surface being measured and that PPV vector sum values are being reported.</p>						

T-0197.1

BSE - Maximum Allowable Vibration

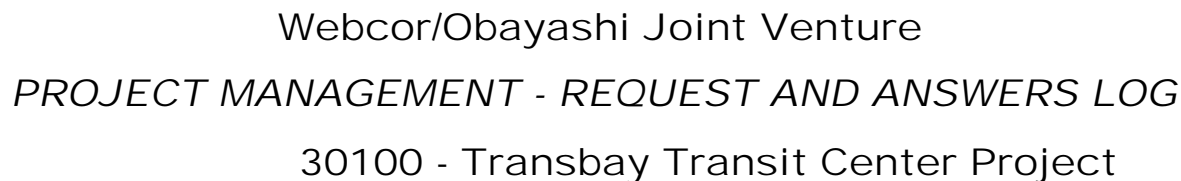
Closed

07/20/2011

07/30/2011

09/12/2011

Potentially



In accordance with the recommendations at Section 12.2.1 of FTA(2006) , we expect BBI to assess quantitatively the potential groundborne vibration impact from site operations on adjacent buildings using the formula:





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(BBI RFI 147) to the attached map. The attached map indicates PPV values for continuous construction events, based on the surrounding buildings. Please review and verify this interpretation. Please note that this table, as also indicated in ARUP's response, applies to "continuous construction events".

2. As also stated in ARUP's response, BBII's interpretation of Section 31 09 13 is that the limits provided in this section apply to "transient construction events". Therefore, contrary to URS' response, the values provided in this section are applicable to transient construction events.

In addition, BBII will apply Table 1 in Specification Section 31 09 13 for transient construction events to all structures around the site. Table 1 indicates the Action Trigger Level for vibration (PPV) is 1/2 inch per second and Maximum Allowable Movement for vibration (PPV) is 1 inch per second.

Please confirm the vibration Peak Particle Velocity (PPV) values indicated above are acceptable for continuous and transient construction events.

<b>T-0198</b>	<b>BSE - Demolition Drawings in South-West Corner of Zone 1</b>	<b>Closed</b>	<b>07/28/2011</b>	<b>08/08/2011</b>	<b>08/25/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Nhi Tran			<b>Answered By:</b> Turner Construction Company Kevin Chiu				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 02 41 01			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
<b>SUGGESTION:</b>			See attached Transmittal 140-02181, sent to W/O on 8/25/2011.				
BBII is requesting a copy of the added scope demolition drawings issued to EBI, for the South-West corner of Zone 1.							

<b>T-0199</b>	<b>BSE - Pile Extraction Method For Grid Line 35.2</b>	<b>Closed</b>	<b>08/01/2011</b>	<b>08/11/2011</b>	<b>08/15/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
<b>SUGGESTION:</b>							



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	Reference RFI#T-0188.2						
	After exposing piles at grid line 35.2 east of Beale Street, BBII intends on extracting these piles as per the method described in RFI#T-0188.2 (BBI 0139.2). This involves backfilling any voids with sand. Please confirm this method is acceptable.				ARUP Response:		
					Arup did not respond to RFI T-0188.2. As noted in our response to RFI T-0188.1, we recommend that the procedure for removing the piles east of Beale Street follow the procedure described in our response to RFI T-0146.4 with the exception that backfilling with sand is acceptable.		
<b>T-0200</b>	<b>BSE - Unforeseen Buried Obstructions - Zone 4 A Line (Gridline 27-34)</b>	<b>Closed</b>	<b>08/02/2011</b>	<b>08/12/2011</b>	<b>08/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP	<b>Nhi Tran</b>	<b>To:</b> Turner Construction Compan	<b>Gary Krutsch</b>	<b>Answered By:</b> Turner Construction Comp	<b>Jack Adams</b>	
	<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	<b>Ural Yal</b>					
	<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>		
	Reference Specification Section 31 56 13, attached photos, and sketch				Per Contract Spec. 31-56-13 Shoring wall by CDSM Method Para 3.2 Pretrenching and removal of Obstructions, Contractor is to " remove any obstructions that might be encountered along the alignment of the walls. The depth and width of trench shall be that required to remove the obstructions from the path of the shoring wall."		
	On Saturday, July 30th 2011, DND's CDSM drill rig encountered unidentified buried obstructions during the installation of the CDSM Shoring wall panel identified by the pile numbers 285-286 at Zone 4 "A" line between Grid "27 & 28". The newly found obstructions are deeper than the previously excavated timber piles.				This area was to be Pretrenched per Spec and should have been cleared. The Spec calls for fill the voids from pile removal with 300psi CLSM, However; the area in question had CLSM installed of between 1000psi and 1600psi which may be causing this condition.		
	DND construction initially attempted to drill through the buried obstructions without success. The drill rig was subsequently moved to further east to drill the next available panel. Between 10:30 am and 3:30 pm, DND made eight drilling attempts along the "A" line between pile numbers # 285 and # 300. All eight drill attempts failed due to the similar obstructions encountered within the 13' - 17' depth range below grade. Consequently, the CDSM shoring wall installation along grid line "A" at Zone 4 had to be suspended. DND is able to provide a drill rig to drill out these obstructions and currently this rig is scheduled to arrive Tuesday morning, August 2, 2011.				"Unforeseen Conditions" are covered in Section 00 07 00 (General Conditions) Article 3.05.A.2 and 3.05.A.3 (Unforeseen or Changed Conditions).		
	These obstructions constitute a differing site condition in accordance with Article 3.05 of Section 00 07 00 of the Specifications.				Article 3.05.C states,		
	Please provide confirmation and/or direction regarding the				C. Differing Site Conditions shall not include:		
					1. All that is indicated in or reasonably interpreted from the Contract Documents or Reference Documents;		
					2. All that could be seen on Site		





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following:

- BBII is to proceed with drilling out these obstructions on 8/2/2011, so CDSM installation in this area can continue.
- These obstructions constitute a differing site condition.

3. Conditions that are materially similar or characteristically the same as those indicated or described in the Contract Documents or Reference Documents.

T-0201	BSE - Buttress Shift To South	Closed	08/02/2011	08/12/2011	08/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Sheet GT-2201, RFI#T-0151, and attached sketch				ARUP Response:			
Per response to RFI T-0151, the Buttress can expand to the east as long as it doesn't shift to the south. Per discussions with Arup in last week's TG03 BSE Design Team Coordination Meeting (7/27/2011), it is acceptable for the Buttress to shift to the south per the attached sketch. Please confirm.				The shift shown on the sketch is acceptable.			

T-0202	BSE - Pile Extraction Method For Grid Line 33.5		Closed	08/04/2011	08/14/2011	08/12/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Gary Krutsch		Answered By: Turner Construction Company		Jack Adams
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference RFI#T-0146.2									
After exposing 5 piles at gridline 33.5 west of Beale Street, BBII intends on extracting these piles as per the accepted method described in RFI # T-0146 2,									
"6. BBII will extract the wood piles with vibratory hammer, with the same stroking procedure without steel casing. BBII will perform dewatering enough to be able to connect the hammer to the pile.									
7. BBII will backfill the void with low strength material Central Concrete Mix FOA100CX (RFI #T-0138.1).									
			Contractor may wish to consider placing the steel sheet prior to excavating to retain the material under Beale Street to keep it from sloughing into the excavation.						
			Extract the wood piles with vibratory hammer, with the same stroking procedure without steel casing. BBII will perform dewatering enough to be able to connect the hammer to the pile.						
			Option: Backfill the void with CLSM low strength material Central Concrete Mix FOA100CX (RFI #T-						



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8. BBII will backfill the piles.

Answer:  
Per Brian Dykes, this work is authorized to proceed.  
Allowable work hours will be established after 199  
Fremont pile extraction begins."

This involves backfilling any voids with 1 sack sand. The  
attached drawing indicates the location and quantity of  
piles to be extracted. Please confirm that this method is  
acceptable.  
Also, please advise if any work hour restrictions apply.

0138.1).  
Option: Back fill the pile voids using a tremie pipe of  
minimum length 20ft attached to the concrete bucket.  
The tremie shall be inserted as far into the pile hole as  
possible prior to pouring the concrete, and the  
concrete shall be placed using normal tremie  
techniques. BBII will make efforts to pour the material  
into the void as possible, but BBII is not responsible to  
eliminate void completely."(RFI 146.4)

Recommends that the procedure for removing these  
piles follow the procedure described in Arup's  
response to RFI T-0146.4. Optional is to use method  
from RFI 188.2. Sand can used for back fillings  
instead of the low strength material described in  
RFI#T-0146.4.

T-0203	BSE - Clearance From Verticals For CSL Tubes		Closed	08/04/2011	08/14/2011	08/09/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch			
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference Sheet GT-5202, Specification Section 31 63 29, and attached photo				ARUP Response:				
In the Phase 1 DFOV Buttress Rebar QC Meeting at Harris-Salinas Rebar's yard in Livermore on 8/01/2011, ARUP suggested moving the adjacent vertical bars away from the CSL tubes to allow for approximately 4" of concrete cover along the entire length of the shaft. Please confirm.				The longitudinal bars on each side of each CLS tube shall be shifted so that the clear distance between a given bar and the CSL tube is 3" minimum, 4" maximum. The total number of bars which will be shifted is 8.				

<b>T-0204</b>	<b>BSE - Tie Backs Along 535 Mission Street - Vacant Lot</b>			<b>Closed</b>	<b>08/04/2011</b>	<b>08/14/2011</b>	<b>08/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Turner Construction Comp Jack Adams					
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal								
<b>REQUEST:</b>	<b>SUGGESTION:</b>			<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>				



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	Reference GT-2102 & Detail 8 - GT-5103						
	BBII cannot locate the tie backs in the area of the vacant lot on Minna St. described in the Detail 8 on Contract Drawing GT-5103. The BBII crew went to a depth of 17 feet along the Pre-Trench and was unable to locate the tie backs. This was an additional foot more than the specified 15'-0" +/- 1'-0" depth. BBII believes the tie backs do not extend into the Pre-Trench limits and plans to move forward. Please advise if there is information to the contrary.						
					BBII is to continue plans and specs (Ref: Dwg. Detail 8 GT-5103). Subsequent to this RFI BBII did locate and sever a tie back in Minna Street trench from the 535 Mission St. Project .		
					BBII was directed to be cautious when installing sheetpile shoring to ensure the Tie Backs are cut back sufficiently to prevent interference with CDSM Drill/Wall installation.		
					----- ----- 2011-08-09 George Metzger ARUP Response: No additional information is available. Turner or PMPC to provide answer to this RFI.		
T-0205	BSE - Testing Weld On Hoops	Closed	08/05/2011	08/15/2011	08/09/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP	Nhi Tran	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc	George Metzger	
	Co-Author: Balfour Beatty Infrastructure, Inc.	Ural Yal					
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:			
	Reference Sheet GT-5202 and Specification Section 31 63 29						
	Per SS03.20.01.3.3.B.4, "Inspect welding as required by Code for compliance with AWS D1.4."						
	Per AWS D1.4.2, "Other welding processes may be used when approved by the Engineer, provided that any special qualification test requirements not covered here are met to ensure that welds are satisfactory for the intended application will be obtained."						
	As of this writing, the AWS does not cover Resistance Welding which is the type of welding that Harris-Salinas Rebar is using for the hoops. Caltrans has a written specification for Resistance Welding. Per Caltrans Standard Specifications Section 52, four (4) samples out of a lot of one hundred fifty (150) are taken to the lab for testing. If three (3) or more samples comply with the requirements, the whole lot is accepted. If only two (2)						
					This is acceptable.		



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<div>samples comply, one (1) additional test of four (4) samples out of the same lot is allowed. If any of the four (4) fail, the whole lot is rejected.</div> <div>It was agreed upon in the DFOW meeting this week (8/1/2011) that it is acceptable to test the lots per Caltrans Standard Specifications. Please confirm.</div>							
T-0206	BSE - Smart Hoops For CSL Tubes	Closed	08/05/2011	08/15/2011	08/09/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan	Gary Krutsch				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal		Answered By: Adamson Associates, Inc   George Metzger					
REQUEST:		SUGGESTION:		ANSWER:			
Reference Sheet GT-5202, Specification Section 31 63 29, attached photo and sketch				Accept Suggestion: <input type="checkbox"/>			
Drawing GT-5202 shows four (4ea) 4" CSL tubes equally spaced around the perimeter of the shaft tied to reinforced steel.				The 23 degree CSL spacing is required. The added "smart hoop" CSL alignment bars are acceptable.			
Approved rebar shop drawing shows a square spider designed to serve two purposes: 1. To allow the tremie pipe to pass through. 2. To keep the CSL tubes equally spaced around the perimeter per Drawing GT-5202.							
In subsequent discussions the engineer suggested orientating the CSL tubes at a 23 degree angle from the longitudinal center of pile. In the Phase 1 DFOW Buttress Rebar QC Meeting on 8/1/2011 Harris-Salinas Rebar suggested using "smart hoops" to keep the CSL tubes in place and symmetrical around the perimeter at 23 degrees since the square spider could no longer be utilized for CSL tube alignment. This suggestion was well received by meeting attendees. Please confirm that the 23 degree CSL spacing is required. If so, please advise if the added "smart hoop" CSL alignment bars are acceptable?							
T-0207	BSE - Unknown Fiber Optic on Fremont Street	Closed	08/09/2011	08/19/2011	08/12/2011	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Company Gary Krutsch	<b>Answered By:</b> Turner Construction Company Gary Krutsch				
<b>REQUEST:</b> Reference Specification Section 02 41 01  PG&E was scheduled to have all the utilities and structures confirmed dead on the East side of Fremont Street 8/07/2011 as part of the phase 1 PG&E relocation work. On 8/08/2011, W/O and PG&E conducted a USAR walk-through on Fremont Street to sign off and confirm that all PG&E utilities and structures have been confirmed de-energized and abandoned. PG&E discovered a live fiber optic cable between vaults 1675-1670. This fiber optic cable is in conflict with and causing delays to the CDSM wall and Buttress work commencement.  Please provide a date this fiber will be confirmed de-energized.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Fiber was confirmed de-energized on 8/12/11.				
<b>T-0208</b>	<b>BSE - Long Term Seismic Loading</b>	<b>Closed</b>	<b>08/09/2011</b>	<b>08/19/2011</b>	<b>08/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Company Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>REQUEST:</b> Reference Sheet GT-1110 and Specification Section 31 55 00  Note 7 on sheet GT-1110 states that "Seismic Increment Loads shall be considered to be long term loading." Per conversation at the 8/03/11 TG03 Design Team Coordination meeting, BBII understands that this note applies only to the lower level struts at the 301 Mission buttress case. Please confirm.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> We refer to Comments and Corrections provided by DBI to TJPB in a document dated July 27, 2011 at item G 23.  With reference to Drawing GT-1110 we clarify that Note 7 applies strictly to the incremental strut loads in Table 7 (301 Mission buttress case shaking analysis) and consequently apply to calculations for the lowest level of struts and walings between Gridlines 26 and 30. The incremental strut loads given in Tables 5, 6 and 8 can be considered as transient, rather than long term, loads on the bracing system.				
<b>T-0209</b>	<b>BSE - Abutment Bearing On CDSM Wall</b>	<b>Closed</b>	<b>08/11/2011</b>	<b>08/21/2011</b>	<b>08/19/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Nhi Tran Ural Yal	<b>To:</b> Turner Construction Company Gary Krutsch	<b>Answered By:</b> URS Corporation      David Fyfe				
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				



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	Reference Specification 01 53 13					Yes, statement still applies.	
	During previous discussions with URS, ARUP, and DPW it has been expressed that the temporary bridge abutments should not bear on the CDSM shoring wall. The temporary bridges spec section 01 53 13, however, specifically states that "abutments for bridges shall be supported by the CDSM shoring wall." Please advise if this statement still applies.						
T-0209.1	BSE - Abutment Bearing On CDSM Wall	Closed	09/02/2011	09/12/2011	09/09/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:	Balfour Beatty Infrastructure, Inc.	Ural Yal					
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference RFI#T-0209, Specification Section 01 53 13, and attached sheets			ARUP Response:				
Included with this RFI are loading conditions for CDSM supported abutments. Please confirm that the shoring wall as currently designed can accommodate the loading.			Contractor to provide calculations demonstrating the adequacy of the shoring wall to support the loads from the bridges.				
T-0209.2	BSE - Abutment Bearing On CDSM Wall - Follow-Up	Closed	09/13/2011	09/23/2011	09/16/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:	Balfour Beatty Infrastructure, Inc.	Ural Yal					
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference RFI #T-0209.2, Specification Section 01 53 13, and attached sheets			ARUP Response: The results of the analysis reported in the table "SUMMARY OF LOADS ON CDSM SOLDIER PILES AT BRIDGE ABUTMENTS" indicates that, for a number of locations, the load per soldier pile is too great and that the pile spacing will need to decrease from 4'-0" o.c. to 2'-0" o.c. to reduce the load per pile. Subsequent analysis by the Contractor shall demonstrate the structural adequacy of the pile shape and the adequacy of the pile embedment.				
As requested by ARUP, please see the attached loads placed on each individual CDSM soldier beam beneath the proposed temporary bridge abutment. The loads include both the bracing self weight and the combined dead and live loads of the temporary bridges.							
BBII requests confirmation from the CDSM shoring wall EOR that these imposed loads do not exceed the assumed vertical loads used during original design							



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analysis.

T-0209.3	BSE - Abutment Bearing On CDSM Wall - Follow-Up		Closed	09/13/2011	09/23/2011	09/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch			
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference RFI #T-0209.2, Specification Section 01 53 13, and attached sheets				ARUP Response:				
As requested by ARUP, please see the attached loads placed on each individual CDSM soldier beam beneath the proposed temporary bridge abutment. The loads include both the bracing self weight and the combined dead and live loads of the temporary bridges.				1. The CDSM wall cannot accept the widely varying point loads as implied by the submitted tables of imposed loads from the cross-lot bridges. We recommend that a spreader beam arrangement is provided for each bridge abutment and is connected to the all the affected W21x201 soldier piles in the CDSM wall. A vertical spring constant of 1150 kips/inch can be used to calculate the pile reactions under such a spreader beam arrangement for the range of loads given.				
BBII requests confirmation from the CDSM shoring wall EOR that these imposed loads do not exceed the assumed vertical loads used during original design analysis.				2. The allowable loads from the bridge deck for the soldier piles on the basis of 1 above is 90 kips/pile at an excavation of 10 feet below grade and can be taken to fall linearly to 60 kips/pile at 60 ft elevation depth.				
				3. It follows from 2 above that the ability of the CDSM wall to carry the maximum load, the construction crane condition, will reduce as excavation proceeds. This may require disassembly of the construction crane into smaller components in order to remove it from site at the later stages of excavation.				
				4. The load pathway, from the bridge deck at the abutment into the ground, is in direct shear transfer across 2 interfaces: steel/soil mix and soil mix/in-situ ground. The shear transfer across the steel/soil mix interface cannot be estimated with accuracy, in the absence of an embedded soldier pile test in compression or tension. If the early excavations, down to 10 feet below grade at the bridge abutment, show that soil mix falls away easily from the face of the W21				





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steel soldier pile, the bond/interface shear is likely to be very low indeed and the allowable capacity of the soldier piles will need to be re-evaluated.							
T-0209.4	BSE - Abutment Bearing On CDSM Wall - Follow-Up	Closed	01/09/2012	01/19/2012	01/16/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Kirk Nielsen		To: Turner Construction Compan Gary Krutsch	Answered By:Arup		Kevin Clinch		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference T-0209.3, Specification Section 01 53 13				Arup cannot provide a response to this RFI without seeing the revised design of the bridge bearing on the soldier piles and the revised calculations.			
Contrary to RFI response T-0209.3, subsequent to the test pile loading CR T-025 during which there was little to no movement please confirm the revised direction to install the bridge abutment atop the CDSM wall at all streets pursuant to specification section 01 53 13.1.2.A.							
T-0210	BSE - Pile #498 Top Of Pile Elevation Issue	Closed	08/16/2011	08/26/2011	08/19/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Nhi Tran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference W/O NOTICE0010 (attached), Sheet GT-5101, and Specification Section 31 56 13				ARUP Response:			
Please address the following information request from BBII's subcontractor DND:				The acceptable variation in bottom of pile elevation (shown on 16/GT-5101) is +/- 1'-6". In order to verify this using the top of pile elevation as the measure, the Contractor shall provide Turner with the length of the piles.			
"The specifications do not specify an allowable tolerance with regard to the vertical position of the beam tip relative to the plan drawings (GT-5101, Note 16). Please clarify the allowable tolerance for the beam tip elevation.							
For example, beam 498 (BBII ID #287) was set slightly high. The beam was measured prior to setting to be 97'-5 1/2" long. It was set to a top elevation of approximately +16'-11" which calculates a tip elevation of approximately - 80.63'. Specified tip elevation is -81'-0" in this wall section (J/27-33.5)."							





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T-0211	Easement Information	Closed	08/11/2011	08/21/2011	08/23/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Turner Construction Comp Jack Adams				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Email "Fencing Plan at CDSM Wall Radius R2-1 and X1-1" from Turner on 8/10/2011 and attached documents  W/O received the enclosed email "Fencing Plan at CDSM Wall Radius R2-1 and X1-1" and it's attachments from Turner on 8/10/2011, listed below: - 3192 OR 151 easement.pdf - Parcel F BNDY-ALTA_AB3721_15A_Rev 1.pdf - CASFRA_2007 00369409.pdf - Eminent Domain Fencing Plan .pdf  The information contained in the above documents differs from and/or does not exist in the current contract documents. Please provide a direction on what W/O and our Trade Subcontractors are to do with this easement information. In addition please indicate what requirements the TJPA expects Webcor Obayashi to now comply with.			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The information contained in the above documents is provided for information. WO and our Trade Subcontractors are to ensure the 540 Howard has 24 hour access to their easement. The current location of the CDSM wall and protection fencing will accomodate this access.				
T-0212	BSE - Unforeseen Timber Piles At Grid Line 33.5 J	Closed	08/15/2011	08/25/2011	08/16/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Turner Construction Comp Kevin Chiu				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0148.1, Sheet D-2213, attached photos and sketch  BBII exposed 24 piles at gridline 33.5 J close to Beale Street in Zone 4, as shown in the attached photographs. However, drawing D-2213 indicates five piles inside the CDSM wall limits. BBII intends to extract these piles using the method approved in RFI # T-0148 1. Please confirm that it is acceptable to continue tracking this unforeseen work as CR-T-010, as was practiced in this area previously.			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> RFIs shall be used for interpretation or clarification of the Contract Documents (01 10 40) and a change request (CR) is not a Contract Document as defined by the General Conditions. Questions related to construction means, methods, techniques, sequences, procedures and non Contract Documents will not be replied to by the TJPA and will be rejected (01 10 40).  Refer to the procedures of previously issued CR T-010 for further direction.				
T-0213	BSE - Pile Extraction Method For Concrete Piles Between GL 5-10 at Natoma St	Closed	08/15/2011	08/25/2011	08/19/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				



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<hr/>							
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI #T-0188.1, Specification Section 02 41 19, and attached sketch  BBII intends on extracting the existing concrete piles located between gridlines 5 and 10 on the south side, using the method approved in RFI#T-0188.1. This involves extracting piles using the vibratory hammer without a steel casing and backfilling the void with structural pre-trench sand. Attached is a drawing indicating the locations of the piles obstructing the CDSM wall. Please confirm that this is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This is acceptable for concrete piles which are 16" x 16" square or less and which are located 16 ft or greater from the nearest face of an adjacent building.			
<hr/>							
<b>T-0214</b>	<b>BSE - Instrumentation Protection Slab Zone 4</b>	<b>Closed</b>	<b>08/16/2011</b>	<b>08/26/2011</b>	<b>08/23/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran		<b>To:</b> Turner Construction Compan    Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc    George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-5102 and attached shop drawing and BBI sketches  BBII is proposing to pour a 2' thick instrument slab per the attached BBII drawings in lieu of the 1' thick concrete slab shown on Drawing GT-5102 to match the overall thickness of the Buttress Temporary Work Platform Concrete Cap. Approved 6000 psi Central Mix #960PC3Z3 (Submittal Item #TZ1010-033001A10) will be used for the instrument protection slab. Please confirm that this is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Pouring a 2' thick instrument protection slab in lieu of the 1' thick concrete slab shown on Drawing GT-5102 is acceptable.  Central Mix #960PC3Z3 is acceptable for use in the instrument protection slab.  The reinforcing steel configuration shown on Section A is acceptable. The bars may be shifted to clear the soldier piles and the instrument locations.  Block-outs shall be placed in the slab for the instruments as noted on GT-5102. Contractor to coordinate locations of block-outs with Arup field staff.  The protection slab shall be extended as noted on the attached sketch.			
<hr/>							
<b>T-0215</b>	<b>BSE - Diagonally Cut Unforeseen Piles at Grid Line 33.5 J</b>	<b>Closed</b>	<b>08/17/2011</b>	<b>08/27/2011</b>	<b>08/17/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran		<b>To:</b> Turner Construction Compan    Gary Krutsch		<b>Answered By:</b> Turner Construction Comp    Jack Adams			



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<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet GT-2103, Specification Section 02 41 19, and attached photos  BBII has extracted four (4) unforeseen piles at GL 33.5 J. Three (3) piles had an average length of 45' long. However, one (1) of these piles appeared to have 20' diagonally cut out of it at the bottom (see attached Photo 3). Another pile was only 23' long and appeared to have broken off underground (see attached Photo 1). BBII has concerns that lengths of pile may still remain in ground and will be an obstruction to the CDSM shoring wall installation. Please advise on how to proceed.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to specification 31 56 13, 3.2, A, which states, "The Contractor shall construct a trench along the entire alignment of the shoring wall and the cut-off walls and remove any obstructions that might be encountered along the alignment of the walls. The depth and width of the trench shall be that required to remove the obstructions from the path of the shoring wall."			
<hr/>							
<b>T-0215.1</b>	<b>BSE - Diagonally Cut Unforeseen Piles at GL 33.5 J</b>	<b>Closed</b>	<b>08/23/2011</b>	<b>09/02/2011</b>	<b>08/30/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger					
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI #T-0215 and RFI #T-0177, Sheet GT-2103 and Specification Section 02 41 19  As the top of the broken pile is 33' below ground, further trenching to remove this pile is not practical. BBII proposes following the procedure approved by RFI T-0177 (BBII 0126) to extract this pile. In the future, BBII proposes this to be the standard procedure when a broken or lost pile presents an obstruction to the CDSM Shoring Wall installation and needs to be extracted.  Please confirm.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Arup takes no exception to the use of the method described in RFI T-0177 for this pile.			
<hr/>							
<b>T-0216</b>	<b>BSE - Revised Buttress Shop Drawings For Record Only</b>	<b>Closed</b>	<b>08/18/2011</b>	<b>08/28/2011</b>	<b>08/19/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger					
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference attached revised CIDH Rebar Shop Drawings, RFI#T-0184, T-0203, T-0205 and T-0206		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Arup takes no exception to the shop drawings included with the RFI.			



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	<p>Per discussions at the TG03 BSE Design Team meeting on 8/17/2011, it was agreed by Adamson and ARUP to confirm the finalized buttress rebar cage shop drawings via RFI because the shop drawings have already been approved in a previous submittal TG0300-320 / TA1020-032001A05.</p> <p>Attached are the revised shop drawings that incorporate all the changes that were agreed upon in the referenced RFIs. Please confirm that these shop drawings accurately reflects all changes made.</p>						<p>Note that review is only for general conformance with the design concept of the project and general compliance with the information given in the contract documents. Contractor is responsible for quantities and dimensions which shall be confirmed and correlated at the job site; checking for deviations between the field, submittal and the contract documents alerting Arup of same; fabrication processes and techniques; the means and methods of construction; coordination of its work with that of all other trades; and performing all work in a safe and satisfactory manner. This review does not modify contractor's duty to comply with the contract documents and any action shown is subject to requirements of plans and specifications. This review does not increase Arup's standard of care or scope of services and contractor shall immediately notify Arup of any intent to make a claim based on this submittal.</p>
T-0217	BSE - Buttress Shift To The East	Closed	08/24/2011	09/03/2011	08/30/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference RFI #T-0183.1, Sheet GT-2201, Specification Section 31 63 29, and attached sketch		ARUP Response: The proposed northings and eastings shown are acceptable.					
The sketch that was included in the Engineer's response to RFI T-0183.1 shows Buttress rows S, T, U, V, and W, shifting 4" to the west. Per discussions with the Engineer in the 8/17/2011 TG03 BSE Design Team Meeting, all parties agreed that the 4" shift is not needed. Please confirm that the 4" shift is not necessary and that it is acceptable to install the Buttress shafts per the attached drawing.							
T-0217.1	BSE - Maximum Allowable Spacing Between Buttress Shafts	Closed	03/23/2012	04/02/2012	03/23/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.                      Ural Yal		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			



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#### Co-Author:

#### REQUEST:

Becho requests for ARUP to provide the maximum allowed spacing between the tangent shafts East of P-Line and West of C-Line. Allowing such changes could possibly help mitigate Buttress Shaft schedule.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

The tangential spacing of the buttress shafts may be increased from 4 inches to 8 inches east of PLine and west of C-Line.

Contractor to verify that this does not impact the trestle pile locations / design.

Contractor to verify tht there is adequate equipment clearance at 301 Mission.

Contractor to provide revised northing and easting coordiantes in a sketch similar to that incuded in RFI 217 for tie-down location coordination.

<b>T-0217.2</b>	<b>BSE - Increased Spacing Between Buttress Shafts east of P-line</b>	<b>Closed</b>	<b>04/12/2012</b>	<b>04/22/2012</b>	<b>04/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Balfour Beatty Infrastructure, Inc. Ural Yal

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

#### Co-Author:

#### REQUEST:

Reference: BBII Spacing Sketch

Per the Engineer's response to RFI T-0217.1, "The tangential spacing of the Buttress shafts may be increased from 4" to 8" east of P-line and west of C-line." Please confirm that the revised Buttress footprint and coordinates shown on the attached sketch is acceptable.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

ARUP Response:

Confirmed except that the coordinates for shafts A1 and A3 do not appear to reflect RFI 217.1.

<b>T-0218</b>	<b>BSE - Timber Lagging Underneath Instrument Protection Slab</b>	<b>Closed</b>	<b>08/29/2011</b>	<b>09/08/2011</b>	<b>08/31/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Nhi Tran

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

#### REQUEST:

Reference RFI #T-0214, Sheet GT-5102, and Specification Section 31 56 13

Contract drawing GT-5102 indicates timber lagging being installed underneath the 2' section of the concrete

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

ARUP Response: It is acceptable to omit the lagging below the protection slab as proposed. Contractor to take appropriate measures to keep any loose material below the slab from falling into the excavation.





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	<p>On 11/3/11 W/O was informed by PMPC during a temporary bridge coordination meeting that contrary to RFI response T-0219 approach slabs were not required at the (3) temporary bridges.</p> <p>Please confirm.</p>						<p>discussions shall not be considered as modifying the response to RFI# T-0219. As an added clarification to RFI# T-0219, please note that the permitting agency, SF DPW, has expressed the potential need for use of approach slabs to achieve a package which can be approved by the agency. It is recommended that requirements concerning approach slabs be addressed between the contractor and the permitting agency during the building permit submission of the Temporary Bridges Package.</p>
T-0220	BSE - Pile Extraction Method For The Remaining Timber Piles At GL 33.5 J	Closed	08/29/2011	09/08/2011	09/02/2011	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP                      Nhi Tran                      <b>To:</b> Turner Construction Company Gary Krutsch</p> <p><b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal</p>			<p><b>Answered By:</b> Turner Construction Company Jack Adams</p>				
<p><b>REQUEST:</b></p> <p>Reference RFI#T-0188.1, Specification Section 02 41 19, and attached sketch</p> <p>BBII intends on extracting the remainder of the existing timber piles located at gridline 33.5J/Beale St., using the method approved in T-0188.1, as the piles are located a considerable distance from the 199 Fremont building. This involves extracting piles using the vibratory hammer without a steel casing and backfilling the void with structural pre trench sand. Attached is a drawing indicating the locations of the piles obstructing the CDSM wall. Please confirm that this is acceptable.</p>			<p><b>SUGGESTION:</b></p>	<p><b>ANSWER:</b>              <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>We recommend that the procedure for removing the piles east of Beale Street follow the procedure described in our response to RFI T-0146.4 with the exception that backfilling with sand is acceptable. See also answer to RFI T-199.</p>			
T-0221	BSE - Salvage Steel At Temporary Bridges	Closed	08/29/2011	09/08/2011	09/30/2011	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP                      Nhi Tran                      <b>To:</b> Turner Construction Company Gary Krutsch</p> <p><b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal</p>			<p><b>Answered By:</b>URS Corporation                      Carolina Aguilar</p>				
<p><b>REQUEST:</b></p> <p>Reference Specification Section 01 53 13 and Submittal TG0300-201 Item TZ1030-015313A09 response comments (attached)</p>			<p><b>SUGGESTION:</b></p>	<p><b>ANSWER:</b>              <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>In order to evaluate compliance, additional information is required. Please submit list of all structural steel members that will be used on each of the three temporary bridges. For each structural steel member</p>			





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	<p>DPW review of the temporary bridges submittal (TZ1030-015313A09, package TG0300-201) includes comment #8 that states "salvage materials are not acceptable to be used as structural members for the bridges. The temporary bridge specifications do allow for the use of salvage material as follows:</p> <p>"2. Steel, Salvage Material: Submit coupon tests for mechanical properties and chemical tests for determination of weldability. For steel materials which are recycled from prior Projects (salvaged materials) and are to be incorporated into temporary works, testing shall be performed on a random sampling basis as follows:</p> <p>a. Where material properties relied upon for design corresponding to minimum yield strength <math>f_y=30,000</math> psi, sampling shall be performed on 5% of each major series of structure element type.</p> <p>b. Where material properties corresponding to minimum yield strength <math>f_y=36,000</math> psi, sampling shall be performed on 10% of each major series of structure element type.</p> <p>c. Where material properties corresponding to minimum yield strength <math>f_y=42,000</math> psi or 50,000 psi is used, sampling shall be performed on 20% of each major series of structure element type.</p> <p>d. Testing performed per subparagraphs above at sampling rates of 5%, 10%, and 20%, respectively, shall be reported to the Owner's Representative in writing. Testing results must satisfy all samples meeting 100% of materials strength requirements for acceptance of salvage materials. If less than 100% of materials tested meet this requirement, then the sampling rate shall be increased. In this event, the sampling rate for retesting shall be subject to review and approval by the Owner's Representative."</p> <p>Please advise if salvage material is still acceptable per the project specifications.</p>						
				listed:			
				1). Indicate whether the structural steel member consists of new or salvaged material			
				2). Provide the exact location along the bridge that the steel member is located			
				3). Provide information on the salvaged material, such as its current condition, when and where it may be inspected by a TJPA Representative, and what its prior use was			
				4). For each complete temporary bridge, provide the total weight of salvage steel, summarized by element type and usage.			
				Finally, please provide the weight of total salvaged steel material that will be used at each temporary bridge.			

<b>T-0222</b>	<b>BSE - Temporary Bridge Pier Locations</b>	<b>Closed</b>	<b>08/29/2011</b>	<b>09/08/2011</b>	<b>09/01/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Gary Kruttsch	<b>Answered By:</b> Adamson Associates, Inc	George Metzger		
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>		





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Reference Specification Section 01 53 13 and Submittal TG0300-201 Item TZ1030-015313A09 response comments (attached)

Temporary bridge review comments (Submittal TZ1030-015313A09, package TG0300-201) call for the end piers on all three bridges to be relocated to avoid interrupting chamfer rebar (see attached markups). With the information provided to BBII in the plans and specifications, there was no indication that this reinforcement must be avoided, nor was there a required clear zone from the shoring wall to the first pier. Please advise if these piers absolutely need to move, or if their current locations can be accommodated. Increasing the span between the abutments and the first pier will have commercial impacts.

Thornton Tomasetti Response: The piers shall not be in conflict with the mat foundation chamfer (chamfer shown in plan and section S1-3201). Minimum clear distance from face of pier to bottom edge of chamfer shall be 2'-0."

8/31/2011 George Metzger  
ARUP Response: Arup takes no exception to the referenced pier locations that are shown in the submittal.

<b>T-0223</b>	<b>BSE - Temporary Bridge Pedestrian Barrier Height</b>	<b>Closed</b>	<b>08/30/2011</b>	<b>09/09/2011</b>	<b>09/27/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> URS Corporation	David Fyfe		

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Specification Section 01 53 13 and Submittal TG0300-201 response comments (attached)

DPW review of the temporary bridges includes comment #42 that calls for the pedestrian barrier to be designed as a combination railing with a minimum height of 4'-6" while the specifications only call for a 3'-6" barrier. Please advise if the minimum height must be increased to 4'-6".

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Response to RFI No.T-0223 is provided herein and on attached sketch titled, "Sketch - RFI Nos.T-0223 and T-0228." This attached sketch is a mark-up of BBII's traffic plan figure, "Non-Working Hours, Temporary Bridge Traffic Plan" (submittal package TG0300-204, submittal item TZ1030-015313, page 3 of 6) because this is the latest presentation of the Contractor proposed product.

This attached sketch shows an installation in conformance with current coordination comments completed between the Project and CCSF DPW and SFMTA. Where the handrail/guardrail system occurs separating pedestrian and vehicle traffic, required height equals 3'-6" measured from the top of pedestrian walking surface.

Note, these comments provided on this attached sketch pertain only to RFI Nos.T-0223 and T-0228, a full review and response of Traffic Plan Submittal



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Package TG0300-204 will be finalized and transmitted at a later date.							
T-0224	BSE - Temporary Bridge Deflection and Suspended Utilities	Closed	08/30/2011	09/09/2011	09/09/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Gary Kruttsch			<b>Answered By:</b> AECOM Technical Services      Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 01 53 13 and attached cut sheets  Where utilities transition from direct bury to hanging under the temporary bridges, BBII believes there must be some allowance for deflection to prevent damage to the conduits during a seismic event. Attached are cut sheets for an expansion fitting and deflection fitting that BBII has seen used in combination at bridge transitions. Watertight flexible steel conduit may be an option as well. Please confirm that all Phase 2 utilities to be suspended below the temporary bridges will include some means of handling bridge deflection.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Please provide information on the predicted movement and hanger support system such that the condition can be assessed. Movement direction; lateral or longitudinal? How much movement is being predicted and at what location? Are the steel conduits rigidly connected to the hanger supports? Please provide the hanger support design for review.		
T-0224.1	BSE - Temporary Bridge Deflection and Suspended Utilities	Closed	09/23/2011	10/03/2011	09/27/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Gary Kruttsch			<b>Answered By:</b> AECOM Technical Services      Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI #T-0224, Specification Section 01 53 30, and attached e-mails  The response to RFI T-0224 requested additional information about bridge movements. This information was provided by email to AECOM on 9/9/11. Follow on questions were answered on 9/15/11. Please see the attached email string.  Please provide the make, model, location and quantity per conduit run for all the utilities supported by the bridge			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> In reference to the request in RFI T-0224, it has been confirmed that all Phase 2 utilities (Verizon and PG&E) to be suspended below the temporary bridges will include means of handling bridge deflection.  Verizon has indicated the use of O-Z/GEDNEY expansion fittings for rigid steel conduit type EX, or equal. One fitting is proposed on each conduit located along the supported section staggered such that no two are aligned. This design element will be incorporated into construction documents being prepared by Verizon.		



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T-0224.2	BSE - Temporary Bridge Deflection and Suspended Utilities	Closed	10/05/2011	10/15/2011	10/12/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Masashi Kojima <b>To:</b> Turner Construction Company      Gary Krutsch			<b>Answered By:</b> AECOM Technical Services      Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI T-224, 224.1, CR T-017 and Specification Section 01 53 30  The response to RFI T-0224.1 The 4" EX model is not readily available (8 week lead time), however the very similar AX is. Please see the attached data sheets for each model and advise if this revised material is acceptable.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Response from PG&E (attached) is as follows:  The type AX expansion fitting for 4" steel conduits is an acceptable substitute for the type EX expansion fitting. Type BJ external bonding jumper will still be required.				
T-0224.3	BSE - Temporary Bridge Deflection and Suspended Utilities	Closed	10/24/2011	11/03/2011	11/08/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Gary Krutsch			<b>Answered By:</b> AECOM Technical Services      Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference CR T-017R1 and Response to RFI#T-0224.2  BBII have been advise that only 1 deflection fitting is required on per rigid conduit run, between gridline A and J.  The PG&E construction drawings attached, indicate (highlighted in yellow) 2 locations A and J line; request expansion fitting to be used.  It is not clear from the drawings attached if PG&E require 1 deflection fitting per conduit run as previous stated in RFI # T-0224.2. Please confirm only 1 deflection fitting per			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1 deflection fitting per conduit run as described in RFI # T-0224.2 is required.  Submit proposed configuration of deflection fittings coordinated with temp bridge supports and other bridge elements for review.				



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conduit run between GL A-J is required by PG&E.

Please provide a drawing showing, the deflection fitting configuration for individual conduit runs.

<b>T-0225</b>	<b>BSE - CDSM Alignment Conflict With Existing Utilities GL 1-J</b>	<b>Closed</b>	<b>08/31/2011</b>	<b>09/10/2011</b>	<b>08/31/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet D-2231, Specification Section 31 56 13, and attached photo  BBII laid out centerline of the CDSM on Gridline 1 and Gridline J. The centerline of the shoring indicates that the existing utilities PG&E/Water is in direct conflict with the location of the CDSM shoring wall. These utilities appear to be capped east of the centerline.  Drawing D-2231 BSE contract states "Unless specified otherwise all utilities have been cut and capped outside the limits of the work by Transbay Transit Centre program relocation of utilities"... Please see photos attached.  Please confirm the status on the relocation of these utilities.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Shoring wall changed per the response to BSE RFI-0017. Basis of the AECOM Plans is the pre RFI-0017 shoring wall. We are planning to issue revisions to TJPA early next week to address the shoring wall change.				

<b>T-0225.1</b>	<b>BSE - CDSM Alignment Conflict With Existing Utilities GL 1-J</b>	<b>Closed</b>	<b>08/31/2011</b>	<b>09/10/2011</b>	<b>09/09/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0225  The response received for RFI #T-0225 does not provide the requested information. -----			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Status is as follows, RUP ASI-015 has been created to address the relocation of utilities impacted by the change to the CDSM shoring wall resulting from BSE RFI-0017. ASI-015 was issued for pricing and implementation on 9/8/11.				



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	<p>-----</p> <p>Question from RFI#T-0225</p> <p>Reference Sheet D-2231, Specification Section 31 56 13, and attached photo</p> <p>BBII laid out centerline of the CDSM on Gridline 1 and Gridline J. The centerline of the shoring indicates that the existing utilities PG&amp;E/Water is in direct conflict with the location of the CDSM shoring wall. These utilities appear to be capped east of the centerline.</p> <p>Drawing D-2231 BSE contract states "Unless specified otherwise all utilities have been cut and capped outside the limits of the work by Transbay Transit Centre program relocation of utilities"... Please see photos attached.</p> <p>Please confirm the status on the relocation of these utilities.</p>						
T-0225.2	BSE - CDSM Alignment Conflict GL 1-J - PG&E Vault Utility Conflict on Natoma	Closed	09/12/2011	09/22/2011	09/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran			Answered By:AECOM Technical Service Eric Zagol				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST:			ANSWER:				
Reference RFI #T-0017, #T-0225.1, Sheet U-1110, and Specification Section 31 56 13			Accept Suggestion: <input type="checkbox"/>				
Please refer to RFI No. T-0017, which revised the southwest corner of the CDSM shoring wall alignment. Your attention is also directed to the utility drawing U-1110, which depicts the utilities to be abandoned and the ones to be protected in place with respect to the old CDSM wall alignment. According to U-1110, the PG&E vault on Natoma Street shall be protected in place. However, based on the field layout, the PG&E vault on Natoma St. is in conflict with the southwest corner of the CDSM wall alignment, which was revised per RFI No. T-0017.			Based on provided field information, the existing PG&E MH is located 11" clear of the CDSM shoring wall revised per response to RFI T-0017, please clarify what/where the conflict is.				
Based on BBII's field measurements, the clearance between the PG&E vault on Natoma St. and the centerline			If safety is of concern while working in close proximity to a live PG&E MH, coordinate with PG&E through TJPA's Representative to de energize the existing MH prior to and during CDSM wall construction. Existing PG&E MH 1348 exists to provide power to 90 Natoma. 90 Natoma is owned by the TJPA and is currently vacant.				
			The 36" demarcation line mentioned in the RFI is an arbitrary scope division line established between the RUP and BSE packages to differentiate abandon utility removal between the two packages.				
SUGGESTION:							



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of the CDSM wall is 29", which is less than the 36" typical distance required by the contract plans as the minimum clearance between the demarcation lines and the CDSM wall alignment.

BBII requests the PG&E vault on Natoma St. to be relocated to a safe distance outside the work limits of the revised CDSM wall alignment.

<b>T-0225.3</b>	<b>BSE - CDSM Alignment Conflict GL 1-J - PG&amp;E Vault Utility Conflict on Natoma</b>	<b>Closed</b>	<b>10/03/2011</b>	<b>10/13/2011</b>	<b>10/20/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Gary Krutsch
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**Answered By:** Turner Construction Com Kevin Chiu

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference RFI #T-0225.2, Sheet D-2231 and ASI-015, Specification Section 31 56 13, and attached photos and sketch

BBII in discussions with DND will be able to work adjacent to PG&E vault #1348, referenced in RFI #T-0225.2.

BBII is currently considering removing the concrete over pour on the vault, de-energizing the power in the vault and installing CDSM Shoring Wall without relocating the vault.

Please confirm it is acceptable to remove any concrete over pour within 20" from the centerline of CDSM wall.

Also, please confirm it is acceptable to install CDSM Wall at the location close to the PG&E vault #1348 without potential damages.

Please refer to the attached photos

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

It is noted that prior to receiving the response to this RFI, the contractor installed CDSM panel #W0001 adjacent PG&E vault 1348 without chipping away the concrete over pour. A PG&E standby crew was present and observed the installation.

It is understood that during this work the outside tooth of auger may have broken off during install of piles in this area. W/O to confirm there is no damage to Vault #1348 due to CDSM work

<b>T-0226</b>	<b>BSE - Revised Instrument Protection Slab</b>	<b>Closed</b>	<b>09/02/2011</b>	<b>09/12/2011</b>	<b>09/06/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Gary Krutsch
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**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐







T-0229	BSE - Concrete Time of Discharge Requirement	Closed	09/06/2011	09/16/2011	09/08/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger
Co-Author:	Balfour Beatty Infrastructure, Inc.	Ural Yal					
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
Reference Specification 03 30 01			ARUP Response:				
Per SS 03 30 00, 3.3.D, "Discharge of concrete shall be completed within 1½ hours or before the drum has revolved 300 revolutions, whichever comes first, after the introduction of the mixing water to the cement and aggregates or the introduction of the cement to the aggregates."			This is acceptable.				





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	<p>Per ACI 301 (Section 4.1.2.9), "Time of discharge - When it is desired to exceed the maximum time for discharge of concrete permitted by ASTM C 94C/ 94M, submit a request along with a description of the precautions to be taken."</p> <p>BBII is planning for discharging concrete with the following precautions: As concrete hydration can be controlled for a maximum of 10 hours, BBII suggests discharge of concrete shall not be restricted to 1½ hours. In order to sustain the requirements of Becho, BBII purposes to replace the 1½ hour time restriction to 3 hours with an 80° F maximum temperature requirement.</p> <p>Please confirm that this discharging plan is acceptable for Buttress Concrete per ACI 301.</p>						
T-0230	BSE - Concrete Sampling Location	Closed	09/12/2011	09/22/2011	09/16/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Turner Construction Comp Kevin Chiu			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 03 30 01  Per the Pre-Construction Buttress Shoring Phase 1 DFOW Meeting on 8/30/2011, BBII proposes to conduct concrete sampling of Central Concrete Trucks in Lot P in lieu of Zone 4 due to site congestion and safety concerns. In order to sustain the requirements of Becho and to provide safe disposal of concrete for sampling, BBII purposes Lot P for all concrete sample inspections.  Please confirm that this is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The Contractor shall bear all additional costs associated with changing the concrete sampling location from Zone 4 to Lot P (including, but not limited to, additional inspectors)  ----- ----- 2011-09-15 George Metzger  ARUP Response:  Arup takes no exception to sampling the trucks in Lot P provided the concrete is sampled and tested in accordance with the ASTM Standards. For example, in accordance with the Standards, sampling of the concrete shall be obtained after 10 % and before 90 % of the batch has been discharged from the truck.			



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T-0231	BSE - 24-Hour Inspection of Buttress Shoring Shaft	Closed	09/12/2011	09/22/2011	09/12/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Turner Construction Comp Kevin Chiu				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 03 30 01  Per the Pre-Construction Buttress Shoring Phase 1 DFOW Meeting on 8/30/2011, Becho requests that a TJPA representative be available to observe the 24 hour Buttress Shoring drilling operation and to perform any/all specified inspections. This includes: verticality of shaft, shaft cleanliness, verification of bed rock, concrete and rebar. In addition, Becho requests that a TJPA representative be available 24 hours of the day to provide Becho/BBII with full support and contact information of all available representatives.  Please confirm that this is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> TJPA Representatives will be available to inspect the work as specified in 31 63 29 (referenced in 03 30 01).		
<hr/>							
T-0232	BSE - Buttress Red Color Concrete	Closed	09/15/2011	09/25/2011	09/16/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 03 30 01 and Sheet GT-2201  Per discussion with the Engineer, it is acceptable to place red color concrete in Secondary Buttress Shafts C3 and C5 in lieu of Primary Buttress Shafts C2, C4, and C6.  Please confirm this is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  This is acceptable.		
<hr/>							
T-0233	BSE - Internal Bracing Design Coordination with Structural Design	Closed	09/20/2011	09/30/2011	09/23/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Masashi Kojima <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Specification Section 31 55 00  The BSE submittal TG0300-542.1 Internal Bracing Design was approved by TJPA and the fabrication will start as soon as permission is issued by the City.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Thornton Tomasetti's response is pending receipt and review of revised internal bracing submittal.		



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Please confirm the design was acceptable to permanent structural designer (Thornton Tomasetti) and incorporated into their design for future trade packages.

T-0233.1	BSE - Internal Bracing Design Coordination with Structural Design	Closed	09/23/2011	10/03/2011	10/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan   Gary Krutsch		Answered By: Adamson Associates, Inc   George Metzger			

Co-Author:

REQUEST:

Reference RFI #T-0233 and TJPA Transmittal No. 140-02321

The SFDBI-approved Internal Bracing drawings and related calculations was sent to W/O on 9/22/2011 as TJPA Transmittal No. 140-02321 - Approved Internal Bracing for Shoring Wall Permit Drawings, and available in Constructware.

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RFI #T-0233 Question:

The BSE submittal TG0300-542.1 Internal Bracing Design was approved by TJPA and the fabrication will start as soon as permission is issued by the City.

Please confirm the design was acceptable to permanent structural designer (Thornton Tomasetti) and incorporated into their design for future trade packages.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

TT is currently reviewing the Internal Bracing Design Documents, which was received by TT on 09/29/2011.

TT's comments to this document will be marked up on the Internal Bracing Design Document.

T-0233.2	BSE - Internal Bracing Design Coordination with Structural Design	Closed	10/05/2011	10/15/2011	10/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Masashi Kojima		To: Turner Construction Compan   Gary Krutsch		Answered By: Adamson Associates, Inc   George Metzger			

Co-Author:

REQUEST:

Reference RFI #T-0233, T-0233.1, Submittal TG0300-542 and TJPA Transmittal No.140-02321.

W/O is in receipt of TJPA Submittal Package #TG0300-

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Thornton Tomasetti will be issuing comments to Transmittal #140-02321.



<b>T-0233.3</b>	<b>BSE - Internal Bracing Design Coordination with Structural Design</b>	<b>Closed</b>	<b>10/10/2011</b>	<b>10/20/2011</b>	<b>10/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP		Masashi Kojima	<b>To:</b> Turner Construction Company		Gary Kruttschnitt	<b>Answered By:</b> Turner Construction Company Kevin Chiu	
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>			
Reference RFI #T-0233, T-0233.1, T-0233.2, Submittal TG0300-542 and TJPA Transmittal No.140-02321.				<b>Accept Suggestion:</b> <input type="checkbox"/> This RFI contains a statement, not a question and is inappropriate for the RFI process. RFI T-0233.2 will remain closed but unresolved until			



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	<p>This RFI shall not be closed until the information / confirmation received from the Design team.</p> <p>----- RFI #T-0233.2 Response ----- Thornton Tomasetti will be issuing comments to Transmittal #140-02321.</p> <p>----- RFI #T-0233.2 Question ----- W/O is in receipt of TJPA Submittal Package #TG0300-542 for the internal bracing from which W/O is proceeding per specification section 01 13 00. W/O is aware the design team did not review and comment on Transmittal #140-02321 (DBI's comments) to Submittal Package #TG0300-542. Please confirm no design team changes or comments will be made to Submittal Package #TG0300-542 rather future trade packages.</p> <p>----- RFI #T-0233.1 Response ----- TT is currently reviewing the Internal Bracing Design Documents, which was received by TT on 09/29/2011. TT's comments to this document will be marked up on the Internal Bracing Design Document.</p> <p>----- RFI #T-0233.1 Question ----- The SFDBI-approved Internal Bracing drawings and related calculations was sent to W/O on 9/22/2011 as TJPA Transmittal No. 140-02321 - Approved Internal Bracing for Shoring Wall Permit Drawings, and available in Constructware.</p> <p>----- RFI #T-0233 Response ----- Thornton Tomasetti's response is pending receipt and review of revised internal bracing submittal.</p> <p>----- RFI #T-0233 Question ----- The BSE submittal TG0300-542.1 Internal Bracing Design was approved by TJPA and the fabrication will start as soon as permission is issued by the City. Please confirm the design was acceptable to permanent structural designer (Thornton Tomasetti) and incorporated into their design for future trade packages.</p>						





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Thornton Tomasetti's response is pending receipt and review of revised internal bracing submittal.

----- RFI #T-0233 Question -----

The BSE submittal TG0300-542.1 Internal Bracing Design was approved by TJPA and the fabrication will start as soon as permission is issued by the City.  
Please confirm the design was acceptable to permanent structural designer (Thornton Tomasetti) and incorporated into their design for future trade packages.

T-0233.5	BSE - Internal Bracing Design Coordination with Structural Design			Closed	10/17/2011	10/27/2011	10/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch	Answered By: Turner Construction Comç Gary Krutsch			
Co-Author:									

**REQUEST:**

Reference RFI #T-0233, T-0233.1, T-0233.2, T-0233.3, T-0233.4, Submittal TG0300-542 and TJPA Transmittal No.140-02321.

Per response to RFI#T-0233.4, comments from the design team were to be received by October 14, 2011.

Please provide the design team comments and confirmation for RFI #T-0233.

----- RFI #T-0233.4 Response -----  
Comments will be returned by 14 October 2011.

----- RFI #T-0233.4 Question -----  
Reference RFI #T-0233, T-0233.1, T-0233.2, Submittal TG0300-542 and TJPA Transmittal No.140-02321.

When will the Design team provide the information / confirmation for RFI #T-0233?

----- RFI #T-0233.3 Response -----  
This RFI contains a statement, not a question and is inappropriate for the RFI process. RFI T-0233.2 will remain closed but unresolved until the requested

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Comments have been sent to W/O previously, see attached transmittal.



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information is provided.

----- RFI #T-0233.3 Question -----

This RFI shall not be closed until the information / confirmation received from the Design team.

----- RFI #T-0233.2 Response -----

Thornton Tomasetti will be issuing comments to Transmittal #140-02321.

----- RFI #T-0233.2 Question -----

W/O is in receipt of TJPA Submittal Package #TG0300-542 for the internal bracing from which W/O is proceeding per specification section 01 13 00.

W/O is aware the design team did not review and comment on Transmittal #140-02321 (DBI's comments) to Submittal Package #TG0300-542.

Please confirm no design team changes or comments will be made to Submittal Package #TG0300-542 rather future trade packages.

----- RFI #T-0233.1 Response -----

TT is currently reviewing the Internal Bracing Design Documents, which was received by TT on 09/29/2011. TT's comments to this document will be marked up on the Internal Bracing Design Document.

----- RFI #T-0233.1 Question -----

The SFDBI-approved Internal Bracing drawings and related calculations was sent to W/O on 9/22/2011 as TJPA Transmittal No. 140-02321 - Approved Internal Bracing for Shoring Wall Permit Drawings, and available in Constructware.

----- RFI #T-0233.0 Response -----

Thornton Tomasetti's response is pending receipt and review of revised internal bracing submittal.

----- RFI #T-0233.0 Question -----

Reference Specification Section 31 55 00  
The BSE submittal TG0300-542.1 Internal Bracing Design





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was approved by TJPA and the fabrication will start as soon as permission is issued by the City.

Please confirm the design was acceptable to permanent structural designer (Thornton Tomasetti) and incorporated into their design for future trade packages.

<b>T-0234</b>	<b>BSE - Buttress Shaft Post Pour Settlement</b>	<b>Closed</b>	<b>09/20/2011</b>	<b>09/30/2011</b>	<b>09/22/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Company	Gary Krutsch
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**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Sheet GT-2201 and Specification Section 31 63 29

Please be informed that an uncontrolled settlement was observed at Buttress shaft C2, which was poured on Sunday 9/18/2011. The settlement led to the formation of a 13' deep unstable hole on the buttress working pad. After consulting with ARUP representative and W/O's field personnel, BBII/Becho Inc. decided to fill the newly formed hole with concrete to mitigate the settlement risk of the working pad. Additional concrete was poured into the 13' deep hole on Monday 9/19/2011.

Please confirm that pouring additional concrete/CLSM will be considered as an acceptable method, if such settlements will occur during the future installation of the upcoming buttress shafts.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

ARUP Response:

The Contractor shall place concrete (or CLSM, where specified) up to the ground surface as specified in the Contract Documents. The Contractor shall employ the means and methods necessary to properly measure the level of concrete before concrete placement is terminated, and to verify that the material at the ground surface is quality concrete rather than the concrete / water / concrete plug mixture that rises to the surface in advance of the quality concrete due to the tremie method. If some consolidation of the concrete occurs over time, then the top of the shaft shall be filled to the ground surface with concrete (or CLSM, where specified).

<b>T-0235</b>	<b>BSE - Unforeseen Reinforced Concrete Slab at GL 7.5 J</b>	<b>Closed</b>	<b>09/20/2011</b>	<b>09/30/2011</b>	<b>09/27/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Company	Gary Krutsch
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**Answered By:** Transbay PMPC Roger Rothenburger

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Reference Sheet D-2210, Specification Section 31 56 13, attached photos and sketch

While excavating a pre trench at gridline 7.5J close to

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

This slab is a Cal Trans slab and is located within TJPA property limits. The slab is not unknown and is shown in the set of Drawings listed in Section 00-03-31 Part 1.2.D.6 (Existing Condition: Buildings and



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	<p>Natoma Street, BBII uncovered an unforeseen reinforced concrete slab. This slab is 3ft thick, uncovered at grade and a section of it is in the direct line of the proposed CDSM wall. Indicated at this location in drawing D-2210 are grade beams and pile caps which BBII assumes will be encountered under this mat slab. However, this slab is not indicated on contract drawing D-2210.</p> <p>The concrete shown in contract survey sheet 5 appears to be a concrete driveway and it does not indicate the 3ft thick concrete slab that BBII are encountering. Measurements taken in the field also indicate a larger area than this. The attached photos and drawing indicate the scale of this obstruction. It is required to be removed.</p> <p>Please advise if this is acceptable.</p>				<p>Improvements - Drawings "Project Plans for Construction from Fighth Streeet to Beale Street, 2000" (168 pages). Removal of the slab is acceptable.</p> <p>-----</p> <p>9/22/2011 - George Metzger</p> <p>ARUP Response:</p> <p>It is Arup's understanding that the slab encountered is a remnant of the Caltrans seismic retrofit work of the previous, now-demolished bus ramps. Therefor, removal of the portion of the slab within the shoring wall alignment is acceptable, but ownership of the property on which the slab is located should be confirmed by the PMPC / TJPA.</p>		
<b>T-0236</b>	<b>BSE - Unforeseen Concrete Section Found at Grid Line 1E</b>	<b>Closed</b>	<b>09/22/2011</b>	<b>10/02/2011</b>	<b>09/26/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet D-2210 (attached), Specification Section 31 56 13, and attached photos		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
While DND were drilling at panel 28 and 29 on grid line 1E at the locations of piles 839-843, an unknown section of concrete was encountered. The concrete was found at a depth of 9.5ft. The quantity of concrete is unknown at this point. The concrete is not indicated on contract drawing D-2210. It is in direct conflict with the CDSM shoring wall and must be removed. Shown below [attached] are photos of the debris removed from the excavation.			ARUP Response:  Contract documents require obstacles that may interfere with installation of the CDSM wall to be removed by pre-trenching. The concrete shall be removed.				
Please advise on how to proceed.							
<b>T-0237</b>	<b>BSE - Bridge Welding Code</b>	<b>Closed</b>	<b>09/26/2011</b>	<b>10/06/2011</b>	<b>10/03/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Turner Construction Comp Kevin Chiu				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							



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	<p><b>REQUEST:</b></p> <p>Reference Specification 01 53 30</p> <p>Temporary Bridge Specification 01 53 13 (1.6H) requires the welding qualifications for the bridges to be in accordance with AWS D1.5 "Bridge Welding Code", however BBII's design was based on AWS D1.1 "Structural Welding Code" as specified in General note 3.2-A4.2 of Sheet SH-0100. BBII and their designer felt AWS D1.1 is more applicable for the temporary bridge structure for the following reasons:</p> <p>- The members that make up BBII's temporary bridge consists of readily available standard grade mill rolled shapes, comprised of a variety of base metals (A36, A53, A572, A992, A500, and A252) which are joined by simple prequalified joints (fillets). D1.1 provides the flexibility to weld all of these base metals in any combination utilizing prequalified procedures, since they are all in the same base metal group. D1.5 only allows prequalified welding of A709 plate material only.</p> <p>- BBII's temporary bridge structure contains structural tubing (piers and rails), which D1.5 does not cover tubing</p> <p>- The bridge as designed has short spans and very simple welded connections. All welds shown are fillet welds (mostly single pass). Additionally there are no complete penetration welds as are typically seen on steel plate girder bridges.</p> <p>- The life span of these temporary bridges are less than 5 years</p> <p>- The temporary bridge's intended use and the site specific geometry restraints led to a steel framing design much more similar to a structural steel building than to a typical Highway bridge. The steel columns with angle cross-bracing, and the girders and cap beams as detailed are similar to building with columns and floor beams.</p> <p>The submittal review did not take exception to the general note specifying D1.1. therefore please confirm it is acceptable to submit weld procedures and welder qualifications per AWS D1.1 as specified by the bridge's Engineer of Record.</p>	<p><b>SUGGESTION:</b></p>					
					<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>ISI Commentary:</p> <p>"We have been requested to provide a commentary/discussion regarding AWS D1.5-2002 Bridge Welding Code in reference to RFI #T-0237. The scope of our discussion is limited to an interpretation of D1.5 and not to the design/use of welded temporary steel bridges. The RFI's request by BBII is to accept WPSs/WQTRs to AWS D1.1 rather than to AWS D1.5.</p> <p>Base Materials: Although D1.5 specifies A709 as the approved steel, it also states that other steels may be approved by the Engineer [D1.5 Section 1.2.2].</p> <p>Fillet Welding: The RFI states all welding to be fillet welds (mostly single pass). D1.5 state fillet welding may be performed, within given limitations, without performing WPS qualification tests [D1.5 Section 2.8.1].</p> <p>Welder Qualifications: We note that the qualification requirements for both groove and fillet welds are similar between AWS D1.1 and D1.5 with exception of base metal restrictions.</p> <p>Engineer's Discretions: See Commentary Sections C1.1.2, C1.2.1 and the "Forward" section of D1.5 Pgs. vii and viii."</p> <p>-----</p> <p>9/26/2011 - David Fyfe</p> <p>See Specification Section 01 53 13, 1.6H;</p> <p>Welding Qualifications: Qualify procedures and personnel according to the following:</p> <p>1. AWS D1.5/D1.5M, "Bridge Welding Code - Steel."</p> <p>2. AWS D1.4/D1.4M, "Structural Welding Code - Reinforcing Steel."</p>		



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This does not allow use of AWS D1.1. Comply with paragraph 1.6H requirements.

T-0237.1	BSE - Bridge Welding Code	Closed	10/03/2011	10/13/2011	10/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch	Answered By:Turner Construction Comç Kevin Chiu	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference RFI #T-0237 and Specification Section 01 53 30				Response provided in RFI T-0237 by David Fyfe, dated 9/26/2011, is the governing response.			
RFI #T-0237 was returned to W/O with two responses regarding the temporary bridge welding. Please clarify which is the governing response or provide one coordinated response.							

T-0238	BSE - Zone 1 CDSM Crossing Over Existing Wall	Closed	09/26/2011	10/06/2011	09/29/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Sheet GT-5101, Specification Section 31 56 13, attached photos and sketch		ARUP Response:					
Please address the following information request from BBII's sub contractor DND:		This is acceptable provided there is no additional cost to the TJPA.					
"The new CDSM shoring wall crosses an existing CDSM wall at 2 locations. Following CR T-005B, both of these crossings are perpendicular to the existing CDSM wall, as shown in Note 1 on GT-5101. Note 1 shows the new wall making a jog to avoid hitting the beams of the existing CDSM wall. The detail shown on contract plan GT-5101 is constructible only if the existing CDSM wall was built exactly as shown, without any room for construction tolerances for both the new and existing wall. Instead of trying to install this section of the CDSM wall according to the detail shown on GT-5101, which would potentially cause damage to the CDSM equipment, DND proposes to							



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	<p>remove the existing CDSM beams that are in conflict. The contract plan GT-5101 shows two CDSM panels to jog around the existing beam and one offset panel parallel to the new wall.</p> <p>DND's proposed solution would eliminate the 2 panels in the jog but still maintain the additional offset panel parallel to the wall line. This additional offset panel would act as insurance so a seal is maintained through any deflection caused by the hard in-situ soil mix. This would present a potential cost savings to the project (due to 2 less panels being installed), providing the conflicting beams can be successfully removed.</p> <p>DND has mobilized a drill rig with an auger to this area to pre-drill the wall prior to the removal of beams. This will substantially reduce the amount of vibration that will be required to remove the beams. DND proposes to utilize the same method at the other wall crossing near Natoma Street. Is this proposed method of removing the existing beams and soil mixing through the existing CDSM wall acceptable?"</p>						
<hr/>							
T-0239	BSE - Rebar Cages for Deeper Buttress Shafts	Closed	09/28/2011	10/08/2011	10/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:              Accept Suggestion: <input type="checkbox"/>			
Reference Sheet GT-5202 Detail 12, RFI T-0216, and Approved Rebar Shop Drawings		ARUP Response:					
The approved rebar cages per RFI T-0216 are sized for 241' deep shafts. Rebar cages for shafts C-1 and M-1 have already been released and fabricated. Note that the depth after airlifting of shafts C-2 and M-2 have been 247' and 252.7' respectively. Please advise on how to proceed with the installation of the cages for shafts C-1 and M-1 and with the fabrication of the rest of the cages assuming these shafts extend beyond planned depth.		Detail 12/GT-5201 requires the reinforcing steel to be placed up to 1'-0" below the top of the concrete. The top of concrete is shown on GT-5201. Longitudinal bar extensions shall be spliced as needed to achieve this. If the top of the fabricated cage is within 3'-0" of the top of the concrete, no bar extensions are required.					
		The 24" tie spacing shown on the shop drawings at the setting cage (Drawing SC1) is acceptable at the bar extensions.					



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T-0240	BSE - Demo AT&T Duct on Natoma at Second	Closed	09/29/2011	10/09/2011	10/07/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> AECOM Technical Services Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheets U-1110, D-2231, ASI-015, Specification Section 31 56 13, attached email and BBI RFI 222  It was discovered on 9/27/2011 while performing the utility demo for the revised shoring wall alignment (TG03 BSE CR T-005B) issued in ASI 15 that the abandoned AT&T line servicing the demolished buildings on Natoma was never fully abandoned by AT&T. According to the attached email from Huan Huynh of AT&T, AT&T was never notified that these lines needed to be abandoned due to the revised shoring wall alignment of the Transbay Project.  Please confirm when CDSM Shoring Wall can be installed in the area. Currently, BBII is installing the CDSM Shoring Wall on line 1 and the confirmation of the line abandonment is required as quickly as possible to avoid any project delay.  Please also refer to the attached BBI RFI 0222 for this issue			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> AT&T has de-energized the abandon telecommunications lines referenced in the RFI. Proceed with CDSM wall installation at this location following demolition of existing utilities per RUP contract documents and execution of a USARs.				

T-0241	BSE - Brick Wall at GL 2, J Line In Conflict With The CDSM Wall	Closed	09/29/2011	10/09/2011	10/07/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Turner Construction Company Jack Adams				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 31 56 13 and attached meeting minutes and photos  The brick wall remaining from the 580 Howard building, at grid line 2 J, is protruding into the CDSM wall limits, as noted in BBII's previous RFI #203 (The question was responded by TCCO at the job site meeting on 9/6/2011. Refer to the attached meeting minutes). While attempting to remove, BBII has discovered that the fence and patio pavement are founded on this remaining portion of brick wall. This condition does not allow for the removal of the wall without damage to the fence and patio.  Please provide direction on how to proceed.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1. The 580 Howard courtyard fencing can be removed from the corner because it is owned by TJPA and located on TJPA property. 2. After removal of this corner section of fence, a section of temp fence and signage shall be placed on TJPA property. 3. During demolition of this corner section the temp fence and signage will likely have to move in towards the 580 Property as a safety precaution. 4. The demolition and backfill shall be expedited so that the courtyard can be restored (preferably same day). 5. The temp fence section and signage shall be moved back on to TJPA property until CDSM wall is complete.				



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6. The permanent fence will be reinstalled on TJPA property as soon as possible after CDSM wall installation at the corner.

CR T-5B excluded this scope. These costs will be issued under forthcoming CR.

<b>T-0242</b>	<b>BSE - Becho's Request For Rock Classification Data</b>	<b>Closed</b>	<b>09/29/2011</b>	<b>10/09/2011</b>	<b>10/11/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Gary Krutsch
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**Answered By:** Webcor Construction LP   Nhi Tran

**Co-Author:** Balfour Beatty Infrastructure, Inc.   Ural Yal

**REQUEST:**

Reference Sheet GT-2201, Specification Section 31 63 29, and attached letter from Becho

Please find attached BBII's sub-contractor Becho's letter that requests the following information:

"... during the drilling of buttress shaft M4 rock socket, at a depth of approximately 250 feet below ground level, Becho encountered rock formations of unmeasured hardness. At a depth of 250 feet, Becho's steel grab, used for rock drilling, fractured under the increased stress. Please see attached photos. The incident occurred between the hours of 9.30 am and 10.00 am on Wednesday, 09.28.11. BBII immediately notified W/O and called for an emergency meeting to discuss the hardness of the rock formation and the status of drilling. During the meeting, Arup confirmed and accepted the 250 foot depth to be adequate and sufficient to stop the rock socket drilling. Immediately, following Arup's confirmation at 11.09 am, Becho proceeded to clean the remaining rock debris from the bottom of the shaft and prep for air lifting operation. The total down time recorded as a result of the incident is 68 minutes, not including adjustments of airlift, tremie pipe and repair of grab.

Please advise, if shafts are to be drilled and excavated to new depths not indicated on plan GT-5201. Becho will need to mobilize additional non-conventional drilling equipment to successfully achieve depths currently being directed to drill to (255 ft). In addition, Becho requests that a soil report be generated containing borings pertaining to

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

ARUP Response:

Regarding the question: "Please advise, if shafts are to be drilled and excavated to new depths not indicated on plan GT-5201": the specifications note "Depth of piers shown on drawings may vary due to field conditions based upon TJPA's Representative's assessment of actual conditions."

The Geotechnical Data Report and the Prototype Test Report, included in the Contract Documents as references, provide sufficient information for the Contractor to plan and execute their work.





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Zone 4 Buttress drilling operations which include rock classification, strength and location."

T-0243	BSE - Emergency Exit at 530 Howard GL 10 J		Closed	09/29/2011	10/09/2011	10/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Gary Krutsch		Answered By: Turner Construction Company Kevin Chiu	
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal						
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference Specification Section 31 56 13 and attached sketch						Coordination with 530 Howard property management cannot be obtained without specific dates. Once the dates are known, coordinate through Jason Padavich (jpadavich@tcco.com 510-453-8598).		
Pre-trenching and CDSM wall installation at the rear of the 530 Howard building will have an impact on the accessibility to the emergency exit at that location. In order for the pre trench and the CDSM wall installation to safely proceed past this location, the rear exit must be closed for 1-2 days for each operation. The attached drawing indicates the location of the emergency exit and its proximity to the CDSM wall.								
Please confirm if this is acceptable. BBII is available to meet with the property owner to coordinate this work.								

T-0244	BSE - Request for Additional Geotechnical Data Pertaining To Zone 4		Closed	09/29/2011	10/09/2011	10/11/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch				Answered By:Adamson Associates, Inc George Metzger
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal							
REQUEST:		SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Sheet GT-2201 and Specification Section 31 63 29					ARUP Response:				
Please address the following information request from BBII's sub contractor Becho Inc.:					The elevation of the bedrock is highly variable as indicated by the contour plan in the Geotechnical Data Report. It is for this reason that the specifications include the requirement: "Excavation and drilling equipment: shall have adequate capacity, including power, torque, and down thrust to advance the temporary casing to the depths shown on the drawings, excavate a hole of both the maximum diameter and to a depth of 20 percent beyond the				
"... for each of the shafts completed and under construction, Becho has excavated deeper than the elevations shown for boring logs. Becho is requesting soil samples, boring logs, torque requirements, skin friction values, and rock strengths be provided for these depths.									





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	(Currently 254 ft below elevation +14.00).  The requested information is similar to what was provided up to the depths of 234 and 237.5 feet in the "Final Geotechnical Data Report" prepared by Arup dated February 2010, and "Prototype Test Program and Monitoring During Construction of Drilled Shafts" prepared by Arup dated May 2010. Becho requests this information for drilling beyond the depths specified in the Geotechnical Report."						depths shown on the plans."
<b>T-0244.1</b>	<b>BSE - Becho Request for Buttress Field Logs</b>	<b>Closed</b>	<b>03/23/2012</b>	<b>04/02/2012</b>	<b>04/24/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Ural Yal		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> BECHO formally requests to obtain the Daily Field Logs from every ARUP field engineer/geotech/geologist, TJPA representative involved with the Buttress Shaft work. More specifically, field notes/logs from engineers and TJPA representatives involved with the field data collection, sample collection and inspection process. Becho requests the Daily Field Logs for the following dates: - September 12th 2011 through October 20th 2011 - February 22nd 2012 through Today		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The TJPA Representative Daily Field Logs are attached to the Field Observation Reports that are posted to and available in Constructware.				
<b>T-0244.2</b>	<b>BSE - Becho Request for Buttress Field Logs Follow-Up</b>	<b>Closed</b>	<b>04/18/2012</b>	<b>04/28/2012</b>	<b>04/24/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP David Fields		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Turner Construction Comp Gary Krutsch				
<b>Co-Author:</b>							
<b>REQUEST:</b> After reviewing Constructware as directed in RFI T-0244.1; W/O is unable to locate ARUP field reports for the dates between 9/12/11-9/30/11. Please advise as to the location of the aforementioned documents.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per Arup on 04/10/2012, "The first report begins on October 1, 2011. Prior to that, Arup was not documenting the project progress and deficiencies through these field reports."				



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T-0244.3	Becho's 3rd Request for Arup's Field Logs	Closed	07/24/2012	08/03/2012	08/01/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ernie Cortez To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Stacy Wilson				
Co-Author:							
REQUEST: Becho formally requests to obtain any and all documentation Arup has for logging and documenting soil samples retrieved from the Buttress shafts starting 9/12/2011 thru 10/1/2011, including all documentation pertaining to quality control as specified in section 31.63.29.3.8.B.  Reference attached Becho Letter BI-0244.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Contractor is to refer to Constructware or the ISI special inspection website for the available field logs/test reports/field samples. All necessary parties have access to these sources.		
T-0245	BSE - Ground Conduits detail for PG&E phase 2 works on First Street	Closed	10/05/2011	10/15/2011	10/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Masashi Kojima To: Turner Construction Company Gary Krutsch			Answered By: AECOM Technical Services Eric Zagol				
Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal							
REQUEST: Reference: CR No. T-017 - BSE - First Street Phase 2 Utility Relocation  For the installation of the PGE 6" and PGE 4" GRS conduit between the CDSM walls, is grounding of the PGE conduits required? If so, please provide grounding details/requirements.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Response from PG&E (attached) is as follows:  Yes and at both ends of the conduits. As a suggestion, we would propose to tie into the bonding jumpers of the AX and EX expansion fittings with a bare copper solid stand #6 copper wire. The #6 wire can be either soldered or crimped to the bonding jumper. All the #6 ground wires would then be brought together and connected to a single bare #2/0 copper wire. The 2/0 copper ground wire would then be routed and cadwelded to the nearest I-beam that support the traffic bridge.  If it is not possible to attached the #6 copper wire to the AX and EX grounding jumpers, we will require a separated bonding clamp that can be used in a wet or dry location.  One grounding point is usually sufficient but I am asking for grounding at both ends of the steel conduits in case one ground is accidentally cut.		
T-0246	BSE - PG&E Sweep Radius Requirements	Closed	10/10/2011	10/20/2011	10/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Masashi Kojima To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Kevin Chiu				



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<hr/>							
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference CR T-017.  (The attached drawings provided at the PG&E / BBII / Verizon Coordination Meeting on 9/29/2011) refer to 10ft radius elbows and bends. PG&E standards refer require 6ft radius elbows and bends. Please confirm radius requirements for 6" conduit installation for the Phase 2 utility on First Street.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per PG&E (see attached), the requirement is 10ft radius.			
<hr/>							
<b>T-0247</b>	<b>BSE - Proposed Corrective Action Plan for Sunken CDSM Soldier Piles</b>	<b>Closed</b>	<b>10/10/2011</b>	<b>10/10/2011</b>	<b>10/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Masashi Kojima		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Specification Section 31 56 13  Please address the following information request from BBII's sub contractor DND: "As of to date, the following three soldier piles have sunk below grade during their placement into the CDSM wall. - Beam # 154 installed on 09.08.11 - Beam # 631, installed on 09.29.11 - Beam # 602, installed on 10.01.11  DND was unable to recover those piles and set them to their plan elevations without disturbing the adjacent beams that were already in place. To mitigate this issue, DND proposes to conduct the below course of remedial action: 1) Wait until mass excavation commences. Excavate with caution the locations, and determine the top elevation of the sunken beams. 2) Provide this information to the Engineer for evaluation. 3) Implement corrective action based on Engineer's evaluation. Possible corrective measures are: a. No action necessary. The strength of the CDSM material may be sufficient to support the unreinforced depth. b. Install lagging between the adjacent beams above the top of the sunken beam. c. Splice a beam on the top of the sunken beam and backfill with low strength concrete.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The proposed sequence is not acceptable. The Contractor shall submit a corrective action plan at least four weeks prior to the start of excavation for evaluation by the TJPA's Representative. The plan shall assume a range of depths to the top of the sunken beam and shall describe the impact on the waling and strutting plan. The plan shall be location-specific and shall include a drawing indicating the location of the sunken beam.			



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Please advise, if the proposed course of remedial action and/or any of the three possible corrective measures are acceptable."							
T-0247.1	BSE - Proposed Corrective Plan for the following Sunken Solider Piles	Closed	01/10/2012	01/20/2012	01/12/2012	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture Kirk Nielsen		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Attached Corrective Action Plan		The written RFI above is not a clear question and is not acceptable. The content in the attached document should be provided in a submittal, not an RFI. GC to conform to comments in RFI 247.					
Message:							
Please find attached BBII's proposed corrective plan for the following sunken solider piles:							
1. Pile #59, Notice #47, Vela Issue #J-00007.							
2. Pile #154, Vela Issue #J-00001.							
3. Pile #602, Vela Issue #J-00008.							
Please approve and or comment.							



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T-0248	BSE - First St. Verizon Utilities Relocation	Closed	10/10/2011	10/20/2011	01/04/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Masashi Kojima      To: Turner Construction Compan   Gary Krutsch			Answered By:Transbay PMPC      Roger Rothenburger				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST: Reference Specification Section 01 53 13  Attached is an as-built sketch of Verizon utilities potholed and located along First St. on 10/4/10. These utilities were originally scheduled to be relocated during phase two to allow for CDSM installation and subsequently temporary bridge construction. BBII has learned that in an effort to save time, the TJPA is considering leaving the utilities in their current locations and working around them. As shown on the attached section of the First St. temporary bridge, the Verizon utilities will be in direct conflict with the temporary bridge structure. Please confirm these utilities will be relocated as planned to allow for installation of the CDSM shoring wall and temporary bridge.		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> "Yes, they will be relocated. This RFI was related to the lateness of Verizon relocation and the idea of installing CDSM wall with Verizon still in place. Due to delays in starting PGE is now taking longer than Verizon so that PGE work governs duration and we no longer have to install last CDSM wall with Verizon in place to save time on bridge installation on First Street."  Solcom has a start date of 1.03.2012 and a finish date of 2.29.2012.				
<hr/>							
T-0249	BSE - Pavement lights at the rear of 580 Howard	Closed	10/10/2011	10/20/2011	10/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Masashi Kojima      To: Turner Construction Compan   Gary Krutsch			Answered By:Turner Construction Comp Kevin Chiu				
Co-Author:							
REQUEST: Reference Specification Section 31 56 13 and CR T-005B.  There are two lights located on the ground inside the boundary fence at the rear of 580 Howard. The lights are located 4ft away from the brick wall (which is due to be demolished) as shown the attached photos. A preliminary investigation indicates that the lights are de-energized. Please confirm that access to the property's electrical system will be available to confirm that the lights are de-energized.		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> Access to 580 Howard cannot be obtained at this time.  See attached, "RFI T-0249 Field Photos 11 Oct 2011," which shows that as of 2PM on 11 OCT 2011 the lights have been removed and wires capped by an unknown entity.  Contractor to verify status of electrical lines by alternate means.				
<hr/>							
T-0250	BSE - Soil Classification of South West Area of the Work Site	Closed	10/13/2011	10/23/2011	11/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Gary Krutsch			Answered By:Turner Construction Comp Kevin Chiu				
Co-Author: Balfour Beatty Infrastructure, Inc.      Ural Yal							
REQUEST: Reference Specification Section 01 13 50 and Treadwell & Rollo site maps (attached)		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> Treadwell and Rollo response-				



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BBII needs the soil classification listed and mapped for the lot between Natoma Street and Howard Street, and between Gridline A to Gridline 10. Please see the attached Treadwell & Rollo's Site Mitigation Map of the Soil Classification for the area in question.

"See attached site plan, figure 1. Where encountered, up to 4' of State of California hazardous waste exists."

<b>T-0251</b>	<b>BSE - Drawings To Coordinate Trestle Pile Locations</b>	<b>Closed</b>	<b>10/13/2011</b>	<b>10/23/2011</b>	<b>10/14/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture Masashi Kojima		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Turner Construction Comp Kevin Chiu				

**Co-Author:**

**REQUEST:**

During the 10/12/11 trestle submittal review meeting, statements were repeatedly made with regard to incrementally complete underground drawings in which to coordinate trestle pile locations. As of 10/13/11, W/O has not received any future package documents accompanied with the direction to coordinate with the TG03 documents. If such documents are available please make available the entire series to include, however not limited to, A, S, M, E, & P.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

The question being asked is unclear. Please rephrase the question and resubmit the RFI.

<b>T-0251.1</b>	<b>BSE - Drawings To Coordinate Trestle Pile Locations</b>	<b>Closed</b>	<b>10/14/2011</b>	<b>10/24/2011</b>	<b>11/03/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture Nhi Tran		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**Co-Author:**

**REQUEST:**

RFI T-0251 original inquiry:  
During the 10/12/11 trestle submittal review meeting, statements were repeatedly made with regard to incrementally complete underground drawings in which to coordinate trestle pile locations. As of 10/13/11, W/O has not received any future package documents accompanied with the direction to coordinate with the TG03 documents. If such documents are available please make available the entire series to include, however not limited to, A, S, M, E, & P.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Thornton Tomasetti Reply:

"See attached PDF files SKS-0130 through SKS-0137 for exclusion zones for trestle and pin pile locations, per requested additional TT review. W/O to review for constructability. Submit updated pile locations for review.

Note:



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	<p>RFI T-0251.1 Clarification to RFI T-0251: The TG03 package was executed with limited documents in which to coordinate future packages with. Please provide all documents the TJPA requests BBII coordinate the TG03 package with and to.</p> <p>As it pertains to structural columns (round/pill/rectangle/ect.) please provide the minimum clear distance to trestle pile penetrations in the mat slab so BBII may coordinate.</p> <p>Should there remain any ambiguity in the inquiry above please indicate the nature of misunderstanding.</p>			<p>Penetrations through the Mat slab shall not intersect the hatched zones in the attached sketches. Note hatched zones at and near columns and at side walls.</p> <p>Any Lower Concourse level penetrations within 3'-0" on either side of primary column lines (e.g. 1.4, 2, ..., 35, V, W, X) will impact construction of primary concrete moment frame beam elements; coordinate with W/O. Block outs in moment frame beams shall not encroach into the hatched zones in the attached sketches.</p> <p>Coordinate interruptions of lower concourse slabs and secondary framing beam elements with W/O.</p> <p>24" Diameter columns located 21'-3" west of GL 23 and 21'-3" east of GL 23 along GL D.8 and E.2, extending between mat level and lower concourse level.</p> <p>Verify construction sequence of Light Column at GL 23 in relation to cross lot bracing and re-bracing; coordinate with W/O.</p> <p>Penetrations that interrupt Mat reinforcement shall not be placed closer than 3xDia clear spacing between penetrations, with Dia = larger diameter of two adjacent penetrations. Penetrations are those causing interruptions of mat reinforcement in the structure in its final condition. Note especially conflict between pin pile 22 and trestle pile 107 (GL 9), trestle piles 18 and 103 (GL 10), and temporary bridge piers close to pin piles 13 and 14 (GL 34)."</p> <p>Adamson Associates Note: "The additional A, S, and MEP documents you requested are currently in design progress and the information is not available at this time."</p>				



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Turner Construction Compan Gary Krutsch

Adamson Associates, Inc George Metzger

Co-Author:

**REQUEST:**

On 11/3/11 W/O was informed by PMPC during an Access Trestle Criteria Discussion meeting with URS and W/O that PMPC will request Thornton Tomasetti to provide "no pine pile zone" sketches for the Lower Concourse Level similar to the Sketches provided through RFI T- 251.1 response. Also, PMPC is requesting Thornton Tomasetti to provide criteria of concrete connection details around pin piles/trestle piles for the future Below Grade Concrete Package.

Please confirm.

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

TT Response:

The response to RFI T-0251.1 and the associated sketches included criteria for Lower Concourse. As stated in the response, BBII is to coordinate the Lower Concourse framing elements with Webcor. Although the block out at the lower concourse level is a means and methods issue, TT further clarifies the implication of the block out if it affects the primary moment frames along the column grids as noted below:

The primary moment frame girders at the Lower Concourse level are to act as a brace when the Second level braces are removed as shown in the GT drawings. If a complete moment frame girder is not poured due to conflict with the trestle piles, those bracing elements immediately adjacent to that girder will need to remain in place until the blocked-out beam is re-cast and reaches its design strength. Alternatively, BBII shall establish another method of temporary bracing and submit for review.

Concrete connection details around pin piles/trestle piles are included in the Below Grade Package.

T-0251.3	BSE - Drawings To Coordinate Trestle Pile Locations - "No Pin Pile Zone" at Lower Concourse	Closed	11/28/2011	12/08/2011	12/13/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Adamson Associates, Inc.	George Metzger	Answered By:	Webcor Construction LP David Fields

Co-Author:

**REQUEST:**

Reference RFI #T-0251.2

So W/O may coordinate as requested in RFI response T-0251.2 please provide a drawing that depicts the column configurations, dimensions, and minimum clearance requirements, for both the platform and concourse levels. This information is required to locate trestle piles and internal bracing struts.

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

See attached SKS-0138 through SKS-0178 (41 total) for requested information. Note that these sketches are in progress, for reference only, and subject to change. Refer to RFI T-0263 response regarding minimum clearance requirements.

T-0252	BSE - Buttress Rebar Cage Length Adjustment	Closed	10/19/2011	10/29/2011	10/24/2011	Potentially	<input type="checkbox"/>
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**From:** Webcor Construction LP

Nhi Tran

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Adamson Associates, Inc. George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc.

Ural Yal

**REQUEST:**

Reference RFI #T-0216, #T-0239, Sheet GT-2201, Specification Section 31 63 29, and attached sketch

Per the response to RFI T-0239, BBII needs to extend the length of rebar cages to accommodate buttress shafts that are deeper than 240'. The exact length of the rebar cage cannot be known until the drilling of the adjacent shaft. Due to this uncertainty, and the long lead time required to fabricate cages with varying lengths, BBII proposes to fabricate all rebar cages to a pre-extended length of 260'.

Once the depth of the adjacent shaft is known, the final length of the rebar cage will be adjusted by cutting the top of the rebar cage and the CSL tubes to the desired length. The length of the bottom "structural cage" section that consists of 24 Ea. vertical rebars will remain unchanged at 186'. The length of the top "setting cage" section that consists of 8 Ea. vertical rebars will be adjusted as described above. Please refer to the attached documents and the original shop drawings for the "structural cage" and the "setting cage" details.

BBII proposes to accommodate this change at no additional cost to TJPB beyond the bid item quantity payment per drilled shaft lengths.

Please advise, if it is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

ARUP Response:

The proposal is acceptable with the following notes. Detail 12/GT-5201 requires the reinforcing steel to be placed up to 1'-0" below the top of the concrete. The top of concrete is shown on GT-5201. Longitudinal bar extensions shall be spliced as needed to achieve this (as noted on the sketch; attached). If the top of the fabricated cage is within 3'-0" of the top of the concrete, no bar extensions are required.

The 24" tie spacing shown on the shop drawings at the setting cage (Drawing SC1) is acceptable at the bar extensions.

<b>T-0253</b>	<b>BSE - Trestle Design Criteria Confirmation</b>	<b>Closed</b>	<b>10/19/2011</b>	<b>10/29/2011</b>	<b>11/01/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP

Nhi Tran

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Turner Construction Company Kevin Chiu

**Co-Author:** Balfour Beatty Infrastructure, Inc.

Ural Yal

**REQUEST:**

Reference Attachment 3 of Exhibit A of the TG03 Bid Package and attached memo from PB&A

Pursuant to the trestle design meeting held on October 12, 2011, Balfour Beatty Infrastructure Inc.' (BBII) requests clarification regarding their interpreted design criteria of the Temporary Access Trestle

As the only Contract document regarding the Trestle,

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

PMPC response per Roger Rothenburger, 11/01/11:

"1. The RFI process is not the appropriate venue to "review the provided information and confirm whether or not BBII's design criteria is appropriate." The RFI requested at the October 12, 2011 meeting was to request clarifying instructions to specific perceptions of conflict between Exhibit A - Attachment 3 and Specification Section 01-53-13 (Temporary Bridges)

<b>T-0253.1</b>	<b>BSE - Trestle Design Criteria Follow-Up</b>	<b>Closed</b>	<b>11/21/2011</b>	<b>12/01/2011</b>	<b>12/02/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Nhi Tran	<b>To:</b> Turner Construction Compan	Gary Kruttsch	<b>Answered By:</b> URS Corporation	David Fyfe		
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal						
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>	
Reference RFI#T-0253, Attachment 3 of Exhibit A of the TG03 BSE Bid Package, Specification Section 01 53 13, and attached memo from PB&A				If the Access Trestle is designed to resist the full 475 year earthquake design requirement with all response being elastic (R=1), then the Access Trestle system is not subjected to inelastic deformation for the design event. If the design is additionally shown to be capable of sustaining significant overload (no connection failures, no weld failures, no member failures, remaining stable under loading corresponding to at least two times the required design load, or			
Follow up to RFI T-0253 and the meeting held 11/16/11							
As noted in the 11/16/11 meeting, the cross lot bracing "struts" are supported by the Trestle substructure and analysis requires limiting trestle deformations to be							



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	<p>compatible with the allowable strut deflections (approximately 2"). As a result the "push over" analysis as required by the AASHTO Seismic Design Criteria "SDC" (requirement of bridge spec 01 53 13) is not applicable. This was discussed in detail during the 11/16 meeting and it was concurred that due to unique structural configuration and deflection requirements, an alternate analysis method other than the SDC would be required. Discussions were had that a site specific elastic analysis using the 475 year seismic loads that is controlled by the deflection limits of the cross lot bracing would be necessary. Please confirm that a "push over" type analysis of SDC will not be required for the trestle and that the attached detailed Design Criteria (and analysis method) is acceptable.</p> <p>(W/O added clarification) BBII believes the site specific analysis would demonstrate the trestle substructure will not deform greater than 2" however the trestle superstructure will deform greater than 2".</p>						<p>corresponding to a ductility demand requiring R=2), then a pushover analysis is not necessary to verify performance. If there are questions raised regarding if this is sufficient, then the response could be demonstration that the system remains fully stable without connection or member failures at a load level corresponding to the deterministic earthquake load corresponding to the maximum event capable of being delivered by the earthquake fault system at the project location. If the design presented is in accordance with the above, then URS would be able to assist with technical engineering discussions to validate this design approach to the City of San Francisco during the building permitting process.</p> <p>Further clarification: The procurement specification requires an integrated model capturing interaction between the Cross Lot Bracing and the Access Trestle, note the Cross Lot Bracing is not a component against which the trestle reacts but the Cross Slot Bracing delivers load to the Access Trestle. This behavior must be captured with sufficient accuracy and within all project criteria.</p> <p>If another alternative is proposed that meets all required design criteria at all structure elements, including contractor teams identified maximum allowable deflection of 2 at the Cross Lot Bracing, URS takes no objection to the contractor pursuing this potential design alternative.</p>
T-0254	BSE - Modified CDSM Installation Plan for Verizon Lines at First St.	Closed	10/20/2011	10/30/2011	11/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification Section 31 56 13 and attached sketches from PMPC				ARUP Response:			
W/O received the modified CDSM Installation plan for				The minimum overlap of columns and panels defined in specification section 31 56 13 shall be satisfied full			



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	Verizon lines at First St. without the relocation of the lines from PMPC as the attached. Please confirm the plan is acceptable for CDSM Shoring Wall Designer (ARUP).			depth on each side of the obstruction.  The Contractor's means and methods, e.g., rig type, lowering the Verizon lines and protecting the Verizon lines, have not been reviewed as this is the Contractor's responsibility.  Since the RFI was submitted by the Contractor, we assume that the subcontractor doing the work, DND, has reviewed and approved the proposed methodology, including the "Plate Sealing Detail".  The efficacy the "Plate Sealing Detail" will need to be demonstrated in the field. If used, the plate should be applied to the excavation - face of the steel beam flange rather than behind the flange and removed when it is time to apply the permanent waterproofing.			
T-0255	BSE - Verizon Spacing Requirement on First Street (Phase 2 Utility Installation)	Closed	10/21/2011	10/31/2011	10/31/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Answered By: AECOM Technical Services		
Co-Author: Balfour Beatty Infrastructure, Inc.		Ural Yal	Gary Krutsch		Eric Zagol		
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference				Verizon has prepared preliminary design drawings for their Phase II work and is in the process of coordinating with PG&E.			
BBII have commenced the PG&E Phase 2 installation on First Street, in order to co-ordinate the PG&E utility locations and the future Verizon phase 2 utility indicated on the attached drawing. The attached drawing was issue to BBII in the field, please confirm this drawing has been co-ordinated with the PG&E construction drawings.				As indicated on RUP Sheet U-4005, the intent of the Phase II utility relocations is such that utilities of different proprietor are to be separated by 1' min.			
BBII require the following: - Provide a profile/section drawing indicating accurate clearances between PG&E and Verizon, - Include (Verizon) Trench dimensions, on First Street for the phase 2 installation. - Site meeting with Verizon representative to discuss Verizon configuration.				Coordinate with TJPA's Field Representative (Turner) to arrange a site meeting with Verizon to discuss Verizon's configuration.			



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T-0256	BSE - CR T-018 Design Omissions	Closed	10/21/2011	10/31/2011	11/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Masashi Kojima To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Jack Adams				
Co-Author:							
REQUEST: Reference CR T-018  Neither the original albeit incomplete CR T-018 dated 9/21/11 or the flurry of subsequent email clarifications furnished the following design omissions required to complete the CR T-018: 1. Emergency egress signage requirements? 2. Lighting: Location, lumen, schedule, and if emergency lighting is required? 3. Gates & crash bar requirements? 4. Although the driveway design was not provided until 10/20/11, no dimensions were provided and there are proximity conflict(s) with the fire hydrant relative to the vent & DI.  Please provide and or remove from scope so the contractor may complete the work.			SUGGESTION: ANSWER: Accept Suggestion: <input type="checkbox"/> 1. Emergency egress signage is not required by Contractor.  2. Lighting: Relocate the two portable street lights installed under EBi contract and connected overhead to the Streetlight circuit on Natoma as shown on EBi demolition drawing D-1084 (NOTE This circuiting was approved by BLHP (Robert Kawano and Roman Muros BLHP 415 - 554-1688. Light #1 install midway along the north south K Rail fence @ 540 Howard. Light #2 install midway of K Rail fence at 580 Howard. Owners of both properties have installed lighting at their exit doors.  3. Gates and Crashbars are no required at this time - install 10 foot saw horse barricade with signage Private Property - No Trespassing.  4. Driveway curb cut for 540 Howard will be 12 feet wide, with the centerline placed midpoint between the Fire Hydrant and sidewalk fresh air vent. Curb cut per DPW standard.				
T-0257	BSE - Request to Sonic Caliper 20 feet from Projected Bottom of Rock Socket	Closed	10/24/2011	11/03/2011	10/31/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Nhi Tran To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Kevin Chiu				
Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal							
REQUEST: Please address the following information request from BBII's sub contractor Becho Inc.:  "... Becho would like to start performing Sonic Caliper analyses within 20 feet of the projected final bottom elevation of the shaft(s) to expedite the "Drill, Place, Pour" process. In order to continue the Buttress Drilling Operation without interruptions, Becho would like to utilize the hours between 1am - 6am to perform the Sonic Caliper test. For example, if Becho anticipates the completion of shaft at 10am, it would be beneficial to perform the Sonic Caliper test during the hours of 1am - 6am. This allows crews to prep, setup and perform the airlift process without having to wait for Becho engineers			SUGGESTION: ANSWER: Accept Suggestion: <input type="checkbox"/> George Metzger's response is limited to the first sentence of this RFI which states, "... Becho would like to start performing Sonic Caliper analyses within 20 feet of the projected final bottom elevation of the shaft(s) to expedite the "Drill, Place, Pour" process." Acceptance of permissible work activities between 1am-6am will come in the form of a TJPA Night Noise Permit. Please be sure to include the proposed work activity on the Night Noise Permit application.  ----- ----- 10/27/2011 - George Metzger				



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	<p>to test the shaft(s) during normal hours of operation, thus expediting the "Drill, Place, Pour" process.</p> <p>Please advise, if it is acceptable.</p>			Arup Response:			
				This is acceptable.			
<hr/>							
T-0258	BSE - Demolition Status of Pile Cap at GL 33.5	Closed	10/27/2011	11/06/2011	12/09/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Company	Gary Krutsch	Answered By: Turner Construction Company Kevin Chiu	
Co-Author:	Balfour Beatty Infrastructure, Inc.	Ural Yal					
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference Sheet D-2213 (attached) and Specification Section 02 41 19				Existing pile caps at GL 33.5 have not been removed. CR to follow			
The underlined sections of Notes A and B state that pile caps have already been removed. This area clearly includes the pile cap at GL 33.5. However, Note C implies that the pile cap at GL 33.5 was not removed.							
Please confirm that the existing pile caps have already been removed within the "triangle" line boundary shown on drawing D-2213.							
<hr/>							
T-0259	BSE - Request for approval of alternate backfill compaction inspection method	Closed	10/31/2011	11/08/2011	12/01/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Masashi Kojima	To:	Turner Construction Company	Gary Krutsch	Answered By: Turner Construction Company Kevin Chiu	
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference Specification Section 32 12 17				The proposed methodology will be evaluated pending receipt of the test results.			
With regard to the areas of non-conforming backfill compaction inspection i.e. FCR #TCB-00246: In lieu of contemporaneous compaction inspection by ISI, BBII has proposed the methodology described in attached letter #4225-000-00238. Please confirm the alternate methodology, assuming acceptable results, would suffice to meet the contract requirements.				Submit test results for review and evaluation.			



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<b>T-0260</b>	<b>BSE - D.I. Installation at Natoma Street and First Street</b>	<b>Closed</b>	<b>11/01/2011</b>	<b>11/11/2011</b>	<b>11/08/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Gary Kruttsch			<b>Answered By:</b> AECOM Technical Services      Eric Zagol				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference Sheet U-3012 and attached sketch  BBII carried out an investigation of the active catch basin around the perimeter of the BSE project; and has a concern regarding the street elevation relative to the flow line on Natoma Street between GL 10-17.  The flow line directs surface water in a North East direction towards First Street. The only active catch basin at the intersection of Natoma and First Street is CB #305, which is approximately +8.5" higher than the currently decommissioned CB located at the intersection of Natoma St and First St (see sketch attached).  Noted during the last rain fall, surface water was directed to the decommissioned catch basin at the North East corner of Natoma Street and First Street intersection, BBII recorded approximately 6" of standing rain water accumulating at First Street and Natoma intersection. Please note that existing catch basin was decommissioned during the new sewer installation on First Street (see attached mark up drawing).  BBII recommends 2 options to control rain water from outside the BSE work area: A) modify the flow line on Natoma Street to direct the flow toward CB # 305, B) Install a new catch basin and connect it to the existing lateral connection CB # 305 to the combine sewer system, or connect directly to the existing MH.  Please advise on TJPA method to prevent water collecting on First Street.			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>  The referenced decommissioned CB"at the north west corner of Natoma and First streets was to be protected in place per RUP documents.  AECOM understands that the CB was decommissioned by BSE contractor in accordance with D-2230 Detail 1 and not RUP as claimed. D-2230 Detail 1 states (E) sewers, MH(s) and CB(s) are to remain active until construction of (N) CDSM perimeter shoring wall along northern end of site.  The decommissioned CB is within the excavation site. In accordance with the specifications referenced in the Recommendation section (i.e. 011560 STORMWATER POLLUTION PREVENTION, EROSION AND SEDIMENT CONTROL) submit for review storm water control plans indicating contractor's method of addressing storm water entering the site in accordance with 011560 1.4.				
<b>T-0260.1</b>	<b>BSE - D.I. Installation at Natoma Street and First Street</b>	<b>Closed</b>	<b>11/28/2011</b>	<b>12/08/2011</b>	<b>12/02/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Nhi Tran <b>To:</b> Turner Construction Company      Gary Kruttsch			<b>Answered By:</b> Turner Construction Company      Kevin Chiu				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI #T-0260 and Sheet U-3012 (attached)  RFI response T-0260 does not address the issue request			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>  The contractor shall control storm water in accordance with specification 01 15 61 and approved submittals.				





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	<p>information, to resolve the surface water from outside the BSE project. BBII recommend a catch basin should be installed at the corner of Natoma and First Street, as part of BBII storm water control. The catch basin will need to be installed at the low point of Natoma Street, across from CB #305.</p> <p>BBII request confirmation and approval to install a catch basin at the above location. Also confirm the lateral from the new catch basin can discharge directly into SSMH#305.</p>						
	</						





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T-0262	BSE - CAD File for trestle/pin pile exclusion zones	Closed	11/09/2011	11/19/2011	11/17/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Nhi Tran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0251.1 and Specification Section 01 53 13  The response to RFI T-0251.1 included a set of sketches showing hatched "exclusion zones" where trestle/pin pile placement is not allowed. Please provide the CAD file for these sketches for BBII use in coordinating pile locations.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
			TT Reply:		See attached for requested CAD file for RFI No. T-0262.		
<hr/>							
T-0262.1	BSE - CAD File for Micropile Exclusion Zones	Closed	05/17/2012	05/27/2012	05/29/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.                      Ural Yal <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Specification 31 63 33 RFI T-0262  Please provide the CAD file for Micropile "Exclusion Zones," if they differ from the exclusion zones subjected to RFI # T-262.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
			The exclusion zones provided in response to RFI T-262 do not apply to micropiles (detail 1/S1 - 3003). Please reference IFB - Below Grade package for coordination of micropile layout and submit micropile design and coordinated layout for review by design team via submittal process per Specifications.				



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<b>T-0263</b>	<b>BSE - Strut Conflicts to Thornton Tomasetti's comments on the approved Internal</b>	<b>Closed</b>	<b>11/09/2011</b>	<b>11/19/2011</b>	<b>11/17/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Nhi Tran</b> <b>To:</b> Turner Construction Compan <b>Gary Krutsch</b>			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference RFI #T-0251.1 and Transmittal No. 140-02329  Subsequent to W/O's receipt of an approved 100% internal bracing submittal and procurement, Thornton Tomasetti's comments in the plans transmitted via Transmittal #140-02329 added both columns & dimensions and revised column configurations relative to the location of the internal bracing struts not otherwise included in the base contract BSE documents. So as W/O may accurately coordinate strut locations in order to mitigate conflicts, please provide the minimum allowable dimension from column to strut.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> TT's response to RFI No. T-0263:  This is a means and methods topic. GC to coordinate clearance requirements.		
<b>T-0264</b>	<b>BSE - Bridge / Trestle Piles in Exclusion Zones</b>	<b>Closed</b>	<b>11/09/2011</b>	<b>11/19/2011</b>	<b>11/18/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Nhi Tran</b> <b>To:</b> Turner Construction Compan <b>Gary Krutsch</b>			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal							
<b>REQUEST:</b> Reference RFI#T-0251.1 and Specification Section 01 53 13  BBII is in receipt of the drawings included in RFI T-251.1 that illustrate trestle pile "exclusion zones" where piles cannot penetrate the mat slab. Of the 24 piles that are currently in conflict with the pile exclusion zones, 20 of them can be relocated with relatively minor member changes. The other 4 as indicated in the attached drawings will require significant redesign and re-procurement, especially at the bridges. Can an exception be made at these four locations?			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> See the attached TT response.		
<b>T-0264.1</b>	<b>BSE - Beale St Bridge Pile Conflict (Follow up to RFI T-264)</b>	<b>Closed</b>	<b>01/26/2012</b>	<b>02/05/2012</b>	<b>02/03/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. <b>Shad Gardner</b> <b>To:</b> Turner Construction Compan <b>Gary Krutsch</b>			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: BBI Marked-Up SKS-0135, SH-3103			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:		



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<div><div><p>The previous response to RFI T-264 requested BBII move one of the Beale St. Bridge piles 3' west to avoid mat slab reinforcing congestion. BBII has investigated this request and found that the cap beam already has a significant cantilever on the east side of the pile in question. In order to comply with the request to move the pile, we would have to extend the cap beam and support it off the CDSM wall as shown on the attached sketch. Please advise if this is acceptable, otherwise the pile will need to remain in its current position.</p></div><div><p>This cannot be evaluated properly by Arup without more information regarding the loads on the shoring wall. Contractor shall submit calculations for review. Calculations shall include the load, if any, which will be imposed on the shoring wall due to settlement of the bridge supports.</p><p>Note that we have not yet seen the calculations and details for the bridge abutments at the north and south ends of the bridges.</p></div></div>							
T-0264.2	Beale St Bridge Pile Conflict (Follow up to RFI T-264.1)	Closed	02/08/2012	02/18/2012	02/16/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Shad Gardner			<b>To:</b> Turner Construction Company Gary Krutsch		<b>Answered By:</b> Turner Construction Company Gary Krutsch		
<b>Co-Author:</b>							
<b>REQUEST:</b> <p>The response to RFI T-264.1 requested BBII provide the loading that would be placed onto the CDSM wall. This response leads us to believe that the option to leave the pile in the current location was unacceptable. Please confirm that the pile must be moved and provide a detailed location of where the pile placement would be accepted. Upon receipt of this information BBII can accurately determine the load to be placed on the Wall for Arup's review.</p>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> <p>The bridge pier near 35-E must be relocated. See attached SKS-0179 for acceptable range of pier shift.</p>		
T-0264.3	BSE -Bridge-Trestle Piles in Exclusion Zones Beale St	Closed	08/13/2012	08/23/2012	08/17/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Kirk Nielsen			<b>To:</b> Turner Construction Company Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger		
<b>Co-Author:</b>							
<b>REQUEST:</b> <p>W/O in receipt of RFI response T-0264.2 (Exhibit-A).</p>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> <p>TT will allow the proposed location of the "bent-3" East</p>		



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	<p>BBII is purporting any shift of the "bent-3" East pile West will cause excessive bridge cantilevering to the extent the Beale St. bridge must be reconfigured (less the sidewalk) and relocated (East) atop the CDSM wall.</p> <p>Since the issuance of the TG03 package a third pit for an oil &amp; sand interceptor appears to have been added in room B2761 reference:</p> <p>1. TG06 4/P1-3006 (Exhibit-B) room B2761 floor plan</p> <p>2. TG03 1/S1-2027 &amp; C/S1-3004 (Exhibit-C) for original room configuration</p> <p>3. TG06 1/S1-2057 &amp; 2/S1-3007 (Exhibit-D) for revised room configuration</p> <p>Please reference marked-up sheet S1-3007 (Exhibit-E). W/O is unaware of why the bridge pile could not be located 12" off the edge of the sump pit as depicted. The corner of the oil &amp; sand interceptor pit which is shallow and could easily be formed, reinforced, and poured after the bridge pile is removed.</p> <p>Please advise.</p>						
T-0264.4	<p><b>BSE - Inquiries with Regard to Proposed Beale St Bridge Atop East CDSM Wall</b></p> <p><b>From:</b> Webcor Construction LP      Kirk Nielsen      <b>To:</b> Turner Construction Compan   Gary Krutsch</p> <p><b>Co-Author:</b></p> <p><b>REQUEST:</b></p> <p>On 8/22/12 Beale St. bridge submittal #TG0300-206 was returned to W/O marked not reviewed (Exhibit-A). Upon W/O's review of BBII's Beale St. bridge design W/O encountered the following inquiries relative to the CDSM wall:</p> <p>1. BBII's bridge design relies on ARUP's RFI response #T-0209.3 (Exhibit-B). Please confirm ARUP's RFI response #T-0209.3 (Exhibit-C) is applicable as the basis of the design for the Beale St. bridge, given unlike First and Fremont Streets, the length of the Beale St. bridge is resting atop the East CDSM wall.</p>	Closed	08/22/2012	09/01/2012	08/29/2012	Potentially	<input type="checkbox"/>
					Answered By:Webcor Construction LP   Robert Kjome		
					<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>VOID - SEE RFI T-0305</p>		



T-0264.5		BSE - Inquiries Regarding Proposed Beale St Bridge Relative to Below Grade Stru: Closed		08/23/2012	09/02/2012	08/29/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Fields		To: Turner Construction Compan		Gary Krutsch		Answered By: Webcor Construction LP	Robert Kjome
Co-Author:									
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion:		<input type="checkbox"/>	
Reference: TG0300-206 Beale St. Bridge Structural Design				VOID- SEE RFI T-0305					
On 8/22/12 Beale St. Bridge submittal TG0300-206 was returned to W/O marked not reviewed. In lieu of piers the proposed bridge relies on the eastern shoring wall for structural support along the bridge. As a result, the design utilizes the additional capacity of the internal bracing to restrain lateral loads imposed by the bridge.									
Upon W/O's review of BBII's Beale St. bridge design W/O encountered the following inquiries relative to below grade structure:									
-Do the below grade foundation walls as designed have the additional capacity required to support the lateral loads									



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imposed by the proposed Beale St. bridge?

-Will the below grade foundation walls be required to achieve additional strength prior to removal of re-bracing as a result of the additional laterals loads in which they are subjected by the proposed Beale Street bridge?

<b>T-0264.6</b>	<b>BSE - Pedestrian Connection Across the Construction Excavation at Beale St.</b>	<b>Closed</b>	<b>08/23/2012</b>	<b>09/02/2012</b>	<b>08/29/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Fields	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Webcor Construction LP Robert Kjome			

#### Co-Author:

#### REQUEST:

Reference: TG0300-221 BBI - Temp Bridges - Civil and Drainage Plan - Beale St

Contrary to specification section 01 53 13.1.2.A BBII's proposed Beale St. bridge utilizes an on-grade sidewalk for pedestrian travel though the parcel "Lot-N". Please confirm this is acceptable and that no other pedestrian connection across the construction excavation at Beale St. will be required for the entire required life of the bridge.

#### SUGGESTION:

**ANSWER:** **Accept Suggestion:** ☐  
VOID - SEE RFI T-0306

<b>T-0264.7</b>	<b>BSE - Beale Street Bridge Layout</b>	<b>Closed</b>	<b>10/03/2012</b>	<b>10/03/2012</b>	<b>10/11/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

#### Co-Author:

#### REQUEST:

Per TCCO Request RFI being submitted in lieu of a submittal:

Based on the response to Webcor Submittal No. TG0300-206.1, BBII has shifted the bridge superstructure west between the grid lines 34 and 34.8 beams as directed. This necessitates the installation of 2 rows of 5 bridge columns as shown in the attached drawings. The west row will be located 7' east of GL 34 and the east row will be located a further 25' east as shown. All 10 columns have been positioned clear of the

#### SUGGESTION:

**ANSWER:** **Accept Suggestion:** ☐

Note that for Option 1, the accepted location in RFI 264.3 was based on an edge of a sump pit, which locates the centerline of bridge pier 10'-1 3/4" west of grid line 35 (not 10'-6"). However, the response for RFI 264.3 is still applicable for a centerline of pier location 10'-6" west of grid line 35.



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	<p>internal bracing. The sidewalk will be located in Lot N.</p> <p>There are two options for the location of east bridge column 3 as shown in the attached layout drawing.</p> <p>- Option 1 is the preferred option. This is located on E line 10'-6" west of Grid line 35 (Pile exclusion zone penetration approved via response to RFI 264.3).</p> <p>- Option 2 is located a further 5' west of option 1 to the location on the TG-06 drawing. The impacts of option 2 to the superstructure are not known at this time. The irregular alignment of the eastern row of piles in option 2 will create local stress concentration in both the diaphragm and superstructure in the longitudinal seismic analysis. This is not a preferable configuration.</p> <p>Please confirm the location of the superstructure and the piles. Advise on the location of east bridge pile 3.</p>						
						The Option 2 location (15'-6" west of grid line 35) has been accepted via RFI 264.2.	
						Please notify Design Team of selected option.	
						Any cost impact for the two proposed locations shall be reviewed with TJPA prior to moving forward with the work.	
T-0265	BSE - TG03 BSE CDSM Cut-off Wall	Closed	11/09/2011	11/19/2011	11/17/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Drawings GT-2102, GT-2103, QBD TG0300-0098				ARUP Response:			
Balfour Beatty Infrastructure, Inc. (BBII) is planning to start dewatering and excavation without installing cut-off walls and sectionalized dewatering. According to the response for QBD TG0300-0098, BBII can eliminate cut-off walls as their means and methods although contract drawings/specifications indicate cut-off walls. Please confirm.				These cut-off walls were shown on the drawings at the request of the Contractor during preconstruction review. The installation of these, or not, is at the discretion of the Contractor.			
				Arup has not yet received the dewatering submittal for the mass excavation.			
T-0266	BSE - Moratorium Conflict With Phase 2 Utilities In 1st Street	Closed	11/23/2011	11/23/2011	12/06/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Manuel Saldana		To: Turner Construction Compan   Gary Krutsch		Answered By:Turner Construction Comp   Jack Adams			



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**Co-Author:** Balfour Beatty Infrastructure, Inc. Jeff Molloy

**REQUEST:**

BBII is in receipt of the moratorium waiver expire date of 12-09-2011. BBII/PEC will not be able to complete the Phase II utility work by 12/9/11 without accelerating the schedule. Our original request for extension was December 19, 2011. A 12/9/11 completion date may be achievable if PEC is allowed to work 10 hr shifts during the day beginning 11/28 through 12/2 as well as working on 12/3 and 12/4. In addition, we propose to have a separate night crew to work near / around the Minna Street intersection to alleviate impacts to heavy demand of day traffic. The majority, if not all, of the demolition can occur during the dday to mitigate noise at night. The night work would need to begin on 11/28 and run through 12/2. Please keep in mind that implenting an accelerated schedule may also impact PG&E. We have no control over their work and the completion of the utility tie-ins and Mandral testing is contingent on PG&E's availability per the new adjusted completion date.

In summary we are requesting direction for the following items to meet the 12/9/11 moratorium deadline:

- 1) W/O to permit BBII / PEC to work the extended hours, and night shift i.e. 10 Hours Days and Night work operations,
- 2) Permit from MTA to extend working hours (closure times) during the day
- 3) Permit from MTA and DPW to work at night within lane closures
- 4) Permit from TJPA to work in Zones 1 & 2 at night
- 5) Agreement / Approval for compensation of additional cost (premium time and or shift rate) BBII will have magnitude of cost for the Monday morning discussion

We respectively request a meeting with W/O on Monday morning (11-28-2011) to discuss direction regarding the above items.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Holiday Moratorium waiver is extended to 12/21/11 by SFMTA. BBII/PEC work can continue on day shift Monday-Friday in accord with SFMTA Special Traffic Permit 11-7786 issued on 12/2/11.

<b>T-0269</b>	<b>BSE - Mass Excavation Pile Extraction Clarification</b>	<b>Closed</b>	<b>12/13/2011</b>	<b>12/23/2011</b>	<b>12/27/2011</b>	<b>Potentially</b> <input type="checkbox"/>
<b>From:</b> Webcor Construction LP	David Fields	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc		George Metzger
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.	Dean Wallahan	<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>	





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	<p>Reference: 31 00 00 1.4 C.2 and Attached Sketch</p> <p>31 00 00 1.4.C.2 Pile Extraction - To occur in two (2) stages per Zone. Stage 1 extraction will remove the piles within the footprint of the trestle the middle 60' of the work zone, dewatering wells and piles that are in conflict with the bracing pin pile locations. Piles will be removed using a non ground deformation control method and be removed full length to be utilized for offsite LEED projects and to help achieve sustainability for this material. Trestle piles will be installed after Stage 1 pile extraction and concurrently with Stage 2 pile extraction.</p> <p>Stage 2 extraction will remove the piles within the 50' +- area adjacent to the CDSM walls along A and J lines. Piles will be extracted using a ground deformation control method as per Section 02 41 19 - 3.1.B of the specifications utilizing both casing and backfilling of the void or removal by means of cutting the pile off at the grade of each level of excavation as the work proceeds. Please reference the attached drawing for details of the above procedure.</p> <p>The 80 Natoma shoring wall will be removed in stages coinciding with the stages of excavation.</p> <p>Please confirm this method of pile extraction during mass excavation is acceptable.</p>						

ARUP Response:

The method described is not in accordance with the Contract Documents which require the existing piles to be removed using Ground Deformation Control Methods (as defined in 02 41 19) except where Non-Ground Deformation Control Methods are allowed and noted as such on the drawings.

The method described is acceptable with the following notes: this is acceptable for timber piles only, and if they are longer than 30 feet, Arup may re-evaluate the methods used. If the density of existing piles exceeds 30 piles per 1000 square feet, Arup may re-evaluate the methods used. If excessive ground movements are observed, the Contractor shall switch to using a Ground Deformation Control Method.

T-0269.1	BSE - Zone 2 Free Pull Pile Extraction Test Section			Closed	01/25/2012	02/04/2012	02/07/2012	Potentially	<input type="checkbox"/>	
From:	Balfour Beatty Infrastructure, Inc.	Shad Gardner	To:	Turner Construction Compan	Gary Kruttsch	Answered By:Adamson Associates, Inc				George Metzger
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>		
BBII are proposing to perform "free pull" pile extraction on a 'test section' in Zone 2. The proposed piles will be extracted near GL14, close to CDSM wall on the south side using a 'non ground deformation control						ARUP Response:				



T-0269.2	BSE - Zone 2 Free Pull Pile Extraction Test Section	Closed	05/01/2012	05/11/2012	05/04/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: BBII 4/30/12 Ground Deformation Control Drawing  BBII are proposing to perform "free pull" pile extraction on a "test section" in Zone 2. The proposed piles will be extracted near GL14, close to CDSM wall on the north side using a "non ground deformation control method" by free pulling each pile without using steel casing. Inclinator (I-011) located close to GL 14 will be monitored during the test. This test section will give the		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The test set-up and monitoring are acceptable. Since they differ from that used in the area of the buttress, Arup will draw conclusions on the suitability of free pulling outside the trestle zone after we evaluate the test results.			



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information needed to determine:

1) If free pulling the piles using a non ground deformation control method affects the CDSM wall by causing movement.

2) If it is a suitable method to adopt for removing the remainder of the piles in Zone 2 located outside the "trestle area".

The attached drawing conveys the test section in green. Please advise on the suitability of this test to determine if free pulling can be used outside the trestle zone.

T-0269.3	BSE - Zone 2 Pile Extraction Test Section		Closed	06/15/2012	06/25/2012	06/21/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.		Ural Yal	To: Turner Construction Compan		Gary Krutsch			
Co-Author:				Answered By:Adamson Associates, Inc				
George Metzger								
REQUEST:		SUGGESTION:		ANSWER:				
BBII completed the timber pile extraction test section in zone 2 on 06/12/2012. Based on the data recorded by ARUP inclinometers, please advise if BBII can continue with the timber pile extraction in Zone 2 using non ground deformation control methods ("free pull").				Accept Suggestion: <input type="checkbox"/>				
				See attachmed memo for Arup's review of the Contractor's test program and proposed method of removing piles, and actions required by the Contractor going forward.				

T-0269.4	BSE Zones 3/4 Pile Extraction Methodology	Closed	09/27/2012	10/07/2012	10/05/2012	Potentially	<input type="checkbox"/>			
From: Webcor Construction LP		Kirk Nielsen	To: Turner Construction Compan		Gary Krutsch			Answered By:Adamson Associates, Inc	George Metzger	
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion:	<input type="checkbox"/>
Please confirm ARUP's 9/25/12 verbal revision to RFI response T-0269.3, to employ the originally specified ground deformation control method (not free pull) when pulling timber piles between: Soldier piles 251 and 276 & between A-line and the north edge of the access trestle.						Arup confirms this verbal revision.				
						The Contractor shall employ the originally specified ground deformation control method (not free pull) when pulling timber piles in the portion of Zone 3 and Zone 4 which is defined by soldier pile 251 to the west and solder pile 276 to the east, and A-line to the north and the north edge of the trestle to the south.				
						Additionally, due to the excessive movements caused by the timber pile pulling in the southwest corner of				



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Zone 3, the Contractor shall revert to using the original timber pile pulling as specified in the construction documents for removal of any piles within 30 feet of the CDSM shoring wall.

<b>T-0269.5</b>	<b>BSE Zone 3 &amp; 4 Pile Extraction Methodology</b>	<b>Closed</b>	<b>10/10/2012</b>	<b>10/20/2012</b>	<b>10/12/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Dean Wallahan			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>To:</b> Turner Construction Compan Gary Krutsch							
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>ANSWER:</b>				
Specification Reference: 02 41 19			<b>Accept Suggestion:</b> <input type="checkbox"/>				
Drawing Reference: GT-2102 / GT-2103			Arup confirms this verbal revision.				
The response to RFI # T-0269.4 says to revert to using timber pile pulling as specified in the contract documents.			The Contractor shall employ the originally specified ground deformation control method (not free pull) when pulling timber piles in the portion of Zone 3 and Zone 4 which is defined by soldier pile 251 to the west and soldier pile 276 to the east, and A-line to the north and the north edge of the trestle to the south.				
Per notes on GT-2102 and GT-2103, non-ground deformation control methods (free pull) can be used between Grid Lines 20 and 24.			Additionally, due to the excessive movements caused by the timber pile pulling in the southwest corner of Zone 3, the Contractor shall revert to using the original timber pile pulling as specified in the construction documents for removal of any piles within 30 feet of the CDSM shoring wall.				
Upon field conversations, please confirm BBII's interpretation of the designer's intent is correctly shown on the attached drawing.							

<b>T-0269.6</b>	<b>BSE Zone 3 &amp; 4 Pile Extraction Methodology</b>	<b>Closed</b>	<b>10/15/2012</b>	<b>10/25/2012</b>	<b>10/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>To:</b> Turner Construction Compan Gary Krutsch							
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>ANSWER:</b>				
Specification Reference: 02 41 19			<b>Accept Suggestion:</b> <input type="checkbox"/>				
Drawing Reference : GT-2102 & GT-2103			Refer to the Specification 02-41-19 Pile Removal. Due to contractors inability to control settlement and increased vibration levels using the non ground deformation control methods contractor is directed to use Spec Paragraph 3.1B. Refer also to SPEC 01-35-				
Please confirm that the direction is to excavate and cut timber piles for all remaining timber piles.							



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65 MITIGATION MEASURES AND MONITORING.							
T-0269.7	BSE - Timber pile extraction method in the footprint of the Zone-4 trestle	Closed	04/11/2013	04/21/2013	04/16/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch		
Co-Author: Webcor Construction LP		Kirk Nielsen	Answered By:Adamson Associates, Inc George Metzger				
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref: GT-2102, GT-2103				In Zone 4, timber piles which are in the footprint of trestle piles may be extracted using non-ground deformation method (free pulling).			
Please confirm ARUP's 4/10/13 verbal comment that the contractor may the use non-ground deformation method (free pulling) for Zone-4 timber piles in the footprint of the trestle.							
T-0270	BSE - Clarification for Existing Ground Water Elevation	Closed	12/28/2011	01/07/2012	12/30/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Fields	To: Arup		Kevin Clinch		
Co-Author: Balfour Beatty Infrastructure, Inc.		Jeff Molloy	Answered By:Adamson Associates, Inc George Metzger				
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: 31-23-29 and Attached Document				ARUP Response:			
As discussed during the meeting on 12/22/11, to help obtain an accurate dewatering model, BBII is requesting the recent piezometer data for Zones 1 and 2. In addition, BBII has reviewed the data for piezometers 1182, 1229 and 1255 located adjacent to 301 Mission St (see attachment) and would like to clarify the initial ground water level to use in the model for Zone 4. Based on our review, the existing natural groundwater condition fluctuates between 1.6 E.L and -8.1 E.L in this area. BBII would like to agree upon a starting groundwater elevation of -5.0 E.L for Zone 4.				Available piezometer data for zone 1 and 2 has been recently transmitted through an email to Turner dated 12/28/2011.			
Also, BBII would like clarification as to the base groundwater level to use for Zones 1, 2 and 3 based on the project data.				The baseline water level for piezo P-06F (aka 1262) is +1.6 ft NAVD88.			
				The baseline water level for piezo P-06MS (aka 1182) is +1.1 ft NAVD88.			
				The baseline water level for piezo P-07MS (aka 1229) is +1.0 ft NAVD88.			
				Additional baseline data will need to be collected in the piezometers in Zone 1 and 2 prior to establishing a baseline datum.			



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<hr/>							
T-0271	BSE - CRT-021 Gate Fence Clarifications	Closed	01/05/2012	01/05/2012	01/10/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Fields		To: Turner Construction Compan   Gwynne Powell	Answered By:Turner Construction Comç Jack Adams				
Co-Author: Turner Construction Company                      Jack Adams							
REQUEST:		SUGGESTION:		ANSWER:			
In regards to the Proposed Driveway shown on the CRT#021 drawing and outlined in Bullets #1 and #2 in the Scope of Work, please clarify the following:				Accept Suggestion: <input type="checkbox"/>			
-Per the location of the 18ft Gate, a 10ft fence would need to be constructed to connect the existing 9ft tall fence to the Proposed Driveway gate location (see 1/4/12 Photo attached). Please confirm the 10ft fence should be included in this CRT-021.				Proposed Driveway, Gate and Fence shown on the CRT#021 drawing:			
-Should the 24'-10" section of the existing 6ft tall fence (see 1/4/12 Photo attached) be replaced?				-Not Confirmed. The location of new gate and curb cut is where the Contractor is currently driving trucks and equipment over city sidewalk and curb north of this light pole. Contractor has misinterpreted the locations of curb cut and gate provided by TJPA. The location of proposed driveway curb cut and new gate is to be north of existing light pole as shown - dimensions were provided only as guidance.			
Confirm Howard St shown on the CRT#021 attached drawing should read "Folsom St"				- Confirmed the added fence cost should be included in this CR T-021. Contractor to add small section of fence as required to install new gate (fence added both north and south side of gate). Fence can be nine foot and align with top of existing Parcel P'-P" fence and/or step down to align with existing 6 foot fence. Note: green slats are to be eliminated at both gate and fence in this area to assist Truck Drivers and pedestrian vision.			
Confirm that Bullet #3 under the "Scope of Work" refers to Gate #1 in the CRT#021 attached drawing.				- Not Confirmed. Section of the existing 6ft tall fence up to AC Transit Fence corner is acceptable as is.			
				- Confirmed. "Howard St" shown on the CRT#021 attached drawing should read "Folsom St" .			
				- Confirmed. Bullet #3 under the "Scope of Work" refers to "Current Driveway" Gate #1 in the CRT#021 attached drawing			



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T-0272	BSE - D1 Casing Recovery Inquiries	Closed	01/27/2012	02/02/2012	01/27/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan   Gary Krutsch	Answered By:Arup		Kevin Clinch		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
BBII is requesting the following to complete its D1 casing retrieval plan: 1. Condition specific engineering calculations to mitigate earth and water heave from the bottom of the casing. 2. Condition specific engineering calculations to substantiate no casing buckling. 3. Condition specific plan engineering calculations for dewatering, specifically expected water quantity.  Note - This RFI is high priority and an expedited review/response is necessary.				NOTE: Void. Answered in RFI T-0272.1  ARUP Response:  Arup is in receipt of the Contractor's Buttress Shaft D1 Casing Retrieval Plan (Constructware Transmittal item 140-03134). Designing and executing the plan to retrieve the casing is the Contractor's responsibility. The Contractor shall provide calculations for Arup to review which demonstrate that the method does not lead to ground loss beneath and around the casing. Arup will not provide calculations in support of the Contractor's plan.  1. Arup cannot comment without a more complete plan that includes the methodology by which they intend to retrieve the casing. The plan should include, but not be limited to, the current height and composition of the soil plug in the shaft, the planned height and composition of the soil plug during the retrieval process, the depth of maximum dewatering, the method by which the shaft will be backfilled upon retrieval of the casing, and the measures they will take to monitor heave at the plug.  2. Arup will not perform these calculations. The Plan (Constructware Transmittal item 140-03134) states that calculations are being prepared.  3. Refer to response to question 1.  Answered by Kevin Clinch (ARUP) 01/27/2012			

T-0272.1	BSE - D1 Casing Recovery Inquiries		Closed	01/27/2012	02/06/2012	01/27/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Kirk Nielsen	To: Arup	Kevin Clinch	Answered By:Arup		Kevin Clinch	
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
BBII is requesting the following to complete its D1 casing retrieval plan:						Accept Suggestion: <input type="checkbox"/>		
1. Condition specific engineering calculations to mitigate						ARUP Response:		
						Arup is in receipt of the Contractor's Buttress Shaft D1		



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	earth and water heave from the bottom of the casing. 2. Condition specific engineering calculations to substantiate no casing buckling. 3. Condition specific plan engineering calculations for dewatering, specifically expected water quantity.  Note - This RFI is high priority and an expedited review/response is necessary.						
				Casing Retrieval Plan (Constructware Transmittal item 140-03134). Designing and executing the plan to retrieve the casing is the Contractor's responsibility. The Contractor shall provide calculations for Arup to review which demonstrate that the method does not lead to ground loss beneath and around the casing. Arup will not provide calculations in support of the Contractor's plan.  1. Arup cannot comment without a more complete plan that includes the methodology by which they intend to retrieve the casing. The plan should include, but not be limited to, the current height and composition of the soil plug in the shaft, the planned height and composition of the soil plug during the retrieval process, the depth of maximum dewatering, the method by which the shaft will be backfilled upon retrieval of the casing, and the measures they will take to monitor heave at the plug.  2. Arup will not perform these calculations. The Plan (Constructware Transmittal item 140-03134) states that calculations are being prepared.  3. Refer to response to question 1.  Answered by Kevin Clinch (ARUP) 01/27/2012			

T-0273	BSE - Clarification for Driveway Desgin at 540 Howard CR -018R2		Closed	01/30/2012	02/09/2012	02/06/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Fields	To: Turner Construction Compan	Gary Krutsch				
Co-Author:			Answered By:Turner Construction Comf Gary Krutsch					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: Attached BBI Sketch CRT-018RI directs BBII to complete a 12ft driveway at the 540 Howard Street. The existing conditions/location of the curb, USPS facilities and water fire hydrant prevents the driveway from being installed within compliance with the DPW and ADA standards. DPW/Tumer/W/0 and BBII discussed various solutions to				Per Alberto Herrera of DPW, Mike Pavich of BSM, and Pete Arnautoff of BFP, the proposed modification is acceptable. See (2) linked documents for the full breadth of their responses.				





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	bring the driveway into confrmance with ADA and DPW standards at the field meeting held on January 17th 2012 and again 01/24//2012. Pursuant to the field meeting and direction of CRT-018R2, BBII is requesting detailed plans to allow for construction of a compliant driveway at 540 Howard Street. BBII has been directed in the field by W /O/Turner, to complete modification to the driveway at 540 Howard Street. Per our field meeting please refer to the attached drawing, indicating BBII understanding on the modifications required. Please confirm the modification per the attached drawing is compliant with City and ADA driveway standards.						
T-0274	<b>BSE - Conflict between CDSM &amp; Dewatering specification</b>  <b>From:</b> Webcor Construction LP      Kirk Nielsen <b>To:</b> Turner Construction Compan   Gary Krutsch  <b>Co-Author:</b>  <b>REQUEST:</b> Section 31 56 13.3.12.F.1 states "The performance of the shoring wall shall be such that the groundwater levels around the excavation are maintained within (3.0) feet from the pre-excavation levels." The section further states "In the event the water levels begin to drop below the specified limit, the Contractor shall be responsible to implement appropriate measures to control groundwater levels within the specified limits."  Section 31 23 19.1.5.B.10 states "Include description of emergency procedures to follow when system failure or other problems arise."  In the event the CDSM wall fails to mitigate the effects of the dewatering within the excavation should not previously drilled recharge wells be ready to recharge the affected area outside the excavation?	Closed	02/10/2012	02/20/2012	02/16/2012	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> Arup		Kevin Clinch		
			<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
			ARUP Response:				
			Recharging wells may be used at the Contractor's discretion pending Arup's review of the well details.				
			These wells shall be at no additional cost to the TJPA				
T-0275	<b>BSE - Request for relief from 1" deep dimension of CDSM cavities</b>	Closed	02/15/2012	02/25/2012	02/16/2012	Potentially	<input type="checkbox"/>



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<hr/>							
<b>From:</b> Webcor Construction LP      Kirk Nielsen		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Webcor Construction LP   David Fields			
<b>Co-Author:</b>							
<b>REQUEST:</b> Section 31 00 00.3.8.L states "On vertical surfaces of CDSM shoring walls, scarify high areas and fill in cavities exceeding 1" deep with patching cement to provide a reasonably uniform surface over which protection board, installed in a later contract, will span without buckling." The trade subcontractor is seeking relief from the 1" deep requirement. Please advise as to: 1. Acceptance. 2. Revised dimension.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This RFI does not comply with the RFI definition in Spec 00 07 00 Section 6.02. WOJV must comply with Spec 31 00 00 Section 3.8.L.			
<hr/>							
<b>T-0275.1</b>	<b>BSE - Request for relief from 1" deep dimension of CDSM</b>	<b>Closed</b>	<b>02/16/2012</b>	<b>02/26/2012</b>	<b>02/17/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Kirk Nielsen		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Turner Construction Comp   Gary Krutsch			
<b>Co-Author:</b>							
<b>REQUEST:</b> Section 31 00 00.3.8.L states "On vertical surfaces of CDSM shoring walls, scarify high areas and fill in cavities exceeding 1" deep with patching cement to provide a reasonably uniform surface over which protection board, installed in a later contract, will span without buckling." The trade subcontractor is seeking relief from the 1" deep requirement. Please advise as to: 1. Acceptance. 2. Revised dimension.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> WOJV must comply with Spec 31 00 00 Section 3.8.L.			
<hr/>							
<b>T-0276</b>	<b>BSE - Request to Change Buttress Concrete Slump Requirements</b>	<b>Closed</b>	<b>02/16/2012</b>	<b>02/26/2012</b>	<b>02/17/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Emre Erzen		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Arup      Kevin Clinch			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: 31 63 29  Currently, the primary and the secondary shafts utilize a superplasticizer to achieve slump as the water content of the mixes is low. Typically, mixes that utilize a		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This is acceptable.			



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<div>superplasticizer are intended for slump ranges between 9" and 12," however, project specifications require an 8" +/- 1" slump. Unfortunately, the addition of the superplasticizer has made it difficult to achieve slump as specified. BBII and Central Concrete are requesting an 8" + 1" - 2" slump (giving a range of 6" to 9") in lieu of the specified 8" +/- 1". There will be no adverse effect to the strength as slump is achieved through chemical admixtures and not by adding water. Please advise.</div>							
T-0277	BSE - Request for Buttress Shaft Design Documentation	Closed	02/16/2012	02/26/2012	02/23/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.      Emre Erzen		To: Turner Construction Company Gary Krutsch	Answered By: Turner Construction Company Gary Krutsch				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Please address the following information request from BBII's sub contractor Becho Inc.: " ... Becho requests to obtain all and any documentation used in the design of the Buttress Shafts. Documentation should include, but is not limited to, submitted and approved calculations, sketches, preliminary designs and calculations, conceptual drawings, all site investigation, and all other work documents and work papers that were utilized to develop the buttress shaft design in addition to what's provided in the contract documents and specifications. "  Please advise, if it is acceptable.			The request for documents contained in this RFI is rejected as overly broad, burdensome and seemingly unrelated to any legitimate enquiry relating to the contract or the required work. This is not the proper use of an RFI.				
T-0277.1	BSE - Becho's 2nd Request for Buttress Design Doc	Closed	03/23/2012	04/02/2012	03/28/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc.      Ural Yal		To: Turner Construction Company Gary Krutsch	Answered By: Turner Construction Company Gary Krutsch				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Becho requests to obtain all work documents, sketches, preliminary calculations and approved calculations which show how the designer arrived the final skin friction values used in the design of the buttress shafts as well as the buttress shafts minimum 10 feet embedment into bedrock.			Per the TJPA, refer to response given in RFI T-0277.				



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T-0277.2	BSE - Request for Buttress Shaft Design Documentation	Closed	04/04/2012	04/14/2012	04/11/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal To: Turner Construction Compan Gary Krutsch			Answered By:Transbay PMPC Douglas Jacobson				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Per the agreement at the 4/4/12 TCCO Progress Meeting BSE Buttress Shoring and Excavation please find Becho's Request for additional design documentation below:			We are able to reply to a more specific information request. Per Contract Spec 00 03 20 - GEOTECHNICAL DATA, sections 1.2 A.1 and 1.3 A.1 and A.2, three documents (listed below) are available for the Contractor to review. Please specify which report is requested.				
Becho is in receipt of RFI # T-0277.1 regarding the Buttress Shaft Design Documentation. As per the TJPA response, Becho more specifically requests the Reference Shoring Design work documents pertinent to zone 4.			00 03 20 1.2 A.1 Transbay Transit Center, Final Geotechnical Data Report, Volumes 1, 2, and 3. Transbay Joint Powers Authority. Prepared by Arup North America Limited, February 2010.				
			00 03 20 1.3 A.1 Final Report, Results of Prototype Test Program, Installation of Shoring Walls Using the Cement Deep Soil Mixing Method. Transbay Transit Center, Prepared by Arup North America Limited, May 2010.				
			00 03 20 1.3 A.2 Final Report, Results of Prototype Test Program and Monitoring during Construction of Drilled Shafts. Transbay Transit Center, Prepared by Arup North America Limited, May 2010.				
<hr/>							
T-0278	BSE - Access Trestle Bump Out Coordination	Closed	02/16/2012	02/26/2012	02/24/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Fields To: Turner Construction Compan Gary Krutsch			Answered By:Arup Kevin Clinch				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Reference: Attached BII Sketch Due to the deletion of the "Natoma Finger" portion of the access trustle BBII is proposing to install additional "bump outs" (per the attached sketch). For coordination purposes, please provide "no fly" zone information for these locations.			Arup understands that the design team's response to RFI-251.1 shows the "no-fly-zones". Contractor shall refer to the RFI-251.1 response for this information. Regarding the addition of the "bumpouts", Arup will review the geotechnical aspects of the revised design when they are submitted.				
<hr/>							
T-0279	BSE - Trestle Welding Code Compatibility	Closed	02/27/2012	03/08/2012	03/20/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Shad Gardner To: Turner Construction Compan Gary Krutsch			Answered By:URS Corporation David Fyfe				



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#### Co-Author:

#### REQUEST:

Reference:  
ASHTO/AWSS D1.5M/D1.5:2008  
SH-0200

The Temporary Access Trestle Design submitted in December specified AWS 01.1 as the required welding code. During the review process the reviewers requested that the welding code be changed to AWS 01.5- Bridge Welding Code. This request was complied with by revising general note A5.2 on the conformed trestle drawings.

Since issuing these documents, BBII has been informed by both our shop and field welding inspectors that a compatibility discrepancy exists between the 01.5 welding code and base metals/ member shapes originally specified in the trestle design.

D1.5 is specifically intended for use on bridges and it is not intended for use on "structures composed of structural tubing" as noted in section 1.1.1 attached. This causes a discrepancy because unlike most bridges, our trestle contains a substructure completely comprised of structural steel tubing. (ie Pipe pile, lateral and longitudinal X-bracing).

In addition to the pipe incompatibility, there is also an incompatibility between the specified base metals. 01.5 requires base metals to be ASTM A709 and the trestle design specified a variety of different base metals depending on their structural shape as shown in general note 2.28 also attached. Since Article 1.1.1 of 01.5 permits the Engineer to choose to reference an alternate applicable welding standard when fabrication or structure components are not specifically addressed within its sections, BBII proposes keeping AWS 01.1 as the specified welding code because of its base metal compatibility, but adding a supplemental trestle specific welding specification written by the EOR that increases the quality control to a level equal to that of 01.5. This supplemental specification will include applicable portions of 01.5 section 3 "Workmanship" and section 3 "Inspection" when the requirements are greater than that of 01.1. (ie: fit-up tolerances, NOT frequency, etc).

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

URS Response to RFI No. T-0279 Trestle Welding Code Compatibility:

A series of typographic errors occur within the RFI, referencing the AWS documents D1.1 and D1.5 as 01.1 or 01.5. References to AWS documents should be correctly identified by the correct AWS document numbers to avoid any future confusion within the project documentation. This RFI should be corrected or annotated to reflect these typographic errors.

No exception has been taken to use tubular steel elements as components within the trestle structures.

Note AWS D1.5 section 1.2.2 Approved Base Metals: This AWS section provides a list of approved base metals, and prefaces this with Unless otherwise specified, and furthermore specifically states Other steels may be approved by the Engineer. We understand other steels have been recommended for approval by the Engineer (EOR = Pirooz Barar of PB&A) as they are included for use in the set of contract drawings for the Access Trestle. With the recommendation by the EOR and concurrence by the Peer Reviewer that the base metals proposed for use are suitable for the intended usage including an assessment of fatigue and potential for cracking of welding for the required service loading an service life, URS takes no exception to the use of the alternate base metals.

Use of AWS D1.5 is a requirement of the procurement specification, not simply a request made by technical reviewers. Reference 01 53 13 Rev 1.

Where materials within the trestle structure are not addressed by AWS D1.5, then use of AWS D1.1 is approved for connection of these elements where D1.5 is not applicable as follows:

Where preapproved joint geometry for welding is required, geometry in accordance with preapproved welding procedures per AWS D1.1 are approved for use;



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	<p>Please advise if the proposed resolution is acceptable. Upon concurrence, BBII will submit the EOR's Trestle Welding specification for review.</p>			<p>Provide all inspections for AWS D1.1 elements in accordance with all requirements of AWS D1.1;</p> <p>Where an element that is addressed by AWS D1.5 is connected to an element governed by AWS D1.1 (for example, plate to structural tube), the most stringent inspection requirements of AWS D1.1 vs. AWS D1.5 shall be provided; and,</p> <p>Minimum and maximum fillet weld sizes and other requirements applicable to fillet welding per AWS D1.5 shall apply to all fillet welding irrespective of the base metal to which welding is applied.</p> <p>Use of a supplemental welding specification in place of use of AWS D1.5 is not acceptable. Provide full compliance with AWS D1.5 for all procedures and inspections except where AWS D1.1 has been approved for use per the notes above.</p>			
T-0279.1	BSE - Trestle Welding Code Compatibility	Closed	03/28/2012	04/07/2012	04/09/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Shad Gardner		To: Turner Construction Company Gary Krutsch	Answered By: URS Corporation		David Fyfe		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: BBII Demarcation Sketch PB&A Trestle Welding Inspection Plan				Use of AWS D1.1 and AWS D1.5 for superstructure and substructure as indicated on bridge cross section figure prepared by BBII and attached to this RFI No. T-0279.1 is acceptable.			
The response to RFI T-279 provided a method of dealing with the trestle welding code compatibility issues that would be difficult to enforce, track and document. BBII proposes making a clear demarcation line at the bottom the cap beam that will clearly differentiate the two welding codes.				Submission of the Trestle Welding Inspection Plan (by PB&A and attached to this RFI No. T-0279.1) for review and acceptance via the RFI process is not an acceptable method, therefore we have no comment on it.			
Additionally the RFI response appears to infer that the Temporary Bridge Specification 01-53-13 requires full compliance with AWS D1.5 as described in the third and last paragraph. 01-53-13 Paragraph 1.6.H (revB) only requires Welding Qualifications (procedures and				For clarity we respond to the welding inspection plan with the following: All requirements, including inspection, of AWS D1.1 apply to AWS D1.1 areas. All requirements, including inspection, of AWS D1.5 apply to AWS D1.5 areas.			



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personnel) to be performed in accordance with AWS D1.5.

Therefore in order to comply with the project specifications and the appropriate welding codes, BBII will Perform all welding below the demarcation line (substructure) with weld procedures and welder qualifications in conformance with AWS D1.1 since the members are predominately comprised of tubular material.

Perform all welding above the demarcation line (superstructure) with weld procedures and welder qualifications conformance with AWS D1.5 since the main members are Wide flange beam.

Inspection will be performed by the project special inspector in accordance with recommendations of the EOR attached.

Please confirm this is acceptable.

<b>T-0280</b>	<b>BSE - Request to shorten depth on shaft D/1</b>	<b>Closed</b>	<b>02/29/2012</b>	<b>03/10/2012</b>	<b>03/02/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Joanne Filipas	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Ref - Attached RFI from BBI/Becho

Due to the blowout conditions previously encountered on Buttress Shaft D1, BECHO requests to install Shaft D1 to a depth of 180 feet as previously proposed by ARUP. BECHO believes the blowout condition still exists and thus would like to proceed with caution to prevent another occurrence. Alternatively, if ARUP feels this is no longer an option, BECHO requests that ARUP increase the maximum spacing allowed between the tangent shafts, in event to mitigate possible schedule delay, and/or re-break of casing while advancing D1. By allowing such changes will help mitigate Buttress shaft schedule.

W/O acknowledges that BBII has yet to demonstrate that a "blowout" condition has in fact occurred. W/O would

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

ARUP Response:  
Earlier discussions regarding the consideration of shortening shaft D-1 was based on having E-1 and E-2 in place to depth and abandoning the casing at D-1 beneath the sheared break. Shafts E-1 and E-2 are not complete and the casing has been painstakingly removed, therefore shaft D-1 shall be installed in accordance with the Contract Documents.

The Contractor shall submit a proposal for achieving the increased spacing that acknowledges the fixed distance between shaft rows C and M which were established based on RFI 151.





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	request the design team consider short pouring D-1 due to drilling difficulties encountered. Alternatively, W/O would request the spacing revision described above.						
T-0281	BSE - Survey Site Drawing and Certificate Submittal	Closed	03/06/2012	03/16/2012	03/09/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Danny Walsh		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: BBIII is unclear on what is required for the "site drawing and certificate" submittal listed in section 01 10 50 1.3B. As the first contractor working on the construction of the terminal, no previous work is in place. Please confirm that the requirement is intended for future trade packages (to verify the work already completed by previous trade subcontractors), or provide additional clarification on what is required of BBII to complete this submittal requirement.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> The Contractor with certification of the GC's surveyor is to provide items specified in Division 01 10 50 1.3B for the purpose noted in the specification: to certify "the elevations and locations of the Work are in conformance with Contract Documents".				
T-0282	BSE - News/Advertisement Stand Removal	Closed	03/16/2012	03/26/2012	03/19/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Turner Construction Compan Gary Krutsch	Answered By:Turner Construction Comp Jack Adams				
Co-Author:							
REQUEST: The unused news/advertisement stand on the Westside of Fremont Street needs to be removed to accommodate the Buttress drilling on shafts A & B. BBII intends to modify the sidewalk at this current location to provide 3 - 11ft lanes on Fremont Street per specification section 01-15-70. (see attached sketch)  Please provide direction to relocate or remove these stands.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Per Jack Adams of Turner, at no cost to the owner the Contractor may remove the news/advertisement stand and store in Parcel M				
T-0283	BSE - Backfill Material For Pre-Trench	Closed	03/15/2012	03/25/2012	03/20/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Jeff Molloy		To: Turner Construction Compan Gary Krutsch	Answered By:Turner Construction Comp Jack Adams				
Co-Author:							







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T-0284	BSE - Request to Borehole Coordinates TTB-07 TTB-09	Closed	03/21/2012	03/31/2012	03/23/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Webcor Construction LP   David Fields	
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
After further review of the Geotechnical Report produced by ARUP it has come to BECHO's attention that Boreholes TTB-07 and TTB-09 were not surveyed. BECHO respectfully requests to obtain Northing and Easting coordinates for TTB-07 and TTB-09.					These boreholes were not surveyed. The approximate coordinates are listed in Table 3 in the Geotechnical Data Report.		
<hr/>							
T-0285	BSE - Buttress Rebar Cage Length Adjustment	Closed	03/21/2012	03/31/2012	03/26/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
Please refer to RFI T-0252, where the Engineer accepted BBII's proposal of fabricating the buttress rebar cages to a pre-extended length of 260' in order to accommodate the buttress shafts that are deeper than 241'. In RFI T-0252, BBII had suggested to extend the overall length of all rebar cage assemblies to 260' by increasing the length of the top "setting cage" 19 feet more. In this proposal, the lengths of structural cage segments were to remain unchanged.					Detail 12/GT-5201 requires the reinforcing steel to be placed up to 1'-0" below the top of the concrete. The top of concrete is shown on GT-5201. Longitudinal bar extensions shall be spliced as needed to achieve this, or the cage shall be fabricated long to achieve this. However, if the top of the fabricated cage is within 9'-0" of the top of the concrete, no bar extensions nor extended cages are required.		
BBII's proposal of extending the length of the setting cage by 19' got accepted with the added requirement of splicing vertical rebar extensions on the job site. BBII takes exception to the added requirement of splicing vertical rebar extensions on the job site, which would lead to an increase in durations of the rebar cage installations.							
In order to eliminate splicing, BBII now proposes to fabricate the setting cage segments up to 9 feet longer than shown on the plans. The structural rebar cage segment lengths will remain unchanged. The top of the structural cage sections will be within up to 9 feet proximity from the top of concrete. This proposal will accommodate the rebar cages with a maximum total length of 250' (241 '+9'=250').							
If the rebar cage assembly needs to be longer than 250 feet, BBII will direct the rebar cage manufacturer to also extend the bottom structural cage segment by an added distance equal to the required total length of the rebar cage assembly less 250 feet.							

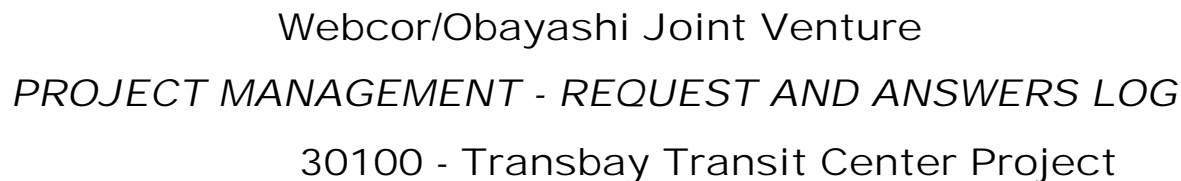


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T-0286	BSE - Use of Actual Utility Weights	Closed	03/26/2012	04/05/2012	03/29/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Shad Gardner		To: Turner Construction Compan Gary Krutsch	Answered By:Transbay PMPC Douglas Jacobson				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Marked-Up SH-3101 Marked-Up SH-3102 Utility Weight Calculations PG&E Weights Email Verizon Weights Email		Reply to RFI 286.0 Use of actual utility loads versus 3000lb per lf in Specifications					
Temporary Bridge specification 01-53-13 (1.3B) requires the bridge design to include a 3000 lb/lf allowance for hanging utilities below the bridge. Extensive coordination between the RUP designers and the utility owners, BBII has attained the exact location and actual weight of the utilities to be supported by the bridge structures. These weights are shown in the attached document and have been used in the design of the bridge structure as well as the utility hangers. Through our coordination efforts we also know that future utilities will not be added until the temporary bridges are removed. Please confirm that use of the actual utility weights in our design is acceptable.		RFI T-0286.0 regarding the use of actual weight of utilities versus the nominal 3000 lb/lf required in Specification Section 01-53-13 Part 1.3.B (Temporary Bridges - Performance Requirements) first requires the correct actual weight of the utilities and the application to each of the streets, First, Fremont, and Beale respectively..					
		First Street Utility Unit Weights					
		The BBI/PBA temporary bridge design for First Street shows the following utilities suspended from the bridge:					
		Girder #3 & Girder #4 (Counting from left to right facing north)					
		PG&E (6) each 6" diameter steel ducts (17.7 lb/lf) + cable (8.2 lb/lf) @ 25.9lb/lf = 155.4 lb/lf under 2 girders #3 & #4 (counting left to right) Girder #5 & Girder #6 (Counting from left to right facing north)					
		PG&E (9) each 6" diameter steel ducts @ 25.9lb/lf = 233.1 lb/lf under 2 girders #5 & #6) PG&E (1) each 4" diameter steel duct @ 25.9lb/lf = 25.9 lb/lf under 2 girders #5 & #6) Verizon (6) each 4" diameter steel duct @ 11.59lb/lf = 69.54 lb/lf under 2 girders #5 & #6 Subtotal utility load used by BBI/PBA for girders #3 & #4 = 155.4 lb/lf					
		Subtotal utility load used by BBI/PBA for girders #5 &#6 = 328.54 lb/lf					
		Total utility load used by BBI/PBA for all girders #3~#6 = 483.94 lb/lf					
		There are several slight errors in this BBI/PBA calculation:					



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	<p>Verizon has incorrectly used the weight of 4" diameter PVC duct rather than steel duct used in the temporary bridge crossing (4" diameter steel @ 10.3lb/lf duct + 3lb/lf fiber cable x 6 each lines = 6ea x 13.3 lb/lf = 79.8 lb/lf versus 69.54 lb/lf)</p> <p>PG &amp; E weight for 6" diameter steel duct is slightly less than the weight for 6" diameter pile Schedule 40 (17.7lb/lf versus 18.4 lb/lf x 15 ducts = 0.7 x 15 = 10.5 lb/lf differential)</p> <p>Total differential = 10.5 lb/lf + (79.8 - 69.5) = 10.5 lb/lf + 10.3 lb per lf = 20.8lb/lf</p> <p>Corrected Utility weight = 483.9 lb /lf + 20.8 lb/lf = 505 lb/lf</p> <p>This small differential weight is unlikely to have a major impact on the temporary bridge design based on the capacity/demand ratios calculated by the Engineer of Record.</p> <p>AASHTO Section 1.1.1 (General Provisions - Design Analysis) states:</p> <p>"When these Specifications provide for empirical formulae, alternate rational analysis, based on theories or tests and accepted by the authority having jurisdiction, will be considered as compliance with these Specifications".</p> <p>Based on AASHTO Section 1.1.1 (General Provisions - Design Analysis) the use of actual utility loads now known rather than the provisional 3000 lb/lf loading stated in Specification 01-53-13 Part 1.3.B is acceptable with the following provisions:</p> <p>Contractor accepts responsibility for the statement regarding the City plans not to install any additional utilities in the bridge streets until the below grade structure is completed and the streets are restored.</p>						



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BBI's Engineer of Record (PBA) has calculated the Demand over Capacity ratio is a minimum of 47% (2:1 Safety Factor) for the crane girders and the other girders Demand over Capacity ratio is 67% (Safety Factor 1.5:1)							
<hr/>							
T-0287	BSE - Drain Inlet at the Northwest Corner of Minna and First street	Closed	04/04/2012	04/14/2012	04/12/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Shad Gardner		To: Turner Construction Compan Gary Krutsch	Answered By:URS Corporation		David Fyfe		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: TG0300-210.1 TG0300-205.2 City Planning/KCA Emails				Submission of the storm water inlet detail (attached to this RFI No. T-0287) for review and acceptance via the RFI process is not an acceptable method, therefore we have no comment on it.			
In order to comply with city standards BBII intended to install a standard city drain inlet on the north west corner of the Minna and First street intersection as required by our site civil drainage plan (submittal TG0300-205.2, TZ1030-01513A08.2 see also submittal TZ1030-015313A04.1 package TG0300-210.1 for product data). When potholing where this drain inlet is to be located, it was discovered that it would be in conflict with an existing gas line. BBII's design engineer KCA contacted the city planning department and got pre approval of the attached catch basin per the attached email and details. Please confirm that it is acceptable for us to install this catch basin in lieu of what was submitted in the aforementioned submittals.				In an effort to help expedite resolution of this conflict the following questions/requests are provided below:			
				What is the location (depth of cover and horizontal offsets to existing and proposed features) of the existing gas line (and electrical conduits/conductors) relative to the proposed storm water inlet? The proposed storm water inlet appears to extend approximately 41" deep from top of rim/grade. From review of RUP sheets U-3409 and U-3410/Section T, it appears that there could be as little as 36" of cover over top of the existing PG&E gas line. If PG&E gas line is located within limits of proposed storm water inlet (plan view), there does not appear to be sufficient vertical clearance to install the proposed storm water inlet? Specify engineered base material that is to be placed beneath proposed storm water inlet. Provide a detailed sketch (plan and section) with submittal illustrating location of proposed storm water inlet and adjacent existing/proposed features. Has PG&E reviewed and approved the proposed storm water inlet location?			



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Provide confirmation that the proposed storm water inlet is in compliance with PG&E separation requirements

T-0288	BSE - Request to Relocate Rathole to D9		Closed	04/05/2012	04/15/2012	04/10/2012	Potentially	<input type="checkbox"/>		
From: Balfour Beatty Infrastructure, Inc.		Ural Yal	To: Turner Construction Compan		Gary Krutsch				Answered By: Adamson Associates, Inc	George Metzger
Co-Author:		REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion:	<input type="checkbox"/>
		Attached please find Becho's request to relocate existing rathole to Shaft D9 where it will remain until Buttress work is complete. Below is Becho's exact wording:				ARUP Response:				
		"Due to the upcoming bridge construction on Fremont Street, Becho will be losing the existing location of the rathole. Becho requests that the existing rathole be relocated to Shaft D9 where it will remain for the duration of the Buttress Shaft Work. Becho proposes to pour Shaft D9 30 to 35 feet short from grade to accommodate the new rathole. Please advise if this is acceptable."				Arup understands there was no attachment, only the one page RFI.				
						Provided the hole remains cased at all times, or backfilled with CSLM (or an approved equal) whenever the casing is removed, this is acceptable.				

T-0289	BSE - Becho Requesting 9-20-2011 Meeting Minutes		Closed	04/11/2012	04/21/2012	05/08/2012	Potentially	<input type="checkbox"/>	
From: Balfour Beatty Infrastructure, Inc.		Ural Yal	To: Turner Construction Compan	Gary Krutsch	Answered By:Turner Construction Comf				Gary Krutsch
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
"On September 20th, 2011 a meeting was held in the TJPA's office to discuss Noise Issues, Coring thru the Concrete Slab and Buttress Work. Present in the meeting where the following key representatives: Brian Dykes, Maria Ayerdi-Kaplan, Rebecca Armenta, and Steven Rule. Please request the meeting minutes for the meeting on 9/20/2011."						No meeting minutes were taken during this meeting.			

T-0290	BSE - Stabilization of Unimproved Soil Conditions Along the Interior Face of the C Closed			04/11/2012	04/21/2012	04/18/2012	Potentially	<input type="checkbox"/>	
From: Balfour Beatty Infrastructure, Inc.		Ural Yal	To: Turner Construction Compan	Gary Krutsch	Answered By:Webcor Construction LP				David Fields
Co-Author:									



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**REQUEST:**

Reference: 31 56 13 3.7 C  
BBII Photo of CDSM Wall J-Line

BBII is requesting direction for a method to stabilize the unimproved soil conditions along the interior face of the CDSM wall.

The current condition of the CDSM wall includes unimproved soil conditions that have the potential to become detached from the wall and create large voids at the face of the wall. Please reference attached photo for visual details.

Based on our records, the CDSM wall met all the specification requirements for uniformity and improved soil as per section 31 56 13 of the contract specifications. Please note: Section 31 56 13 3.7 C's requirements (10% and 6") are satisfied by during the TJPA's Representative inspection of double-tube samples at the time of installation.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The quality of the CDSM wall is dependent upon the Contractors' chosen means and methods. If the Contractor has concerns regarding the integrity of the wall, the Contractor shall provide a remedial plan to the TJPA for consideration.

Conformance with the criteria within a sample does not relieve the Contractor of their responsibility that the entire wall meet the specifications.

<b>T-0290.1</b>	<b>BSE - Relevance of Unimproved Soil Pockets in CDSM Wall as it Relates to Waterp</b>	<b>Closed</b>	<b>05/28/2012</b>	<b>06/07/2012</b>	<b>06/05/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP

Kirk Nielsen

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

Neither section 31 00 003.8.L or 07 12 10.3.2.C anticipated +1" cavities in the surface of the CDSM wall. However there are +6" cavities in the surface of the CDSM wall the result of unimproved soil pockets although BBII would contend the CDSM wall was installed in accordance with section 31 56 13.3.7.C. On 5/25/12 W/O spoke with Jonathan Lawrence President of Laurenc Systems (888) 321-3338 specified per section 07 12 10.2.1. Sections 31 00 00.3.8.L and 07 12 10.3.2.C speak of "buckling" due to cavities of the face of the CDSM wall. Mr. Lawrence was not concerned over the cavities in the face of this project's CDSM wall for two reasons:

1. Subsequent to his review of the bid documents the substrate for the waterproofing is the INS-1, depicted on 4/A1-8710, rather than the CDSM wall.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Per specification section 31 00 00 / 3.8 L: "On vertical surfaces of CDSM shoring walls, scarify high areas and fill in cavities exceeding 1" deep with patching cement to provide a reasonably uniform surface over which protection board, installed in a later contract, will span without buckling." Repair wall as required in the contract documents.





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2. Due to the thickness of the substrate system:

- ¼" Protection board
- 3/16" (2) plys #15 felt
- ¼" Drainage composite panel.
- ½" INS-2

1-3/16" thick in total Mr. Lawrence was not concerned over a CDSM cavity less than

1'- 0" x 1'-0" x ½" deep.

When asked why he thought section 07 12 10.3.2.C was included in the below grade waterproofing section, if in fact the CDSM was not the substrate for the waterproofing, Mr. Lawrence responded that section 07 12 10.3.2.C was part of the Laurenco's template boiler plate specification really inapplicable to this application.

Please confirm that given the CDSM wall is not the waterproofing substrate system, rather items a-d above, and in light of the frequency of unimproved soil pockets, the project needn't infill the unimproved soil pockets less than 1'- 0" x 1'-0" x ½" deep.

<b>T-0290.2</b>	<b>BSE - Waterproofing preparatory work on CDSM wall</b>	<b>Closed</b>	<b>09/27/2012</b>	<b>10/07/2012</b>	<b>10/01/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Turner Construction Company Stacy Wilson			

**Co-Author:**

**REQUEST:**

Specification Reference: TG06 BGP 07 12 10.3.2C

Please confirm that any preparatory work of filling cavities within the CDSM wall for stabilization of the waterproofing board is the sole responsibility of the TG06.0 Trade Subcontractor

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

CM/GC to respond.

W/O comments in follow up to 9/27/12 TCCO / W/O meeting:

- TG06 package is independent of the TG03 package.
- BBII should refer to Earthwork specification section 31





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<div>00 00.3.8.L</div> <div>3. BBII should refer to RFI response #T-0290.1 forwarded to BBII 6/5/12</div>							
T-0291	BSE - Arup Requesting Exploratory Cores on Buttress Shaft D1	Closed	04/16/2012	04/26/2012	04/24/2012	Potentially	<input type="checkbox"/>
<div>From: Balfour Beatty Infrastructure, Inc.      Ural Yal</div> <div>To: Turner Construction Compan   Gary Krutsch</div>			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
<div>REQUEST:</div> <div>Arup is requesting exploratory core samples at Buttress Shaft D1. Please provide direction on depths, sizes, and locations of cores.</div>			<div>SUGGESTION:</div>		<div>ANSWER:</div> <div>Accept Suggestion: <input type="checkbox"/></div> <div>Shaft D1 is, so far, non-conforming. It is in the Contractor's best interest to perform exploratory drilling to ascertain why they are unable to reach the required depth. Arup recommends that the Contractor do so, and that a plan be developed based on the observations made during the two previous attempts to place the shaft.</div>		
T-0291.1	BSE - Arup Requesting Exploratory Cores on Buttress Shaft D1 Follow-Up	Closed	04/25/2012	05/05/2012	05/04/2012	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP      David Fields</div> <div>To: Turner Construction Compan   Gary Krutsch</div>			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
<div>REQUEST:</div> <div>Arup has requested to revise the response to RFI T-0291 in which the following question was presented -</div> <div>"Arup is requesting exploratory core samples at Buttress Shaft D1. Please provide direction on depths, sizes, and locations of cores."</div>			<div>SUGGESTION:</div>		<div>ANSWER:</div> <div>Accept Suggestion: <input type="checkbox"/></div> <div>ARUP Response:</div> <div>There has been further discussion regarding this proposal. Arup retracts the request to core within the footprint of buttress shaft D1.</div>		
T-0292	BSE - First St Bridge Pier 1 Relocation	Closed	05/02/2012	05/12/2012	05/03/2012	Potentially	<input type="checkbox"/>
<div>From: Balfour Beatty Infrastructure, Inc.      Ural Yal</div> <div>To: Turner Construction Compan   Gary Krutsch</div>			Answered By:Turner Construction Comp   Gary Krutsch				
Co-Author:							
<div>REQUEST:</div>			<div>SUGGESTION:</div>		<div>ANSWER:</div> <div>Accept Suggestion: <input type="checkbox"/></div>		



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Reference:  
Revised Drawings and Calculations for Revised Pier 1 Location

The western Pier 1 CIDH pile was rejected due to an anomaly. The corrective action is to replace it with a new pile 6'-0" south. Attached is the revised Bridge Drawings and the revised calculations. This package was emailed to the Bridge Design reviewers on 4-24-12 for expedited review. Please confirm that the new pier 1 location does not cause conflicts with the future structure.

The attachments are not appropriate for an RFI, they should be submitted through the submittal process. Resubmit RFI with pertinent information only

T-0292.1 BSE - First St Bridge Pier 1 Relocation

Closed

05/03/2012 05/13/2012 05/04/2012 Potentially ☐

From: Balfour Beatty Infrastructure, Inc. Ural Yal

To: Turner Construction Compan Gary Krutsch

Answered By: Adamson Associates, Inc George Metzger

Co-Author:

#### REQUEST:

Reference:  
SH-2100  
SH-2101

#### SUGGESTION:

ANSWER: Accept Suggestion: ☐

The 2 northernmost First Street temporary bridge piers to be shifted as depicted in this RFI is acceptable.

ARUP Response:

Arup takes no exception to this.

Detail: The western Pier 1 CIDH pile was rejected due to an anomaly. The corrective action is to replace it with a new pile 6'-0" south. Attached are the revised Bridge Drawings showing new pile locations. Please confirm that the new pier 1 location does not cause conflicts with the future structure. Please note the revised design documents were emailed to the Bridge Design reviewers on 4-24-12 for expedited review.

T-0293 BSE - First Street Natoma blind spot hazard

Closed

06/05/2012 06/15/2012 06/15/2012 Potentially ☐

From: Balfour Beatty Infrastructure, Inc. Ural Yal

To: Turner Construction Compan Gary Krutsch

Answered By: URS Corporation David Fye

Co-Author:

#### REQUEST:

Regarding the temporary first street bridge. Contract specification section 01 53 13-1.3.A.4 requires us to provide a "8' -high solid barrier system" consisting of 1" plywood which does not allow viewing through the barrier.

#### SUGGESTION:

ANSWER: Accept Suggestion: ☐

Alternative barrier system shall be provided for pedestrian protection to mitigate vehicle/driver sight line obstructions (such as chainlink or other similar product). Contractor to verify alternative barrier

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T-0293.2	BSE - Blind Spots at Fremont St. and Beale Street Bridges	Closed	08/13/2012	08/23/2012	08/21/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Turner Construction Comp. Jack Adams				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: RFI T-0293.1 RFI T-0293			<b>SUGGESTION:</b>		<b>ANSWER:</b> Confirmed.	<b>Accept Suggestion:</b> <input type="checkbox"/>	
Blind spots similiar to the those in RFI T-0293 at First street and Natoma street exist at the following locations:			Reference: CR T-043				
Fremont Street - Northwest & Southwest Corners (Cars exiting from 301 Mission and 400 Howard) Beale Street - Southwest Corner (Cars exiting from 199 Fremont and 301 Mission)							
Please confirm that similiar fencing as per response to RFI T-0293.1 should be installed at these locations.							
<hr/>							
T-0293.3	BSE Blind Spots at Fremont St. and Beale Street Bridges	Closed	08/28/2012	09/07/2012	08/29/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Turner Construction Comp. Jack Adams				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: RFI T-0293.1 RFI T-0293.2			<b>SUGGESTION:</b>		<b>ANSWER:</b> Confirmed. Install fencing (versus plywood) in the Northeast corner of the bridge to eliminate blind spot at 301 Mission driveway.	<b>Accept Suggestion:</b> <input type="checkbox"/>	
In RFI T-0293.2 there was an error in requesting confirmation for fencing in the Northwest corner when it was meant to request fencing in the Northeast corner.							
Please confirm that fencing as per response to RFI T-0293.1 should be installed on Fremont Street on the Northeast corner rather than the Northwest corner.							
<hr/>							
T-0293.4	BSE - Blind Spots at Beale Street Bridge	Closed	04/08/2013	04/18/2013	04/11/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Webcor Construction LP      Kirk Nielsen							
<b>REQUEST:</b> Reference: RFI #T-0293.2			<b>SUGGESTION:</b>		<b>ANSWER:</b> RFI T-0293.2 provided the fence vs. plywood locations on Beale Street Bridge and the Change Request	<b>Accept Suggestion:</b> <input type="checkbox"/>	



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Blind spots similar to what was alleviated at First & Fremont Streets, the result of the originally specified "8'-high solid barrier system", exist on Beale St. at the following locations:

1. Making a right at the Southwest corner exiting 199 Fremont's garage.
2. Making a right at the Northwest corner exiting 301 Mission's garage (the concern being if someone is coming down Beale the wrong way.)

Please confirm if and where chain link, similar to what was specified in RFI response #T-0293.1, is required and what CR # to reference.

number (CR No. T-043A).

Install fence in lieu of plywood at both 199 Fremont and 301 Mission ends of the Beale Street Bridge - west side only. Fence should replace plywood from the end (@ A line and J line) and be installed midway to the construction gate - verify in field.

<b>T-0294</b>	<b>BSE - Expected CDSM wall deflection</b>	<b>Closed</b>	<b>06/14/2012</b>	<b>06/24/2012</b>	<b>07/02/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Balfour Beatty Infrastructure, Inc. Ural Yal

**To:** Turner Construction Company Gary Kruttsch

**Answered By:** Turner Construction Company Jack Adams

**Co-Author:**

**REQUEST:**

BBII requests the anticipated deflection values for the CDSM wall obtained in ARUP's design of the shoring wall and used to determine appropriate action trigger levels specified in section 31 09 13.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The request for information contained in this RFI is rejected as overly broad, burdensome and seemingly unrelated to any legitimate enquiry relating to the contract or the required work. This is not the proper use of an RFI. Please follow the requirements specified in section 31 09 13 regarding maximum allowable movements and corrective action trigger levels.

<b>T-0295</b>	<b>BSE - 301 Mission drive way</b>	<b>Closed</b>	<b>06/19/2012</b>	<b>06/29/2012</b>	<b>06/24/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Company Gary Kruttsch

**Answered By:** Webcor Construction LP Kirk Nielsen

**Co-Author:**

**REQUEST:**

Per conversation in previous coordination meeting between Balfour Beatty Webcor, Turner, TJP&A and 301 Mission's management. We are confirming direction to extend the sidewalk past the limits shown in our grading

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The work BBII has proceeded with at the 301 Mission driveway is in general conformance with the 6/8/12 TCCO, W/O, BBII, Millennium Mgmt. meeting. The direction however is from, to include



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and drainage submittal through the limits of the 301 Mission drive way. It is also our understanding that we are directed to match the color of the existing black sidewalk in this area. Please confirm.

however limited to, base contract specification section: 00 08 13.1.8.E, 0115 40.1.4, and or General Excavation Permit #12E-0181. The TJPA is not anticipating added cost the result of this issue.

**T-0296**                      **BSE - Clarification of Soil Segregation and Disposal per spec. section 01 13 50/SM Closed**

**From:** Webcor Construction LP                      Kirk Nielsen                      **To:** Turner Construction Compan Gary Krutsch

**06/27/2012**                      **07/07/2012**                      **06/29/2012**                      **Potentially** ☐

**Answered By:** Transbay PMPC                      Roger Rothenburger

**Co-Author:**

**REQUEST:**

On 6/26/12 BBII clarified their desired method / location of disposing of the Zone-3 concrete rubble was to deliver it to Brisbane.

Section 01 13 50 / 5.2.1 of the SMP states:

"TJPA shall be provided documentation from the excavation contractor that the accepting landfill for the soil from Transbay Terminal project has been provided with and has reviewed all analytical data collected from the Site."

Brisbane has refused to provide the aforementioned documentation.

In order to facilitate BBII's desired method / location of disposing of the Zone-3 concrete rubble W/O requests that the TJPA clarify, exclusively for the subject Zone-3 rubble, that the documentation required by the TJPA consists only of standard shipping tags and invoices.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Roger Rothenburger 6/28/2012 Section 01-13-50 Part 1.1.C (Hazardous Materials Procedures - Summary) references "Site Mitigation Plan, Transbay Transit Center, Treadwell & Rollo, March 24, 2010" report and states,

"Contractor's work shall include the management of existing soils in a manner consistent with the requirements of the Contract Document including the following reports, "Site Mitigation Plan, Transbay Transit Center, Treadwell & Rollo, March 24, 2010", appended to this Sectin as 01 13 50/APA, and Section 00 03 35 ..."

Section 5.2.1 ( Soil Segregation and Disposal) of the Treadwell & Rollo Site Mitigation Plan, 01-13-50/APA states, "Before any excavation activities begin at the Site, TJPA shall be provided documentation from the excavation contractor that the accepting landfill facility for the soil from Transbay Terminal project has been provided with and has reviewedall analytical data collected from the Site. TJPA shall approve all off-site disposal facilities and soil transportation contractors, including, without limitation, available insurable coverge, and prior to the shipment of any soil or other waste materials (emphasis added)."

TJPA in the interest of facilitating disposal of material to Brisbane and other disposal sites removes from Site Mitigation Plan Section 5.2.1 by Treadwell & Rollo, the highlighted words, "with and has reviewed" .



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The only requirement is that some documentation from BBI (the "excavation contractor" that the "analytical data collected from the Site" has been provided to the disposal site.

T-0296.1	BSE - Clarification of Soil Segregation and Disposal per spec			Closed	07/02/2012	07/12/2012	07/02/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Kirk Nielsen	To: Turner Construction Compan	Gary Krutsch	Answered By: Turner Construction Comp					Jack Adams

**REQUEST:**

RFI response T-0296 was overly broad and failed to conform to previous conversations between TJPA, TCCO, & W/O.

RFI T-0296 Inquiry:

On 6/26/12 BBII clarified their desired method / location of disposing of the Zone-3 rubble was to deliver it to Brisbane.

Section 01 13 50 / 5.2.1 of the SMP states:

"TJPA shall be provided documentation from the excavation contractor that the accepting landfill for the soil from Transbay Terminal project has been provided with and has reviewed all analytical data collected from the Site."

Brisbane has refused to provide the aforementioned documentation.

In order to facilitate BBII's desired method / location of disposing the Zone-3 concrete rubble W/O requests that the TJPA clarify, exclusively for the subject Zone-3 rubble, that the documentation required by the TJPA consists only of standard shipping tabs and invoices.

RFI T-0296.1 Inquiry:

Please confirm, in order to facilitate BBII's desired method / location of disposing the Zone-3 concrete rubble W/O

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

7/2/2012 Confirmed - exclusively for the subject Zone-3 rubble, the documentation required by the TJPA consists only of standard shipping tabs and invoices.







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T-0299	Micropile Performance Testing	Closed	07/16/2012	07/26/2012	07/30/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Turner Construction Compan Gary Krutsch		Answered By:Arup		Kevin Clinch	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Part 3.2 "Performance And Proof Testing" of Specification Section 31 63 33				Specification section 31 63 33 3.2 A states: The contractor shall conduct performance tests and proof tests consisting of tension load testing on micropiles. The tests are to be done on piles installed from the bottom of the excavation.			
In order to expedite the Micropile Performance Testing review period, BBII is requesting to conduct the performance testing of micropiles prior to excavating Level 5, at approximately -32' Elevation, concurrent with the installation of Level "0" struts. See attached sketch for details.Please confirm that it is acceptable.				The Contractor's proposal is not acceptable as the testing methodology and the acceptance criteria in the Project Specifications have been developed assuming the piles used for the performance tests will be installed and tested in conditions matching those of the production piles. The performance of the piles installed and tested as proposed will differ due to the higher effective stresses in the soil.			
<hr/>							
T-0300	Micropile Performance Test Pile Relocations	Closed	07/17/2012	07/27/2012	07/26/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Yuriy Stryzheus		To: Turner Construction Compan Gary Krutsch		Answered By:Arup		Kevin Clinch	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please refer to BBII's micropile layout submittal and RFI T-262 that references IFB- Below Grade package for coordination of micropile layouts.				Arup takes no exception to the proposed locations			
Based on the information provided within BBII's Micropile layout drawing and Below Grade package drawings S1-2023 through S1-2027, the four micropiles subjected to performance testing are labeled as: W411, W396, E383, and E401.							
BBII requests to conduct the performance test in Zone 1 at pile No. W604 instead of pile No. W411, which is located underneath Struts No. 6 & 7.							
Similarly, BBII requests to test the piles numbered as W473, E477, & E599, instead of the piles numbered as W396, E383, & E401, which are located underneath the trestle.							
Please confirm that it is acceptable.							



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T-0301	Trestle Piles in Exclusion Zones (Zone 4)	Closed	07/23/2012	08/02/2012	07/30/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Review comments on submittal package TG0300-284 directed BBII to shift two trestle piles (#69 & #72) out of pile exclusion zones (provided by Thornton Tomasetti in response to RFI T-0251.1). BBII worked to avoid these zones to the extent possible. However, in zone 4 the additional buttress shafts created further limitations on trestle pile locations and it was infeasible to completely avoid both the permanent structure and buttress. BBII is aware of the possibility of eliminating some of these additional buttress shafts but this will not resolve these specific conflicts. Due to the congestion in Zone 4 with both the pile exclusion zones and added buttress shafts, BBII requests an exception for trestle piles #69 and #72.					Requested exceptions will be granted for locations of trestle piles #69 and #72 in submittal TG0300-284. Prior to proceeding the GC is to confirm this has no cost impact to the TJPA or impact on other trades.		

T-0302	ISI Low Compression Strength for CLSM	Closed	07/31/2012	08/10/2012	08/10/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Jack Adams				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Please confirm the low compression strengths for the CLSM, in the ISI test results (attached), are acceptable. The CLSM was used for pre-trench backfill on Gridline A, First St. and Fremont St.					There is no compressive strength requirement for the pre-trench backfill Slurry (CLSM) chosen by the Trade Subcontractor in lieu of compaction of soils. This was confirmed with ARUP and per RFI 283/RFI 283.1.		
Please see attached ISI Test reports: 55606 Compression Test Report on A line between 18-19 lines, sampled 3/29/2012 55607 Compression Test Report on A line between 19-20 lines, sampled 3/30/2012 55608 Compressive Test Report on A line between 19-20 lines, sampled 4/4/2012 51399 Compression Test Report on A line between 19-20 lines, sampled 3/28/2012 56162 Compressive Test Report on A line between 25.2 - 25.5 lines, sampled 4/2/2012					1. TJPA Spec. 31-00-00 Earthwork requires pre-trenching to be backfilled and compaction with satisfactory materials, i.e., sand / soil.  2. These Slurry (CLSM) materials were allowed for backfill as a weak CLSM per RFI 283.  3. There is no project design/specification of ultimate compressive strength for these pre-trench backfill Slurry (CLSM).  4. The purpose of sampling the CLSM mix is to document the Slurry (CLSM) strength data only		
			A review of the ultimate strengths (attached and below) are consistent with the strength of compacted soils used for temporary backfill areas prior to completing the CLSM wall processes.				

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			Lab ID No.: 51396				
			TG03/IR 917				
			Mix FOA100CX	Central			
			35 Days 170psi				
			Lab ID No.: 51399				
			TG03/IR 933				
			MIX 400FLO Bode				
			90 Days avg. 180psi				
			Lab ID No.: 55600				
			TG03/IR 913				
			Mix FOA100CX	Central			
			39 Days avg. 130psi				
			Lab ID No.: 55606				
			TG03/IR 934				
			MIX 400FLO Bode				
			90 Days avg. >160psi				
			Lab ID No.: 55607				
			MIX 400FLO Bode				
			TG03/IR 935				
			90 Days avg. >160psi				



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			Lab ID No.: 55608				
			TG03/IR 949				
			MIX 400FLO Bode				
			90 Days avg. >160psi				
			Lab ID No.: 56162				
			TG03/IR				
			MIX 400FLO Bode				
			120 Days 160psi				
T-0303	BSE - Verizon Duct Bank at the First St Bridge	Closed	08/07/2012	08/17/2012	08/08/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Kirk Nielsen To: Turner Construction Compan Gary Krutsch			Answered By:Turner Construction Comp Stacy Wilson				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: Attached Photo			8/8/2012 Per Steve Cunningham, TCCO -				
Despite providing Verizon surveying, staking, and cutsheets, the Verizon duct bank at the North side of the First St. bridge was installed by others at the incorrect elevation (too low). Please confirm if additional utility supports will be required of TG03 or if others will be proforming the additional utility supports required for the Verizon duct bank.			Review attached drawing provided by BBli:				
			1. PB&A; First, Fremont, and Beale Street Temporary Bridges, Detail 1/SK 3105. Horizontal layout is provided, but not vertical layout for the PGE duct banks.				
			2. BBli letter number 4225-000-0316, dated 1/9/12, provided bottom elevation for Verizon duct bank at 12.57' and 13.40'.				
			Please provide as built elevations of all duct banks. Confirm PGE Phase 2 duct banks were installed with higher elevation at center of bridge.				



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T-0304	BSE - Inquiries with Regard to Proposed Beale St Bridge Atop East CDSM Wall	Closed	08/23/2012	09/02/2012	08/27/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Kirk Nielsen <b>To:</b> Turner Construction Compan      Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> On 8/22/12 Beale St. bridge submittal #TG0300-206 was returned to W/O marked not reviewed (Exhibit-A). Upon W/O's review of BBII's Beale St. bridge design W/O encountered the following inquiries relative to the CDSM wall:  1. BBII's bridge design relies on ARUP's RFI response #T-0209.3 (Exhibit-B). Please confirm ARUP's RFI response #T-0209.3 (Exhibit-C) is applicable as the basis of the design for the Beale St. bridge, given unlike First and Fremont Streets, the length of the Beale St. bridge is resting atop the East CDSM wall.  2. The decision to allow the North and South bridge abutments to be located atop the CDSM wall was predicated on the CR #T-025 load testing reference RFI #T-0209.4 (Exhibit-D). Given the testing was performed on different soldier piles (by others) and differing soil conditions between Zone-1 and Zone-4, is the load capacity derived from the CR #T-025 testing applicable given the different bridge location and configuration?  3. BBII's Beale St. bridge design relies on resting the length of the Beale St. bridge atop the East CDSM wall. As the designer of the CDSM wall, does ARUP endorse further loading of the East CDSM wall with the forces imposed by the Beale St. bridge?			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1. Arup's response to RFI T-0209.3 may be used as one part of the Contractor's basis of design. Arup will review the design for conformance with these recommendations. Note that our review is only for conformance with the geotechnical recommendations; review for constructability, pedestrian impact, OCS pole locations, impact (or lack of) on extension of the trainbox, etc. are by others.  2. Our design recommendations were not informed solely by the load testing results.  3. Arup does not endorse any design decisions made by the Contractor. We will review the design for conformance with our recommendations				

T-0304.1	BSE - Inquiries with Regard to Proposed Beale St Bridge Follow-Up	Closed	08/29/2012	09/08/2012	08/31/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Kirk Nielsen <b>To:</b> Turner Construction Compan      Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> In follow-up to RFI T-0304:  - From the response to question #2 of RFI T-0304 it is			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Arup's recommendations in RFI T-0209.3 may be applied to the east CDSM shoring wall.				



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understood that ARUP's design recommendations were not informed solely by the load testing results. However the original question remains, is the load capacity derived from the CR #T-025 testing applicable given the different bridge location and configuration?

- So the contractor can understand the parameters of what we are submitting, was the Shoring Wall Designed to withstand the loads imposed by the proposed Beale St. bridge?

The CDSM wall was not designed to support vertical loads, but we have estimated its vertical load carrying capacity and outlined this in our response to RFI T-0209.3. If the bridge bears on the wall, we recommend that the Contractor monitor the wall for movements.

<b>T-0305</b>	<b>BSE - Inquiries Regarding Proposed Beale St Bridge Relative to Below Grade Structure</b>	<b>Closed</b>	<b>08/23/2012</b>	<b>09/02/2012</b>	<b>08/27/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields <b>To:</b> Turner Construction Company      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				

**Co-Author:****REQUEST:**

Reference: TG0300-206 Beale St. Bridge Structural Design

On 8/22/12 Beale St. Bridge submittal TG0300-206 was returned to W/O marked not reviewed. In lieu of piers the proposed bridge relies on the eastern shoring wall for structural support along the bridge. As a result, the design utilizes the additional capacity of the internal bracing to restrain lateral loads imposed by the bridge.

Upon W/O's review of BBII's Beale St. bridge design W/O encountered the following inquiries relative to below grade structure:

-Do the below grade foundation walls as designed have the additional capacity required to support the lateral loads imposed by the proposed Beale St. bridge?

-Will the below grade foundation walls be required to achieve additional strength prior to removal of re-bracing as a result of the additional lateral loads in which they are subjected by the proposed Beale Street bridge?

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The Contractor shall demonstrate, through calculations and drawings, that the seismic load from the bridge has a complete load path from bridge to ground.



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T-0306	BSE - Pedestrian Connection Across the Construction Excavation at Beale St	Closed	08/23/2012	09/02/2012	08/29/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Fields To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Jack Adams				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: TG0300-221 BBI - Temp Bridges - Civil and Drainage Plan - Beale St					Accept Suggestion: <input type="checkbox"/>		
Contrary to specification section 01 53 13.1.2.A BBI's proposed Beale St. bridge utilizes an on-grade sidewalk for pedestrian travel though the parcel "Lot-N". Please confirm this is acceptable and that no other pedestrian connection across the construction excavation at Beale St. will be required for the entire required life of the bridge.					It is acceptable to install an on-grade sidewalk for pedestrian travel though the parcel "Lot-N" during the required life of the Beale Street Temporary Bridge.		
					Lot N is available for CM/GC use until the completion of Transit Center construction per Spec. 01-14-19.		
T-0307	Re - Bracing Drawings	Closed	08/23/2012	09/02/2012	08/24/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Stacy Wilson				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Spec. Section 31 55 00 Drawing S1-1112					Accept Suggestion: <input type="checkbox"/>		
In order to design the re-bracing BBI requests drawings for the Below Grade Package. Please provide these drawings on a CD in AutoCAD and PDF format.					Reference Specification Section 01 10 40, 1.6 C		
					This RFI has been rejected.		
T-0308	BSE - Phase 2 Extension During the Service Life of the Beale St. Bridge	Closed	08/27/2012	09/06/2012	08/29/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Fields To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Jack Adams				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
On 8/22/12 Beale St. Bridge submittal TG0300-206 was returned to W/O marked not reviewed.					Accept Suggestion: <input type="checkbox"/>		
In lieu of piers the proposed Beale St. Bridge relies on the eastern shoring wall for structural support. As a result of this configuration the eastern shoring wall located along grid line 35.25 will have to remain in place throughout the entire life of the bridge. Multiple contract documents including S1-2027 (Exhibit-A) elude to a "Phase 2" which extends the underground portion of the structure to the east of the existing shoring wall. Please confirm the verbal					The TJPA confirms that the phase two train box extension will not be constructed during the life of the Beale Street temporary traffic bridge.		



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direction that the "Phase 2" package will not be constructed during the life of the Beale St. bridge.							
T-0309	BSE - Traffic Control During the Construction of the Beale St. Bridge	Closed	08/27/2012	09/06/2012	08/29/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Fields		To: Turner Construction Company Gary Krutsch	Answered By: Turner Construction Company Jack Adams				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
At the 8/27/12 TJPA Traffic Coordination meeting Balfour Beatty presented a construction plan for the proposed Beale St. bridge. In violation of Specification Section 01 15 70-2 the construction plan included reducing Beale St. down to two available traffic lanes for an approximately six week duration. Please confirm if this is acceptable.				Contractor can temporarily reduce traffic lanes (including up to a full street closure) if they comply with Spec and SFMTA Blue Book requirements. Per Spec 01-15-70 TRAFFIC ROUTING WORK the Contractor would have to:			
				1. Submit a traffic control and detour plan.			
				2. Submit a STP Request - Special Traffic permit Request.			
				SPEC Section 01 15 70 TRAFFIC ROUTING WORK			
				Paragraph 3.5 SPECIAL TRAFFIC PERMIT			
				A. Contractor shall apply for a Special Traffic Permit from the SFMTA, if any deviation from the traffic lane requirements (time, width, etc.), as shown in these Specifications, is required. If SFMTA approves the issue of the Special Traffic Permit, the Contractor shall pay the required fee to SFMTA, as specified in the Blue Book, and obtain the necessary permit.			
				The STP request would need to be reviewed and may be approved by TJPA Reps and SFMTA/MUNI.			
T-0310	Clarification on Sump Pit Location	Closed	08/28/2012	09/07/2012	09/07/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Company Gary Krutsch	Answered By: Transbay Joint Powers Authority Edmond Sum				
Co-Author:							





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**REQUEST:**

RFI Ref: T-0251.3  
Spec. Ref: 31 00 00  
Drawing/Detail Ref: GT 2101, 2102, 2103

The current coordination drawing for sump pit locations, received in RFI response T-0251.3 (12/13/2011) do not correspond with the BSE contract drawing GT 2101, 2102, 2103. Please confirm the correct sump pit location.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Refer to ASI 97. Coordinate with the CMO for transfer of electronic files

<b>T-0311</b>	<b>Subgrade French Drains Along CDSM Wall</b>	<b>Closed</b>	<b>08/31/2012</b>	<b>09/10/2012</b>	<b>09/07/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.	Ural Yal	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc	George Metzger		

**Co-Author:****REQUEST:**

Spec. Reference: 31 00 00

In order to control surface water at final subgrade, Balfour Beatty would like the option of installing (a) trench drain(s) per the attached drawing as necessary around the perimeter of the excavation just prior to or once final subgrade is established. These trench drains will be filled with ¾" drain rock in accordance with specification section 31 00 00-3.16.A. These trench drains will be left in place during micro-pile installation and remain below the mud slab. Water will be pumped out of these trench drains using sump pumps and/or routed to dewatering wells in accordance with specification section 31 23 19. Please confirm that this is acceptable.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Installation of these drains is acceptable with regards to geotechnical engineering as long as it does not incur any additional costs to the owner.

Installation of these drains is not an appropriate mitigation for CDSM walls which are not watertight as specified in Section 31 56 13 Chapter 3.12 ACCEPTANCE CRITERIA, Item F. "Watertight" is defined in this same specification section as "no continuous running or seeping water from the shoring wall."

We have not reviewed this with regards to conflicts with non-geotechnical subgrade features.

<b>T-0312</b>	<b>Proximity Inquiry as to Beale St. Bridge Pile Location</b>	<b>Closed</b>	<b>09/19/2012</b>	<b>09/29/2012</b>	<b>09/20/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Kirk Nielsen	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Turner Construction Company	Stacy Wilson		

**Co-Author:****REQUEST:**

BBII's sheet 1/SH-2105 (BBII submittal TZ1030-015313A31.1) calls for the 48" diameter CIDH column to be located 21'-6" off 35-line along E-line. As per sheet A1-

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

RFI will not be responded to per submittal response TG0300-206 Temp Bridges- Beale Street Structural Drawings and Calculations.



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<div>2817 (TG06) the proposed location would obstruct, requiring redesign of the reinforcement, the construction of the structural wall separating the (2) deep pits depicted on 1/S1-3007 (TG06) in room B2761. The location of the pits and the wall separating the (2) pits were always depicted on S1-2027 (TG03). May the aforementioned CIDH column be located as proposed?</div>							
T-0313	Micropile Layout	Closed	09/13/2012	09/23/2012	09/20/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Documents Specification Section: 31 63 33 Drawings: ASI #0097				It is acceptable to use the first contractor-proposed approach (number 1), that of using the TG0600 documents for micropile layout and shifting the micropiles up to 4 feet, however such shifts will be subject to design verification and SEOR approval following our receipt of final proposed locations. Note that the shifting of micropiles shall adhere to submittal notes 2 and 3 on sheet ML-1 of Submittal TG0300-622.2 (TA1020-316333A12.2). Micropiles shall not be installed in the buttress shafts.			
Per 9/12/12 Turner BSE Progress Meeting, Adamsons Associates(AA) requested BBII to submit a RFI requesting distance tolerances for the proposed micropile layout relocations. Please see BBII's verbage below in response.				The alternative contractor-proposed approach (number 2), that of using the submittal (TG0300-622.2) layout and applying submittal notes 2 & 3 is not acceptable as the approach does not consider submittal note 1 (which addresses the density of micropile layout).			
The response comments provided to submittal TA1020-316333A12.2 (TG0300-622.2) for micropile stated that the submitted micropile layout was unacceptable, but that the micropile locations shown in the TG0600 (ASI 0097) documents are acceptable. The attached marked up coordination drawings show the locations of the TG0600 documents micropile locations compared to various overhead horizontal and vertical obstructions. The obstructions considered in this comparison include trestle pile and bracing; internal bracing struts, supports, and pin piles; bridge piles; and the buttress walls. The submitted micropile locations are also shown.							
The equipment that will be used to install the micropiles require 2.5 feet clearance from the center of the micropile hole to surrounding obstructions. The circles and arrows on the attached drawing indicate which micropiles do not have the required clearance and which direction of shift is preferred. The maximum shift is 4 feet, which occurs when a micropile is located directly below an internal bracing							



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	<p>strut.</p> <p>Please confirm that the micropile locations shown on the TG0600 documents are to be used for the micropile layout, and that a shift of up to 4 feet in the directions shown on the attached drawings is acceptable.</p> <p>As an alternative, BBII would prefer to use the submitted layout which has fewer conflicts. Micropiles would be eliminated or added per notes 2 and 3 respectively on sheet ML-1 of the returned submittal. The submitted micropile layout contains 1858 each micropiles. The TG0600 documents contain 1860 each micropiles. By eliminating piles per comments 2 and adding piles per comment 3, the total quantity would be approximately the quantity in the TG0600 documents.</p> <p>Please confirm which of the two alternative approaches to micropiles layout is acceptable, or if both approaches are acceptable.</p>						



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T-0314	Permit Clarification	Closed	09/14/2012	09/24/2012	09/19/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome			<b>To:</b> Turner Construction Compan   Gary Krutsch				
<b>Co-Author:</b>			<b>Answered By:</b> Turner Construction Comp; Jack Adams				
<b>REQUEST:</b> Reference Specification: 01 14 10 - 2 1.2A  Pursuant to specification section 01 14 10 - 2 1.2A, the Contractor is directed to obtain permits from the San Francisco Department of Building Inspection(DBI) for work including, but not limited to: Excavation, Structural, Architectural, Mechanical, Plumbing, and Electrical.  To date TJPA has been acting as the permitting authority, and has distributed permits for work contracturally required to be authorized by the DBI.  Please confirm that W/O is to obtain these permits through the TJPA, not the DBI.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This RFI is based on an incorrect reading of the Specification by the Contractor. Paragraph 1.2 states ¿ Application for permits, regulatory permissions, approvals, and request for compliance inspections shall be performed as follows and in accordance with Appendix A of this section (01 14 10/APA) and as stipulated in Section 00 07 00, General Conditions.¿  - Refer to specification 01 14 10/APA regarding application for permits.  - Specification section 01 14 10 Paragraph 1.2A actually requires the Contractor to obtain approvals from the San Francisco Department of Building Inspection, not permits.		
<hr/>							
T-0315	Performance Test Micropile Layout	Closed	09/17/2012	09/27/2012	09/27/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Ural Yal			<b>To:</b> Turner Construction Compan   Gary Krutsch				
<b>Co-Author:</b>			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Reference Specification: 31 63 33 Reference Drawing: S1-2022  Drawing S1-2022 shows the Zone 1 performance test micropile on gridline E near gridline 2. BBII proposes to locate the Zone 1 test piles per the attached sketch. More than 1 test pile will be installed at this location. The additional test piles are to be installed at BBII's option for verification of design assumptions. They will be installed at no additional cost and will not take the place of any other test piles in other zones. Please confirm that it is acceptable to install the performance test micropiles at the locations shown on the attached drawing.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It is acceptable to locate Zone 1 test pile and additional (at no additional cost) Zone 1 test piles in test pit area defined in attached RFI sketch. These micropile performance tests will only satisfy one of the required micropile tests in the specification.		
<hr/>							
T-0316	Becho's Request for Modification of Shafts T3.5 and T4.5	Closed	09/20/2012	09/30/2012	09/21/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Ernie Cortez			<b>To:</b> Turner Construction Compan   Gary Krutsch				
<b>Co-Author:</b>			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				



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	<b>REQUEST:</b> Specification Reference: 31.63.29 Drawing Reference: GT-2201  Reference attached Becho Letter BI-0271.  Becho recognized that the shaft installed on 9/13/12 (believed to be T3.5) was poured in the location of Buttress shaft T2.5. Attached is Becho's proposal to rectify the installation of Buttress Shaft T2.5.  Please confirm that Becho's proposal is acceptable.	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>  This is acceptable. However, the shafts shall be placed symmetrically as shown on the drawings. That is, the overlap of the primary and secondary shafts shall be the same at each side. The Contractor's proposal to shift shaft T3.5 to the north is not acceptable.		
<b>T-0317</b>	<b>Demolition and Excavation Limit Associated with the Sub Grade</b>	<b>Closed</b>	<b>09/21/2012</b>	<b>10/01/2012</b>	<b>09/27/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Joe Chapman		<b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc      George Metzger			
<b>Co-Author:</b>							
	<b>REQUEST:</b> Reference Specification: 31-00-00 Reference Drawings: GT-2101, D-5100, S1-2022, M1-2022  Drawings D-5100 shows the demolition depth of the Test Buttress Shaft to EL -41.5', and the demolition depth of the 80 Natoma Piles to EL -44.5'. Please confirm that these elevations are sufficient for future trades, and slab depressions.	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>  The Contractor shall coordinate the depth of cutting / removal with the depth of earthwork required for mat slab depressions and / or the geothermal loop piping. The top of the Test Buttress Shafts shall be that required to receive the geothermal piping; the top of the 80 Natoma Piles shall be at least 1'-0" below the bottom of the geothermal piping.		
<b>T-0317.1</b>	<b>BSE -Demolition and Excavation Limit Associated with the Sub Grade Follow-Up</b>	<b>Closed</b>	<b>10/01/2012</b>	<b>10/01/2012</b>	<b>10/09/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields		<b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc      George Metzger			
<b>Co-Author:</b>							
	<b>REQUEST:</b> BSE Drawing M-0006 states that GHEX piping loops will be installed 12" below the mud slab.  Below Grade Drawing M-0006 (Issued with FO T-00010 R2) states that GHEX piping loops shall be installed 24" below the mud slab, drop in elevation with the contours of any	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>  Demolish the drilled shaft prototype and the 80 Natoma shoring wall to 3'-0" below the subgrade elevation / bottom of mat elevation shown on the below grade package drawings.		



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depressions while maintaining 24" of depth, and offset where required around Micropiles and Trestle Piles.

BSE Drawing D-5100 dictates a specific demolition depth of - 41.5' for the Drilled Shaft Prototype and - 44.5' for the 80 Natoma shoring wall.

Given the disparity above and the revision to pit locations within FO-00010 R2 W/O has detected the following conflicts to Geothermal Piping Loops:

- 80 Natoma Shoring wall with Pit location at Gridline H-2 ( - 44' - 9' Final Subgrade Elevation)

- Drilled Shaft Prototype ( - 41' - 5" Final Subgrade Elevation)

Please specify a specific grade to demolish the aforementioned obstructions in order to avoid the GHEX piping loops and advise as to any additional conflicts.

<b>T-0317.2</b>	<b>BSE - Buttress Demolition Limits Relative to Sub Grade Elevations</b>	<b>Closed</b>	<b>10/15/2012</b>	<b>10/25/2012</b>	<b>10/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.	Joe Chapman	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Arup		Kevin Clinch	
<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
Please confirm that the demolition elevation limits within the response to RFI T-0317.1 also apply to the Zone 4 buttress shafts.				This is correct.			

<b>T-0317.3</b>	<b>BSE - Demolition of 80 Natoma Wall and Prototype Buttress Shafts</b>	<b>Closed</b>	<b>12/19/2012</b>	<b>12/26/2012</b>	<b>01/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Turner Construction Company	Jack Adams		
<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			



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	<p>Specification Reference: 02 41 01 Drawing Reference: D-2210</p> <p>Demolition of the prototype shafts and the 80 Natoma CDSM wall are required in order to allow clearance for the geothermal piping. BBII proposes to only demolish portions of these structures which would interfere with the geothermal piping. The prototype buttress shafts would be demolished to elevation -41.42 with depressions cut out where the piping crosses. The 80 Natoma CDSM wall would be demolished to allow the piping to be installed. The CDSM piles would be otherwise cut off 4" below mud slab subgrade. See attached sketches.</p> <p>Please confirm this is acceptable.</p>				<p>No. The excavation limits for BSE contractor 80 Natoma/Buttress prototype and CDSM prototype are to be demolished to a depth of -44'.5 in their entirety.</p> <p>The demolition limits for BSE contractor are to be per contract. REF: BSE Drawing D-2210 and RFI 317.3 response.</p> <p>CSM Prototype shoring wall -44'.5 +/- See D-2210 Note 10 for the entire length CDSM 80 Natoma shoring wall -44'.5 +/- See D-2210 Note 11 for the entire length 80 Natoma Piles -44'.5 +/- See D-2210 Note 11 for the entire length Buttress prototype shafts -44'.5 +/- See D-2210 Note 9: This is CHANGED from -41.5' (CR forthcoming) and is now to be demolished to a depth of -44'.5 for the entire length per this RFI series.</p> <p>Additional Costs associated with ASI No. 0099 Field Order 08-04-CMGC-000-T-00014 which updated pit depths and locations impacting the Mat Slab (Transmitted to WOJV on 12/12/12) are a separate issue than this RFI.</p> <p>REFERENCES:</p> <p>BSE Drawing D-2210 and RFI 317.3 response. BSE RFI 317.3 response. BSE Drawing set Detail 5/S1-3003.Tolerances of final subgrade is +/- 0.5" per BSE Spec. 31-00-00 Para 3.17 ASI No. 0099 was issued to WOJV on 12/12/12 as Field Order 08-04-CMGC-000-T-00014 with updated pit depths and locations impacting the Mat Slab. BGP Contractor Submittal Geothermal Piping TG0601-009 and BGP Trenching Spec. 31-23-34</p>			



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	<p><b>REQUEST:</b></p> <p>Reference RFI: T-0317.1, T-0317.2</p> <p>Please confirm that demolition and excavation in areas of buttress shafts in Zone 4 shall be at the final subgrade elevation of 41' - 5". The Geothermal Subcontractor shall provide demolition and excavation for their geothermal piping in accordance with specification section 31 23 34.</p>	<p><b>SUGGESTION:</b></p>	<p><b>ANSWER:</b></p> <p><b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>ARUP Response:</p> <p>Confirmed that Zone 4 Buttress removal area final subgrade elevation of 41' - 5" per BSE Contract drawing GT-2103.</p> <p>Which Subcontractor provides "demolition and excavation for geothermal piping" is a CM/GC coordination issue.</p> <p>NOTE:</p> <p>1. Subgrade elevation of pits is per BSE Contract drawing GT-2103 as modified by FO T-00010 R2.</p> <p>2. Demolition and excavation depths for geothermal piping is not found in specification section 31 23 34.BGP Contract drawing 4/M1-5002 and notes on BGP Contract drawing M-0006 provide detail on geothermal piping depths.</p>				
T-0318	Verification of Sump Pit and Elevator Pit Locations and Dimensions	Closed	09/24/2012	10/04/2012	09/25/2012	Potentially	<input type="checkbox"/>
<p><b>From:</b> Balfour Beatty Infrastructure, Inc. Jeff Molloy</p> <p><b>To:</b> Turner Construction Company Gary Krutsch</p> <p><b>Co-Author:</b></p>		<p><b>Answered By:</b> Turner Construction Company Stacy Wilson</p>					
	<p><b>REQUEST:</b></p> <p>Reference Specification 31 00 00</p> <p>The Below Grade Package drawings identify the depression required in the sub grade for future construction of elevator pits and sump pits. The below grade package drawings do not correspond with the Buttress, Shoring and Excavation (BSE) contract drawings for the location depth and size of the elevator and sump pits.</p> <p>Please confirm the TG06 drawings supersede the TG03 drawings and should be used for construction.</p>	<p><b>SUGGESTION:</b></p>	<p><b>ANSWER:</b></p> <p><b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>The intent of releasing TGO600 drawings to the CM/GC was solely for coordination purposes between the Below Grade and Buttress/Shoring/Excavation trade packages.</p> <p>Please proceed accordingly</p>				





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T-0318.1	Verification of Sump Pit and Elevation Pit Locations and Dimensions	Closed	10/03/2012	10/13/2012	10/03/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Jeff Molloy <b>To:</b> Webcor Construction LP Joanne Filipas <b>Answered By:</b> Webcor Construction LP Joanne Filipas							
<b>Co-Author:</b>							
<b>REQUEST:</b> Previous response to RFI 309 does not provide the information required for BBII to proceed. It is BBII intent to commence excavating sump and elevator pits per the initial Buttress, Shoring and Excavation contract drawings, unless clearly directed otherwise.  Please provide most current drawings that indicate elevator and sump pit locations.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to Field Order 10R2.			
T-0319	CDSM Connection to Waler Breaks	Closed	09/25/2012	10/05/2012	10/01/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Dean Wallahan <b>To:</b> Turner Construction Company Gary Krutsch <b>Answered By:</b> Turner Construction Company Jeff Thiel							
<b>Co-Author:</b>							
<b>REQUEST:</b> Pursuant to 9/25/12 2:34pm W/O / TCCO telephone conversation, please find attached BBII's RFI-314 Project RFI T-0319 CDSM Connection to Waler Breaks.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Due to file size response is attached.			
T-0319.1	Request for evaluation of necessity of Northwest corner channels levels C&D.	Closed	10/10/2012	10/20/2012	10/11/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Krutsch <b>Answered By:</b> Adamson Associates, Inc George Metzger							
<b>Co-Author:</b>							
<b>REQUEST:</b> During the 10/10/12 MRP meeting ARUP indicated channels, pursuant to RFI response #T-0319, were not required at the Northwest corner levels C&D. Please confirm.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This is correct.			
T-0320	BSE - Ground Level Structural Beams at Gridlines 34 and 34.8	Closed	09/25/2012	10/05/2012	10/02/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP David Fields <b>To:</b> Turner Construction Company Gary Krutsch <b>Answered By:</b> Adamson Associates, Inc George Metzger							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: 100% Superstructure Package Drawings S1-2307, 1/S1-3206		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> S1-2307 calls out beam elevations on 1/S1-3662 and 1/S1-3663. Beam sections with dimensions are included on these elevation sheets.			



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To coordinate the location of the Beale St. Bridge with future work please provide the dimensions for the Ground Level structural beams located at Gridlines 34 and 34.8.

<b>T-0321</b>	<b>Additional Excavation and Bracing Constraints at A Line and 301 Mission</b>	<b>Closed</b>	<b>09/26/2012</b>	<b>10/06/2012</b>	<b>10/05/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Dean Wallahan			<b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	

**Co-Author:**

**REQUEST:**

Pursuant to discussions with ARUP at the Turner weekly meeting held on September 12, 2012, BBII is requesting the following information regarding the additional excavation and bracing requirements along the A line adjacent to the western and eastern edges of 301 Mission:

-Limits of the work

-Sequence of demolition, excavation and bracing (water and struts). ie .. do we excavate for installation of one strut or water at a time or can we expose more than one strut or water location concurrently.

-Wall support details, for example there were discussions as to maintaining a soil berm between different stages of the work. Please provide the width, height and length of berm or other support needed.

-Length of exposed wall area and duration of exposure

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Due to file size please find the response attached.

<b>T-0321.1</b>	<b>Additional Excavation and Bracing Constraints at A Line and 301 Mission</b>	<b>Closed</b>	<b>10/10/2012</b>	<b>10/20/2012</b>	<b>10/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc. Dean Wallahan			<b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	

**Co-Author:**

**REQUEST:**

BBII would like to confirm the following direction received at TCCO's weekly meeting on October 10, 2012 in regards to the limits of the berm and sequence of work referenced in the response to RFI T-0321.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The sequencing of activities proposed by the Contractor adequately addresses our concerns regarding the Contractor's means and methods which in the other portions of Zone 3 have caused over 1.5



**Co-Author:**



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	place an earth berm to elevation +10.00, extending 25 feet from the face of the CDSM wall into the excavation and having a 3:1 slope at the southern hinge point of the berm.						
	Bracing: Walers 24 and 48 as well as Struts 49 and 50 will be installed within a 6 working day window to address ARUP's concern of overexposure from the Millennium's Building's foundation pressure on the CDSM wall. During the installation of these walers and struts the berm as described in the demolition section above will remain between CDSM beams 260 and 271 until completion of the bracing of walers 24 and 48 and struts 49-50. The sequence will be repeated for installation of walers 25 and 49 as well as struts 51 and 52 with the exception of the earth berm easterly limit will be CDSM beam 276 (centerline of buttress A line pile).						

T-0322BSE - Dewatering Pipe Termination at System RemovalClosed10/03/201210/13/201210/08/2012Potentially ☐

From: Webcor Construction LPDavid FieldsTo: Turner Construction Compan Gary KrutschAnswered By: Adamson Associates, Inc George Metzger

Co-Author:

REQUEST:Upon system removal, specification 31 23 19 (BSE Documents) requires the contractor to fill dewatering pipes with grout, cut, and cap to an elevation 36" below subgrade. Sheet A1-8711 (Below Grade Documents) shows in detail the final configuration of the dewatering pipes and requires that they are capped at 8" below Top of Mat Slab elevation.

SUGGESTION:

ANSWER:Accept Suggestion: ☐  
Contractor shall follow the details on sheet A1-8711 of the Below Grade Package.

Will Cutting and Capping of the dewatering pipes be required at 36" below subgrade?

Assuming the dewatering pipes will be cut and capped at 8" below Top of Mat Slab elevation:  
Is it acceptable to have a void space in the abandoned

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<div>dewatering pipes between the grout terminating 36" below subgrade elevation to the Bentonite at 14" below top of mat slab?</div>							
T-0322.1	BSE - Dewatering Pipe Termination at System Removal Follow-Up	Closed	10/08/2012	10/18/2012	10/10/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> In follow up to RFI T-0322:  Upon dewatering system removal BSE Specification 31 23 19 3.9 requires that abandoned piping be filled with grout to an elevation of 36" below subgrade elevation consistent with the originally specified cut and cap elevation. Below Grade Drawing A-8711 does not specify a grout requirement for the dewatering pipes.  Is it acceptable to have a void space in the abandoned dewatering pipes between the grout terminating 36" below subgrade elevation to the Bentonite at 14" below top of mat slab consistent with the current contract documents?		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> No, a void space is not acceptable. The abandoned dewatering pipes are to be grout filled per specification 31 23 19. Follow detail 6/A1-8711 for dewatering pipe steel sleeve, waterproofing and mat slab block out. When the dewatering system is removed, the dewatering pipes are cut off, fully grouted to bottom of the block out and bentonite installed for the last 4" to the top of the sleeve. The a steel cap assembly is welded to the top of the sleeve and the mat slab block out grouted.				
T-0323	Modification of E-line Due to Shortened Shaft E3	Closed	10/03/2012	10/13/2012	10/03/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Balfour Beatty Infrastructure, Inc.      Ernie Cortez <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Arup      Stephen McLandrich				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference attached Becho Letter BI-0282.  An obstruction, believed to be the abandoned D3 casing was encountered during the excavation of Buttress Shaft E3. Please see attached proposal from Becho. We are requesting an expedited response, preferably by 3:00PM 10/3/12.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The plan outlined in Becho Letter BI-0282 is acceptable.				



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T-0323.1	BSE - Modification of E-line Due to Shortened Shafts	Closed	10/22/2012	11/01/2012	10/24/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Due to Buttress Shafts D1, E1, and E3 all being installed prior to Bedrock please confirm what if any further action is required.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
			ARUP Response:  Install "E4" with the 18" overlap on shaft E3. Place 6000 psi mix (#960PC3Z3).  Additional instruction regarding shaft D1 and possible augmentation of shaft E1 will be forthcoming pending analysis				
<hr/>							
T-0323.2	Modification of E-Line Due to Shortened Shaft E3	Closed	10/25/2012	11/04/2012	10/26/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Per discussion at 10/25/12 Daily Buttress Meeting, please verify as to whether or not rebar needs to be installed in shaft E4.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
			Rebar does not need to be installed in shaft E4.				
<hr/>							
T-0323.3	Modification of E-Line Due to Shortened Shafts	Closed	10/25/2012	11/04/2012	10/29/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: GT-2201 Reference Specification: 31.63.29  Per RFI T-0323.1 Shaft E4 has been added with an 18" overlap on Shaft E3.  BBII considers drilling E4 tangent to E3 in order to avoid casing left in D3.  Please advise.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
			Install shaft as previously directed.				
<hr/>							
T-0323.4	BSE - Confirmation of Buttress E-4 Installation	Closed	01/17/2013	01/27/2013	01/18/2013	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP Kirk Nielsen <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Webcor Construction LP Robert Kjome				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: GT2201  Please confirm the verbal direction given after the 1/17/13 8:30 Buttress Meeting that shaft E-4 is to be tangential rather than secant as described in RFI response #T-0323.1.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed. Supplemental shaft E-4 shall be install tangential to shaft E-3, with full penetration into bedrock, and with 6 ksi concrete.		

<b>T-0324</b>	<b>BSE - Field Order T-00010R2 - Clouded Revisions</b>	<b>Closed</b>	<b>10/04/2012</b>	<b>10/14/2012</b>	<b>10/15/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Joanne Filipas <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Turner Construction Company Stacy Wilson				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Field Order T-00010R2, TJPA CADD Standards Manual dated 15Nov10 and Sheet A1-8711 attached.  Field Order T-00010R2 included the TG06 Below Grade IFC drawings and specifications. It is unclear what revisions are to be incorporated by the TG03 contractor as the revised drawings do not include revision blocks and clouds consistent with the TJPA CADD Standards. For example, sheet A1-8711 (attached) was Issued For Construction with the TG03 BSE package. The revisions to this drawing through the design development and issuance with the TG06 bid/construction set are not clouded and the revision block does not include all previous revision descriptions. The revision block on the final Issued for Construction drawing should read as follows and all changes from the Rev 0 IFC issuance should be clouded in accordance with the TJPA CADD Standards:  No Date Description A0 12/10/2010 Issued For Construction - Buttress/Shoring/Excavation AA 4/18/2012 Issued for Bid - Below Grade Package AB 8/17/2012 Issued for Bid - Below Grade Package - Addendum #2 A1 8/30/2012 Issued for Construction- Below Grade Package			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The Issued For Construction drawings and specifications adhere to the TJPA CADD standards. Revision blocks and clouds are not used between Issued for Construction and Issued for Bid drawings. Furthermore, [For Reference Documents] may not require revision blocks and clouds; refer to Figure 6-1 of the TJPA CADD standards manual regarding SD and DD revision sets as an example. Contact the TJPA engineering staff regarding proper interpretation and use of the TJPA CADD standards. A workshop can be offered for project participants to provide clarity in drafting and CADD requirements.		



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<p>Please confirm any previously issued IFC drawings that have since been revised will be re-issued consistent with the TJPA CADD standards. Also, please confirm all packages going forward will be in accordance with the TJPA CADD standards revision provisions.</p>							
T-0324.1	Field Order T-00010R2 - Clouded Revisions	Closed	10/17/2012	10/27/2012	10/23/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Kirk Nielsen		To: Turner Construction Company Gary Krutsch	Answered By: Turner Construction Company Stacy Wilson				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
In follow up to RFI response #T-0324 and the 10/17/12 BSE meeting it was clarified by AAI that what W/O was requesting in RFI #T-0324 was actually a "revision set for TG03". Please provide.		Per Ed Sum, TJPA: "No"					
T-0325	BSE - Excavation Sequence Relative to Installation of Struts 10 & 11	Closed	10/05/2012	10/15/2012	10/11/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
In an effort to expedite the installation of struts 10 & 11 at level D to help reduce eastward movement of the A-line wall, BBII proposes the following:		We cannot respond to this RFI as the sketch shows an unsafe slope at the excavation.					
Excavate to level D for struts STD-10 and STD-11, and notch along the wall so that waler WD-05 may be installed, leaving the berm present beyond the notch. Excavate on the south side to the end of waler WD-67. Excavation to install strut STD-12 will proceed once enough struts have been installed at level C to advance the level D excavation to strut STD-12 per the specifications.							
A sketch has been attached for reference. Please confirm this is acceptable.							
T-0326	Available Power Source for First Street Traffic Signal	Closed	10/15/2012	10/25/2012	10/19/2012	Potentially	<input type="checkbox"/>





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<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Turner Construction Comp Jack Adams
<b>Co-Author:</b>			
<b>REQUEST:</b> First Street Bridge Temporary Traffic Signal is due to be activated on 10/24/2012. The traffic signal controller cabinet requires electrical power to activate the signal. Being that BBII will not be drawing power off site temporary power (Skids 3 and 4), please advise and provide direction for the use of an available power source.		<b>SUGGESTION:</b>	
		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Specification 01-53-13 for Temporary Bridge does not require Traffic Signals at Trestle/Bridge intersection.  Existing Traffic Control (Cristy Box) infrastructure available in the north sidewalks of both First and Fremont Street. These are the closest traffic control infrastructure from the Temporary Bridges with conduit/boxes that contained previous traffic control signal wiring. There is also existing Traffic Control (Cristy Box) infrastructure available at the intersection with Howard Street.  First Street Bridge: WOJV Contract (RUP Project) did remove and salvage traffic signaling equipment and protected the infrastructure (boxes, conduits under sidewalk). Refer to RUP Drawing U-3301. Therefore believe it is in Webcor/BBII's scope to determine the best available power source.  Fremont Street Bridge: WOJV Contract (RUP Project) did remove and salvage traffic signaling equipment and protected the infrastructure (boxes, conduits under sidewalk). Refer to RUP Drawing U-3302. Therefore believe it is in Webcor/BBII's scope to determine the best available power source.  All work performed shall meet Specifications particularly with regard to sidewalk and street restoration upon install of underground electrical (conduits etc.)	

T-0327	GRD - Ground Rod Placement	Closed	10/16/2012	10/26/2012	10/31/2012	Potentially	<input type="checkbox"/>	
From: BASS Electric	Jerry Brys	To: Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc				George Metzger
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
There are no dimensions shown for placement of the ground rods. Should we scale off the drawings or will a drawing be produced reflecting dimensions?				The placement of the ground rods and the ground ring does not require exact dimensioning. The ground rods are regularly spaced around the building perimeter at the building column lines approximately forty five feet on center. The rods are shown approximately two feet				



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inside the foundation wall, but they can be closer to the foundation wall if the layout is coordinated with the geothermal system piping, micropiles and foundation wall supports.

Per Section 26 05 01, provide Contractor's Coordination drawings for review.

T-0328	BSE - Re-Bracing Elevations	Closed	10/17/2012	10/17/2012	11/01/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Fields	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc		George Metzger
Co-Author:			SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>
REQUEST:		Drawing GT-1112 stage 13 shows a maximum of 16' or 17' between level B struts and the lower level of rebracing. For Case West, level B supports are at elevation -3 ', resulting in the lower level of rebracing supports at elevation -20'. Internal bracing drawing sheet SH-4000 shows W21 strut support members on the underside of level C bracing. In order to install the lower level rebracing and accommodate the existing level C bracing, the lower level bracing will need to be installed at elevation -22'.				Constructructability issues shall be reviewed by Webcor / Obayashi. This is acceptable pending review of submittal.		
Similarly, the top level of rebracing is called out in stage 15 to be 3' below level A bracing. Top level rebracing will need to be 5' below level A bracing in order for struts to be clear of the overhead strut supports.								
Please confirm that the 17' and 16' maximum dimensions in stage 13 and 3' maximum dimension in stage 15 will not be required if the rebracing design calculations show that it is acceptable.								

T-0329	BGP - Proposed Construction Joint Layout		Closed	10/24/2012	11/03/2012	10/31/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc			George Metzger
Co-Author:									
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>			
Reference sketches: SCCI #1, SCCI #2				Proposed construction joint between gridlines G & K					



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Reference Drawing: S-0007  
Reference Specification: 03 30 20

Per note CJ-2 on sheet S-0007 No horizontal construction joints will be permitted unless specifically shown in the drawings or approved in writing. Please confirm that the longitudinal construction joint shown between gridlines G and K is acceptable as it follows the micropile construction sequence and it will help the schedule with re-bracing in the Southwest Corner.

(assumed to be along grid J) is acceptable for the mat and Lower Concourse slab, however, please note the following comments:

1. Proposed construction joint(s) is not a horizontal joint.
2. Mat Pour Layout:
  - a) Per spec 03 30 20 3.2.B.1, joints in slabs "...shall be located within the central third of the span."
  - b) Per spec 03 30 20 3.2.A.4 "Foundation wall, lower concourse floor slab, and ground floor construction joints shall align with the location of the mat slab joint below."
3. Lower Concourse Pour Layout:
  - a) Per spec 03 30 20 3.2.A.4, max spacing of construction joint in Lower Concourse slab is 60 ft.
  - b) See comment 2a.
  - c) See comment 2b.
4. These proposed construction joints shall be included in a submittal per specifications.

T-0330	BSE - Mud Slab Vapor Retarder	Closed	10/30/2012	11/09/2012	11/09/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				

Co-Author:

REQUEST:

Reference Drawing : A1-8711 S1-3003  
Reference Specification: 03 30 00

Specification 03 30 00.3 .I.E, Vapor Retarder Placement:  
See Division 7, Thermal and Moisture Protection, describes installation of vapor retarder. Specification 03 30 00.3 .4.A.13 states "Place vapor retarder directly below slabs on grade as specified in contract documents."

Vapor retarder is not referenced on Detail 5, Mud Slab Detail, on sheet S1-3003, or on any of the slab penetration details on sheets A1-8711 and S1-3003 .

SUGGESTION:

ANSWER: Accept Suggestion: ☐

Vapor Retarder is not required for the Mud Slab.



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Please verify whether or not vapor retarder is required.							
T-0331	BGP - Geothermal Maximum Horizontal Loop or Ground Loop Zone Length	Closed	10/31/2012	11/10/2012	11/05/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Fields	To: Turner Construction Compan		Gary Krutsch	Answered By:Turner Construction Comç Gary Krutsch	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference: 23 57 34				Accept Suggestion: <input type="checkbox"/>			
Please confirm that there is no restriction on GHEX Horizontal Loop or Ground Loop Zone length.				There is no maximum length for the headers. Most headers should be roughly the same length, the headers are set up in reverse return fashion to allow for self-balancing of the loops. All headers will ultimately be balanced at the entrance to building allowing for some variation in header length to accommodate building entrance locations.			
				All loops on a single header should be the same length. The number of loops attached to a single header has been limited to 10.			
T-0332	BSE - Micropile W203 Relocation	Closed	11/01/2012	11/11/2012	11/02/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Micropile 203 as laid out is too close to a piezometer well. BBII proposes moving pile W203 East 4'-9.5" and South 1 '-.75". See attached sketch.				Accept Suggestion: <input type="checkbox"/>			
Please confirm this is acceptable.				Thornton Tomasetti does not object to moving Micropile 203 as proposed.			
T-0333	BSE - Utilization of the Mat Slab for Re-Bracing Reactions	Closed	11/01/2012	11/11/2012	11/07/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Fields	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			



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	Is utilizing the mat slab for re-bracing reactions (via rackers) acceptable provided it meets the provisions set forth within 31 55 00 1.5 Q in regards to connections, penetrations, imbeds, and restoration?				<b>Accept Suggestion:</b> <input type="checkbox"/>		
					Structurally, it is acceptable to utilize the mat slab for re-bracing provided provisions in specification article 1.5.Q are met as well as specification article 1.5.R, which shall also apply for the mat (i.e. reactions shall not exceed capacity of mat). Submit re-bracing for review per submittal process, including calculations that show reactions onto permanent structure do not exceed capacity of permanent structure.		
					Contractor shall outline to TJPA if there will be a cost and schedule reduction for this Proposed Alternate. Contractor shall outline any permanent impact on the finished building related to this proposal. See specification requirements regarding Proposed Alternates.		
					Contractor shall submit further information on this Proposed Alternate for review prior to full acceptance of this direction.		
<hr/>							
T-0333.1	BSE - BSE - Utilization of the Mat Slab for Re-Bracing Reactions Follow-Up	Closed	11/07/2012	11/17/2012	11/13/2012	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	David Fields	To:	Turner Construction Compan	Gary Krutsch	Answered By:Webcor Construction LP Robert Kjome	
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Response to RFI T-0333 stipulates that the contractor:			VOID				
"..submit further information on this proposed alternative.."							
This statement implies that the utilization of the mat slab for rebracing reactions is a deviation from what is required by contract. Please identify the primary method the rebracing design is to employ in order resist gravity, seismic, or other additional loading to be resisted and/or provide restraint against buckling, torsion, or other function as necessary per the design to provide required capacities of elements.							

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T-0333.2	BSE - Utilization of the Mat Slab for Re-Bracing Reactions Follow-Up	Closed	11/09/2012	11/19/2012	11/20/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> RFI T-0333 inquired if utilizing the mat slab for re-bracing reactions was acceptable provided it meets the provisions set forth within 31 55 00 1.5 Q in regards to connections, penetrations, imbeds, and restoration.  The response stated that structurally it was acceptable provided the contractor outline if there will be a cost and schedule reduction pursuant to the specification requirements for "Proposed Alternatives". W/O is unable to locate a specification provision for "Proposed Alternatives" in the TG03 or TG06 contract documents.  Is utilizing the mat slab for rebracing reactions acceptable pursuant to the TG03 or TG06 contract documents?  If acceptable, please identify the specification section for "Proposed Alternatives" within the TG03 or TG06 documents so cost and schedule reduction proposals can be provided pursuant to the applicable requirements.  Additionally, please identify the TG03 and/or TG06 contract requirements for secondary bracing (31 55 00 1.3D) geometry.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> TT Response: As stated in the original RFI T-0333 response, "...specification article 1.5, which shall also apply for the mat (i.e. reactions shall not exceed capacity of mat). Submit re-bracing for review per submittal process, including calculations that show reactions onto permanent structure do not exceed capacity of permanent structure."  URS Response: If the load capacities to be provided by re-bracing elements are less than the design loading for bracing elements removed, then specifically identify this in the re-bracing submission. Any reduction of this loading requires specific explanation and specific review and approval.			
T-0334	BGP - Catch Basin Elevation at Gridlines 14 and B.3.	Closed	11/01/2012	11/11/2012	11/02/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Fields <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: A1-2814  Please provide the elevation for the catch basin located along gridlines 14 and B.3.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> At gridline 14 and B.3, Catch Basin Elevation is TOC - 37'-8" and the adjacent Sump Pit Elevation is TOC - 39'-8".			
T-0335	BGP - Contract Bury Bar for Support	Closed	11/05/2012	11/15/2012	11/10/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							



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	<div><div>REQUEST:</div><div>Reference Specification: 03 30 00</div><div>Please confirm it is acceptable to displace a top mat 4th layer contract reinforcing bar and a bottom mat 2nd layer contract reinforcing bar one bar diameter every 6' - 0" +/- oc to support the mat reinforcing. A sketch is attached for reference and to graphically represent the proposed bar configuration.</div></div>	<div><div>SUGGESTION:</div></div>			<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>It is not acceptable to displace/deviate mat rebar from contract layout.</div><div>NOTE: The RFI sketch does not graphically represent the orientation of mat reinforcement. See "Mat Bottom Rebar Notes" on S1-2022 and "Mat Top Rebar Notes" on S1-2052 as well as detail 3/S1-3005 for orientation of layers of mat reinforcement.</div></div>		
T-0336	BGP - Wall Dowels Standard Hooks	Closed	11/05/2012	11/15/2012	11/10/2012	Potentially	<input type="checkbox"/>
	<div><div>From:</div>Webcor Construction LPRobert Kjome</div>	<div><div>To:</div>Turner Construction CompanyGary Krutsch</div>			<div><div>Answered By:</div>Adamson Associates, IncGeorge Metzger</div>		
	<div><div>Co-Author:</div></div> <div><div>REQUEST:</div><div>Reference Specification: 03 20 00</div><div>Reference Drawings: S1-3201</div><div>Contract drawing S1-3201, Section 1 depicts the #11 vertical wall dowels with a terminator, typ. embedded into the mat foundation rather than a standard hook. Shimmick is requesting the option to utilize a #11 standard hook (1' - 7") orientated inward or a terminator as shown at these locations. Please verify that either option is acceptable for use.</div></div>	<div><div>SUGGESTION:</div></div>			<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Contractor-proposed #11 standard hook for wall vertical bars is not acceptable as the inside wall bar would need to be hooked towards the outer bar and would result in congestion. Please provide vertical wall bars with terminators per contract drawing.</div></div>		
T-0337	BGP - Bottom Mat Reinforcing Clear Cover to Edge	Closed	11/06/2012	11/16/2012	11/12/2012	Potentially	<input type="checkbox"/>
	<div><div>From:</div>Webcor Construction LPRobert Kjome</div>	<div><div>To:</div>Turner Construction CompanyGary Krutsch</div>			<div><div>Answered By:</div>Adamson Associates, IncGeorge Metzger</div>		
	<div><div>Co-Author:</div></div> <div><div>REQUEST:</div><div>Reference Specification: 03 30 00</div><div>Reference Drawings: S1-3201</div><div>Contract drawing S1-3201 depicts the clear cover to the mat reinforcing as 6" along the edge. Please verify it is acceptable to extend the bottom mat reinforcing closer to the edge such that the clear cover along the edge is 2", the same as it is for the vertical wall reinforcement.</div></div>	<div><div>SUGGESTION:</div></div>			<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Contractor - proposed modification to clear cover at mat edge is not acceptable as it would result in a congestion condition. Please provide contract drawing clear cover.</div></div>		



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T-0338	BGP - Mat Reinforcing Clear Cover, Exterior Face Wall Vertical Clear Cover.	Closed	11/06/2012	11/16/2012	11/10/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP                      Robert Kjome                      To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger					
Co-Author:								
REQUEST:			SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Specification: 03 20 00 Reference Drawing: S1-3001 / S1-3201					The 3" clear cover listed in detail 5/S1-3001 is for "concrete cast against and permanently exposed to earth", which does not apply to the mat. Bottom mat reinforcement clear cover is confirmed to be 3" per "Mat Bottom Rebar Notes" (note 7) on S1-2022.			
Please confirm the clear cover to the bottom mat reinforcing is 3" as called out on contract drawing sheet S1-3001, typical detail 5. Additionally please verify if the outside face vertical reinforcing bars can be lifted such that clear cover to this bar is 6" from the concrete below as it is for the inside face vertical bar as depicted on contract drawing S1-3201.					The outside face vertical reinforcement bars may not be lifted. Provide contract drawing clear cover.			
T-0339	BGP - Wall Reinforcing Clear Cover	Closed	11/06/2012	11/16/2012	11/15/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP                      Robert Kjome                      To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger					
Co-Author:								
REQUEST:			SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Specification: 03 20 00 Reference Drawing: S1-3201					The 2" clear cover to the vertical wall reinforcement on S1-3201 is confirmed.			
Contract drawing sheet S1-3201 depicts extent lines showing the 2" clear cover to the vertical wall reinforcing bars. Please confirm that the cross ties will infringe on the 2" clear cover and that the design intent is to maintain the clear cover to the main vertical reinforcing.					The cross ties do occupy space within the 2" clear cover as depicted in section 1 and 4 on S1-3201.			
T-0340	BGP - IDEA Machine	Closed	11/06/2012	11/16/2012	11/15/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP                      Robert Kjome                      To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger					
Co-Author:								
REQUEST:			SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Specification: 03 20 00 Reference Drawings: N/A					It will be acceptable to use contractor-proposed use of machine-welded holding wires to column ties and beam stirrups only provided the following conditions are met:			
Shimmick would like to request the use of the Schnell IDEA Machine. The IDEA Machine pre-assembles grade beam, columns or other "boundary" type elements by a process of resistance welding three (3) 1/4" ASTM 82 wires to the ASTM A706 reinforcing ties. This process provides a more secure and accurate tie configuration with					1.    Column ties and beam stirrups must be ASTM A706.			
					2.    Holding wire bars shall conform to ASTM A82 or			



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	a more effective and timely installation. Attached is CRSI's engineering data report #53 which provides an in-depth explanation of the process as well as their acceptance of the same. Also attached is a reference list of recent projects where this process has been approved and utilized as well as a testing report from Christensen Materials Engineering. Please confirm if this is acceptable.		A496.				
			3. Holding wires are only allowed to be welded to column ties and beam stirrups #5 or smaller.				
			4. Holding wires are not to eliminate any longitudinal bars or interfere with flow and placement of concrete.				
			5. Verification tests: Contractor shall submit results of verification tests conducted during the month of tie/stirrup production from a Certified Testing Laboratory for review. Tests shall be performed on 3 samples of bar sizes to match project conditions. Samples shall have a gage length of 24 bar diameters with the holding wire weld located in the middle quarter of the length. Test the samples in tension and report elongation of the sample at fracture, the location of the fracture and the type of fracture. Test and production bars to be welded shall be ASTM A706.				
			6. Production tests: If verification tests are acceptable, production tests will be required only if there is deviation from the accepted process or if the inspector identifies potential defects.				
			7. Fabrication shall conform to the following:				
			a.) Holding wire welds shall be located a minimum of 2 tie/stirrup diameters away from bends and/or cold-worked regions of stirrups.				
			b.) Maintain a minimum clear cover from the face of the concrete to the ties/stirrups as noted on the drawings and maintain clear cover to holding wire as required by ACI 318.				
			c.) If field installation requires adjustment of tie/stirrup locations due to mis-coordination or mis-placement, adjustments/corrections shall be responsibility of Contractor.				
			d.) Holding wires shall be located a minimum of 2 inches clear from main longitudinal bars.				



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e.) Longitudinal steel may NOT be welded to ties/stirrups.

8. Submit this weld procedure with applicable concrete reinforcement submittal.

<b>T-0341</b>	<b>BGP - One Piece Ties</b>	<b>Closed</b>	<b>11/06/2012</b>	<b>11/16/2012</b>	<b>11/10/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

Shimmick would like to request the use of the "one-piece" or "serpentine" ties at this project. These ties are made by an automatic bender that bends a column or boundary element tie from one continuous piece of rebar. The end result is the same perimeter and cross tie configuration as the design in the contract documents. Please confirm if this procedure is acceptable.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

The contractor-proposed approach to use "one-piece" / "serpentine" ties is acceptable as long as contract document rebar configuration is provided. Submit per reinforcement submittal process

<b>T-0342</b>	<b>BGP - Mat Slab Reinforcing and Lap Ratio</b>	<b>Closed</b>	<b>11/06/2012</b>	<b>11/16/2012</b>	<b>11/20/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

In follow up to the 10/31/12 Value Engineering prosal meeting, please confirm it is acceptable to change the grade 60 #11 bars to grade 75 #10 bars in the mat slab reinforcing.

Please provide the increased lap ratio required for the change in grade and bar size.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

It is structurally acceptable to change the grade 60 #11 bars to grade 75 #10 bars for the mat slab reinforcement.

Tension lap splice length for #10, grade 75, category 1\*, top bars\*, f'c 5 ksi = 115 in.  
Tension lap splice length for #10, grade 75, category 1\*, other bars\*, f'c 5 ksi = 89 in.

(\* = See 1/S1-3001 for notes/definitions)

Per discussion at 11/16/12 VE meeting, CR for VE items will be issued in the future.



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T-0343	BSE - Micropile W072 Relocation	Closed	11/09/2012	11/19/2012	11/12/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Micropile W072 as laid out is too close to overhead strut support BA-29. BBII Proposes moving pile W072 East 1' to provide adequate clearance See attached sketch.			Thornton Tomasetti does not object to moving Micropile 072 as proposed.				
Please confirm this is acceptable.							
<hr/>							
T-0344	Micropile W073 and W074 Relocation	Closed	11/12/2012	11/22/2012	11/13/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Micropiles W073 and W074 as laid out are too close to overhead strut support BA-28. BBII proposes moving pile W073 West 2' and North 0.5' and pile W074 East 2' and South 0.5' to provide adequate clearance. See attached sketch.			Thornton Tomasetti does not object to moving Micropile 073 and Micropile 074 as proposed.				
Please confirm this is acceptable.							
<hr/>							
T-0345	BSE - CDSM Wall Parallel Stiffness for Bridge Design	Closed	11/13/2012	11/23/2012	11/15/2012	Potentially	<input type="checkbox"/>
From: Balfour Beatty Infrastructure, Inc. Ural Yal		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Specification Reference: 01 53 13.1.3D			Refer to Note 5 on GT-1111 which requires the Contractor to analyze the soldier piles if the soldier piles are subjected to loads other than those shown on the drawings. Refer to the Contract Documents for the				
BBII has recently received information in a non bridge design related correspondence that could impact the							





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reduction in the water consumption of the mix and a reduction in paste content.							
<hr/>							
T-0347	Trim Steel Requirements for the Mud Slab	Closed	11/19/2012	11/29/2012	11/29/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification: 03 20 01 Reference Drawing: S1-3003				RFI question is not clear and is inconsistent with the referenced documents. Revise and resubmit the RFI with a clear question.			
Please confirm that trim steel will not be required. If trim steel is required, provide the details for trim in the 4" mudslab where the #4 bars @ 18" are interrupted. Please reference the attached sketch.				The mud slab is scope for Package TG03 in which the rebar shop drawing (TG0300-340.0, Item TZ1020-032001A06.0) has already been approved. The referenced specification does not apply to the mud slab.			
<hr/>							
T-0347.1	BSE - Mud Slab Trim Rebar	Closed	12/12/2012	12/22/2012	12/18/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Submittal: TG0300-340 Reference Sketch: 12B035_SK-1				Trim steel at penetrations in the mud slab will not be required.			
Upon further review of contract requirements subsequent to the approval of the mud slab rebar shop drawings (TG0300-340) it does not appear that trim steel is required for penetrations in the mud slab.							
Please confirm that trim steel at penetrations in the mud slab will not be required pending submission of a follow up "For Record Only" mud slab shop drawing submittal.							
<hr/>							
T-0348	BSE - Micropile W235 Relocation	Closed	11/20/2012	11/30/2012	11/20/2012	Potentially	<input type="checkbox"/>





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	<p>Foundation wall, lower concourse floor slab, and ground floor construction joints shall align with the location of the mat slab joint below and 3.2.B.1 construction joints in floor slab shall be located within the central third of the span.</p> <p>Due to the beam configurations at the South West radius of the train box the following deviations from the aforementioned requirements will be required:</p> <p>1.) A construction joint will need to pass through a Moment Frame Beam along Grid Line X near Grid Line H in the attached sketch.</p> <p>2.) Slab construction joints at two locations will not align with the mat slab or wall construction joints along the radius wall between Grid Line Wand Grid Line 5.</p> <p>Please confirm these proposed deviations would be acceptable pending evaluation of a full contract joint location submittal.</p>						
<hr/>							
T-0350	BGP - Mat Slab Penetration Waterproofing	Closed	11/21/2012	12/01/2012	11/28/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Specification Reference: 07 12 10 Drawing Reference: A1-8711				Accept Suggestion: <input type="checkbox"/>			
Please reference Drawing Sheet A1-8711, Laurenc E-Mail and Stamped Shop Drawing Details. Penetration details on drawing sheet AI-8711 call for 4 inch wide butyl tape to wrap around the mat slab penetrations prior to pouring of the mud slab. The specifications call for all shop drawings to bear the manufacturer's stamp of approval. Laurenc (manufacturer) has indicated that they require the butyl tape to extend 4 inches minimum past the top of the mud slab. Please review and advise as this does not match the as bid details.				As recommended by the waterproofing manufacturer's (Laurenc) specifications and written recommendation for the waterproofing system as you outline in the RFI question, the TJPA representative does not object to extending the butyl tape 4 inches minimum past the top of the mud slab.			



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T-0350.1	BGP - Mat Slab Penetration Waterproofing	Closed	12/06/2012	12/16/2012	12/13/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Reference Specification: 07 12 10 Reference Documents: A1-8711					For details 2, 3 and 5 on A1/8711 the butyl tape can extend 4" above the mud slab. However on details 4 and 6 on A1/8711 the butyl tape at the penetration does not 'tie off' on to the waterproofing membrane. For these details the waterproofing does not engage with the butyl tape at the mud slab penetration, the steel sleeve is in the same plane as the butyl tape, therefore the butyl tape cannot extend above the mud slab. The details will not be revised.		
Futher to the engineers response to RFI T-0350, the extension of the butyl tape conflicts with the casings that are required around the dewatering wells, trestle piles, bridge piles, and pin piles. Please provide revised details at each of the aforementioned locations to accommodate the extended butyl tape.					The Contractor's shop drawing submittal is to be revised to show the butyl tape's relationship to the waterproofing membrane and other elements of the assembly. Submit the revised shop drawing with manufacturer's recommended detail for the butyl tape for TJPA Representative review.		
T-0350.2	BGP - Mat Slab Penetration Waterproofing	Closed	12/20/2012	12/30/2012	12/21/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Reference Drawing: A1-8711					With the exception of the tie down WP detail 2/A1-8711, the Butyl tape at the Mud Slab Penetrations does not serve a waterproofing purpose, but rather a bond breaker between the concrete and element penetrating through the mud slab. On 2/A1-8711 the butyl tape does engage the waterproofing and must extend above the mud slab.		
SCCI would like to confirm conversations concerning the Butyl tape and Mud Slab Penetrations. From the meeting held 12/19/2012, the design Engineer mentioned that the Butyl tape at the Mud Slab Penetrations does not serve as a waterproofing purpose, but rather a bond breaker between the concrete and the steel penetrating through the mud slab. Because of this, the Engineer stated the Butyl tape did not need to be extended above the Mud Slab and could stop at the penetration slab.							
Please confirm.							
T-0351	BGP - Grace Eclipse Floor 200	Closed	11/26/2012	12/06/2012	11/26/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Stacy Wilson				





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#### Co-Author:

#### REQUEST:

Reference Specification: 03 30 20

Eclipse Floor and Eclipse Plus admixtures were replaced by a new generation of drying shrinkage reducing admixtures Eclipse Floor 200 and Eclipse 4500. This new family of admixtures is equivalent to BASF Tetraguard and based on our experience we should be able to achieve project specifications on drying shrinkage. CEMEX has been using the two new products for more than two years with excellent results. Attached, please find the communication from Grace Construction Products about the two new shrinkage reducing admixture products. Please verify these eclipse products are acceptable for use on this project.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

It will be acceptable to use contractor-proposed Eclipse products pending acceptable strength test results.

Submit substitution request for products not listed in specifications.

#### T-0352 BGP - Commissioning of Ground Loop Heat Exchanger

Closed

11/26/2012

11/26/2012

11/30/2012

Potentially

☐

From: Webcor Construction LP

David Fields

To: Turner Construction Compan Gary Krutsch

Answered By: Adamson Associates, Inc George Metzger

#### Co-Author:

#### REQUEST:

Reference: 23 57 34 3.5

Please confirm that commissioning will not be required for the Ground Loop Heat Exchanger.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

With reference to 23 57 34 3.5, the ground loop heat exchanger and the Geothermal system as a whole shall be commissioned with Enovity witnessing and overseeing the completed work by the geothermal sub-contractors, including but not limited to submittal reviews, installation verifications including flush, clean and treatment procedures, controls pre-functionals, functional testing and on-going performance validations. Enovity specifications covering this scope of work are included under Division 1 specification 01 91 00 (General Commissioning Requirements) and 23 08 00 (HVAC systems Commissioning). Please review these specifications.

#### T-0352.1 BGP - Commissioning of Ground Loop Heat Exchanger Follow-Up

Closed

11/30/2012

12/10/2012

12/07/2012

Potentially

☐

From: Webcor Construction LP

David Fields

To: Turner Construction Compan Gary Krutsch

Answered By: Adamson Associates, Inc George Metzger

#### Co-Author:

#### REQUEST:

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐



<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
	In reviewing the issued for construction documents W/O is unable to locate specification section "01 91 00 General Commisioning Requirements" or "23 08 00 HVAC Systems Commissioning". Please advise.						To clarify, specification section 01 91 00 and 23 08 00 have not been issued and do not apply to this work. The answer to RFI T-0352 is superseded by this RFI reply. Specification section 23 57 34 shall be used by the Contractor to fully furnish, install and provide pre-functional testing and documentation to prove the design requirements prior to back-fill and post back-fill. A TJPA representative will review the results of the Contractor's commissioning efforts. All of the necessary pre-functional requirements for the below grade package are provided in specification section 23 57 34.
T-0353	BSE - Micropile W107 Relocation	Closed	12/04/2012	12/14/2012	12/11/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Micropile W107 as laid out is in conflict with Pin-pile #15.  BBI proposes moving Micropile W107 North 0.5' and West 3' to provide adequate clearance. See attached sketch.  Please confirm this is acceptable.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Thornton Tomasetti does not object to moving Micropile W107 as proposed.				
T-0354	BSE - Sump Pit Location and Dimension	Closed	12/06/2012	12/16/2012	12/11/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Specification Reference: 31-00-00 Reference Drawings:S1-2022, S1-3006  Drawing S1-2022 and S1-3006 do not have all necessary dimensions to properly excavate the Sump Pit on the North Side of Zone 1 between GL 4 and GL 5. Please provide the dimension to the eastern edge as indicated in blue on Drawing S1-2022.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> The requested dimension is 4'-9".				



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T-0355	BSE - Zone 4 Instrumentation Pad Demolition	Closed	12/11/2012	12/11/2012	12/18/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please reference section 10 on contract drawing GT-5102. The 1ft thick concrete instrumentation slab extending beyond the face of the A line CDSM wall into zone 4 will be demolishing with the tops of the buttress shafts during our excavation of the first level of zone 4. This will affect the sensors in the slab.  Please confirm that this is acceptable			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The instrumentation slab shall not be demolished. The slab shall remain in place as shown on the drawings.		
<hr/>							
T-0355.1	BSE - Zone 4 Instrumentation Pad Demolition	Closed	01/30/2013	02/09/2013	02/07/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Per conversation in previous MRP meetings after RFI T-0355 was answered, BBII noted that the instrumentation protection slab which is to remain in place as seen on section 10 of contract drawing GT-5102 as directed by RFI T-0355 response prevents survey markers from being placed on the top of soldier piles. Concerns were raised from the owner's design team suggesting that this slab may have to be removed. Please confirm that RFI T-0355 was answered correctly and the instrumentation protection slab is to remain in place.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  The portion of the instrumentation protection slab which is inside the face of the excavation shall be removed as part of the BSE contract documents. This is specifically covered in specification section 31 00 00, article 3.8 C as well as in details 3 and 7 on drawing GT-5101.		
<hr/>							
T-0356	BGP - GEOTHERMAL - Loop Soil Compaction	Closed	12/11/2012	12/21/2012	12/17/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Specifications: 31 23 34 3.3 F 23 57 34 3.1 D 23 57 34 1.2 A.3  Per Specification 31 23 34, page 6, paragraph 3.3, F., soil is to be compacted to 95% maximum dry density. Specification 23 57 34, page 4, paragraph 3.1, D., S3H is			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per spec section 23 57 34 loose soil shall be used by the geothermal contractor to backfill the trenches where the HDPE ground loops are located to avoid any damage to the pipes during the process. Once the trenches have been backfilled per section 23 57 34 and the piping is protected the soil can be compacted as required by section 31 23 34.		



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to backfill per IGSHPA with loose soil.

Please confirm S3H is to backfill the geothermal loop per IGSHPA standard section 23 57 34, page 1, 1.2, A. 3.

<b>T-0356.1</b>	<b>BGP - GEOTHERMAL - Loop Soil Compaction Conflict in Specifications</b>	<b>Closed</b>	<b>01/22/2013</b>	<b>02/01/2013</b>	<b>01/29/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Jackson Tukuafu

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Please refer to attached excerpts from spec section 23 57 34, 31 23 34 and RFI response to T-0356.

The RFI response to T-0356 (SCI-017) requires the backfill of the trenches to meet specifications section 23 57 34 and 31 23 34. However, the two sections are in conflict with one another. Section 23 57 34-3.1, D, requires geothermal loop trenches to be filled with loose soil and then apply water to settle the loose soil. Section 31 23 34, notes that flooding or jetting with water is not allowed.

Therefore, the work sequence directed in RFI T-0356 to meet "...spec section 23 57 34 loose soil shall be used by the geothermal contractor to backfill the trenches where the HDPE ground loops are located to avoid any damage to the pipes during the process. Once the trenches have been backfilled per section 23 57 34 and the piping is protected the soil can be compacted as required by section 31 23 34..." are not feasible.

Please advise.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Wetting of backfill not required.

<b>T-0357</b>	<b>BGP - Geothermal Stainless Steel vs. Galvanized Pipe Sleeves</b>	<b>Closed</b>	<b>12/11/2012</b>	<b>12/21/2012</b>	<b>12/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

Reference Specification: A1-8712

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

The Utility Penetration Sleeves through the



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	Reference Drawing: 23 05 30 2.3B  Detail 2 on Architectural Plan Sheet A1-8712 shows a 1 /4" Stainless Steel pipe sleeve where as specification section 23 05 30, Page 2, 2.3B references Std Wt. galvanized steel pipe sleeves.  Please confirm which sleeves are to be used.					Foundation Wall are to be stainless steel as detailed on the architectural drawings.	
<b>T-0358</b>	<b>BGP - Geothermal Ground Temperature Probe Sleeve</b>	<b>Closed</b>	<b>12/11/2012</b>	<b>12/21/2012</b>	<b>12/19/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawings: M1-5002  Detail A on M1-5002 shows the 2" ground temperature probe sleeve terminating at grade. Detail 5 on M1-5002 shows the same pipe terminating at the same elevation as GLS/GLR piping.  Please provide an elevation drawing for the temperature probe pipe sleeve.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Final elevation of 2" temperature probe sleeve is at same elevation as the GLS/R pipes in their final position as shown in detail #5 as shown on sheet M1-5002.				
<b>T-0359</b>	<b>BGP - Water Treatment for Geothermal</b>	<b>Closed</b>	<b>12/18/2012</b>	<b>12/18/2012</b>	<b>12/21/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Specification 23 57 34 Sub Section 3.4  During the TG06 IFB process section 3.4 was added to the Ground Loop Heat Exchanger specifications. We believe this requirement is intended for a future bid package during the commissioning of the system. Please confirm.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Water Treatment and cleaning of the system is required as part of the TG06 Scope of work.				



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T-0360	BSE - Mud Slab Welded Wire Reinforcement	Closed	12/21/2012	12/28/2012	01/03/2013	Potentially	
From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch			Answered By: Webcor Construction LP Joanne Filipas				
Co-Author:							
REQUEST: Specification Section: 03 20 01  Regarding the concrete reinforcement within the mud slab, BBII would like the option of using Deformed Welded Wire Reinforcement (DWR) in lieu of rebar reinforcement. DWR strictly conforms to ACI 318 and offers multiple advantages to rebar reinforcement. Particularly, DWR will help reduce the risk of inclement weather damage to the subgrade, due to a quicker installation which will leave the subgrade exposed for a shorter period of time. Please see attached supporting documentation.  Please confirm this is acceptable.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Albeit after the specified 10 days, W/O will consider this substitution request only subsequent to receipt of a completed Request for Substitution form found in specification section 00 04 40.		
T-0361	BGP - Slab Penetration Sleeve Slipsheets	Closed	01/03/2013	01/13/2013	01/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Joanne Filipas To: Turner Construction Compan Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Reference S1-3003:  The existing piles are to be wrapped with a 10 Mil polyethylene (for 30" & 36" sleeves) or 112" compressible material (for 48") slipsheet between the sleeve and the piles. Because of the minimal distance between the sleeve weld and the existing pile, the slipsheet at the weld locations will be damaged from the heat of the welding. Is this acceptable?  If the slipsheets cannot be damaged by the heat of the welding, can the slipsheets have a 3" or 4" vertical break in them at the locations of the vertical welds to avoid the bum damage? This would create two slipsheet breaks or gaps per pile penetration. Is this acceptable?			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> It is acceptable to provide a 4" vertical break in the slipsheet at the sleeve joint to avoid burn damage.		
T-0362	BGP - Wall Vertical Reinforcement at 3rd Level Bracing	Closed	01/07/2013	01/17/2013	01/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch			Answered By: Webcor Construction LP Robert Kjome				
Co-Author:							



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#### REQUEST:

Reference Drawing: S1-3201  
Reference Specification: 03 30 01

Please reference attached sketch of the shoring wall section and CD S1-3201.

To allow required access and sequencing for installation of the wall waterproofing and reinforcing steel, an additional row of type 2 mechanical couplers will be required on the back face walls directly below 3rd level of bracing.

This will allow the following:

1. "Blocking out" the waterproofing at the waler beam packing locations will be avoided.
2. Provide required access for waterproofing installation.
3. Reduce the time installed waterproofing is exposed on wall before concrete pours.

Please provide your approval of this additional row of couplers.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

George Metzger 1/10/2013 Contractor-proposed additional row of type 2 mechanical couplers is acceptable.

Jeff Thiel 1/10/2013 Changes outlined in this RFI response shall be done at no additional cost to the owner.

<b>T-0363</b>	<b>BGP - Slab Penetration Sleeve Thickness</b>	<b>Closed</b>	<b>01/09/2013</b>	<b>01/19/2013</b>	<b>01/18/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

#### Co-Author:

#### REQUEST:

Reference Drawings: A1-8711 and S1-3003

Plan sheet A1-8711 details all of the slab penetration sleeves to be fabricated of 3/8" steel. Plan sheet S1-3003 details only the pin pile, trestle pile, and 48" bridge pier sleeves to be fabricated of 1/2" steel. Please confirm that it is acceptable to fabricate all penetration sleeves of 3/8" steel like that shown on A1-8711.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

The steel plate thickness shown on the Structural Sheet S1-3003 was revised from 3/8" thick to 1/2" thick as a part of Addendum #1. In addition, galvanization was called for. This change was incorporated into the IFC set.

For the Mat Slab penetrations not covered on sheet S1-3003, the 3/8" thick sleeve (with galvanizing) as shown on A1-8711 is acceptable.

<b>T-0364</b>	<b>BGP - WPM-1 ASTM 6769 &amp; Blindside Waterproofing Application</b>	<b>Closed</b>	<b>01/15/2013</b>	<b>01/24/2013</b>	<b>01/25/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			





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**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Please refer to Specification 07 12 10 3.3 and Drawing 1/A1-8710.

Section 3.3 of the specifications require that all work be performed in accordance with ASTM D6769 (Application of Fully Adhered, Cold-Applied, Prefabricated Reinforced Modified Bituminous Membrane Waterproofing Systems). The WPM-1 vertical application (071210-1.1, A.2) is a blind-side WP application; however, the ASTM D6769 is written to address positive-side WP application.

1. Please confirm the blind -side WP application is covered under the ASTM D6769 requirement or provide the applicable ASTM requiement to perform the blind-side application.
2. Please confirm which section of the ASTM D6769 requirement is applicable to blind-side WP application.
3. The ASTM D6769 section 11.7 requirement to "backfill vertical waterproofing installation within 24 h of protective board installation..." isn't feasible due to the extensive work sequence to install concrete reinforcement, form and place the foundation wall. Please confirm this section of the ASTM requirement is not applicable to blind-side WP applications.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

1. Paragraphs 11.4.1.1, 11.6 and 11.7 are not applicable to the blindside installation.

2. Paragraphs 11.4 1.1 through 11.4.1.4 relating to a one ply application are not applicable to the 2 ply vertical installation specified and indicated on this Project.

3. Paragraph 11.4.1.1, 11.7 is not applicable to blindside installation.

All other paragraphs apply where they do not conflict with the Project Specifications or the manufacturer's printed recommendations and specifications. In those cases, the Project and manufacturer's specifications are to be followed.

<b>T-0365</b>	<b>BSE - Micropile W127 Relocation</b>	<b>Closed</b>	<b>01/15/2013</b>	<b>01/25/2013</b>	<b>01/17/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Lynn Kowallis	<b>To:</b> Turner Construction Compan	Gary Kruttsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Balfour Beatty Infrastructure, Inc. Ural Yal

**REQUEST:**

Ref: Specification 31 63 33

Micropile W127 (5'-5 3/4" West of G.L. 3 and 74'-0 3/4" South of G.L. J) is located in an area that is not accessible to drilling equipment. BBII proposes to eliminate this micropile. Please confirm this is acceptable.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

The micropile shall not be eliminated. An acceptable relocation of micropile W127 is 13' to the north and 16' to the east (or contractor to propose a different relocation).

<b>T-0366</b>	<b>BGP - WPM-1 - Adhesive Between Bottom Ply Waterproofing Membrane and Mud 5 Closed</b>	<b>Closed</b>	<b>01/22/2013</b>	<b>01/22/2013</b>	<b>01/24/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Kruttsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			





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**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Please refer to attached Specification Section 07 12 10, Article 3.3.

Per Specification Section 07 12 10-3.3, B, the bottom ply of the waterproofing membrane is to be installed dry with the polyethylene protection sheet facing the mud slab. Per Specification Section 07 12 10, 3.3, D, each polyethylene protection sheet is to be installed embedded in adhesive (wet) such that each sheet will have enough adhesive uniformly placed on it that it won't come into contact with the other sheet.

Is the bottom sheet to be installed dry per 3.3, B. or is it to be installed embedded in adhesive (wet) per 3.3, D? Please advise.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The bottom sheet is to be installed dry per 3.3, B.

**T-0366.1** **BGP - WPM-1 - Adhesive Between Bottom Ply Waterproofing Membrane and mud slab** **Closed**

**From:** Webcor Construction LP Lynn Kowallis

**To:** Turner Construction Company Gary Krutsch

**02/01/2013** **02/11/2013** **02/05/2013** **Potentially** ☐

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

The response to RFI T-0366 directs Shimmick to install the bottom waterproofing membrane without adhesive to the mud slab. If the membrane is installed dry or without adhesive, nothing will prohibit water from entering between the membrane and mud slab. This would cause the membranes to float or bubble. Per the manufacturer's recommendation, the waterproofing membrane is to be adhered to the mud slab with adhesive.

Please advise.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The specification is correct. The method of installation, installing the first ply with the polyethylene protection sheet facing the mud slab, without adhesive, was recommended by the manufacturer.

**T-0367** **BGP - REBAR - Vertical Pit - Two Piece Bar** **Closed**

**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Company Gary Krutsch

**01/17/2013** **01/27/2013** **01/25/2013** **Potentially** ☐

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Please refer to Specification Section 03 20 00-3.1, E, attached drawing S1-3004, S1-3006 and Gerdau sketch

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Contractor-proposed splice for vertical "Z" bars around pit edge in mat is acceptable.



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SK-RFI014.

Concrete reinforcement details around the mat slab pit sections shown on drawing SI-3004 and SI-3006 depict a continuous vertical "Z" bar around the pit slab edge. Please confirm the proposed lap splice detail and requirements as shown in the attached Gerdau sketch SK-RFI014 is acceptable.

T-0368	BGP - Hub and Spigot Type Pipe Support Spacing		Closed	01/17/2013	01/27/2013	02/01/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Shimmick Construction Company, Inc Ben Gordon									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Specification: 22 13 01 , 3.2						The required support spacing for horizontal hub and spigot cast iron piping is the same as for the no-hub piping.			
Reference Drawings: P1-6001									
In Section 3.2 C, Supports, the support spacing for all horizontal cast iron no-hub pipe is specified to be 10 feet maximum, and within 6 inches at each side of each joint; however, the support spacing for all horizontal cast iron hub and spigot type pipe is not provided.									
Please provide the required support spacing for the horizontal cast iron hub and spigot type pipe.									

T-0369	BGP - REBAR - Headed Steel Bar Shear Conflict in Mat Slab		Closed	01/21/2013	01/31/2013	01/25/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Company		Gary Krutsch	Answered By: Adamson Associates, Inc			George Metzger
Co-Author: Shimmick Construction Company, Inc									Ben Gordon
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Please refer to attached drawing S1-3005 and S1-2022.			Gerdau proposes to place the added reinforcement directly in line and above the main mat reinforcement in both directions as required. The suggested proposal may require several additional layers of steel to accommodate the total quantity of added bars at each column. Furthermore, it is unknown whether			Contractor-proposed placement of additional mat bottom rebar to an upper layer is not acceptable. Placement of the vertical headed bars is construction means and methods. However, it is acceptable to move the additional mat bottom rebar horizontally a maximum of 3/4", as required.			
Detail 3 on sheet S1-3005 depicts the full size T-head bars as they interface with the mat reinforcement. The same detail includes additional reinforcement depicted at column locations. The reinforcement (open circles) is shown									



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between the typical main mat reinforcement and others are aligned with above layers one and two of the main mat reinforcement as defined in note 4 and 6 on sheet S1-2002. As a result, the clearances created by the #10 main mat reinforcement being spaced at 8" O.C. and the 3" square heads at the ends of the #8 T-heads (refer 2/S1-3005) do not allow enough of a clearance to install the headed bars into position. Refer to the annotations in the attached drawings.

another conflict is created at the column dowel T-heads.

Please advise.

T-0370	BGP - WPM-1 - Mud Slab Finish for Waterproofing		Closed	01/22/2013	02/01/2013	01/25/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Shimmick Construction Company, Inc									Chris Williams

**REQUEST:**

Specification Section 07 12 10, 3.2

The concrete surface profile (CSP) required by the waterproofing manufacturer Laurenc0, ranges between a CSP level of 2 and 4 as defined by the International Concrete Repair Institute (ICRI) of technical guide "Selecting and Specifying Concrete Surface Preparation for Sealers, Coatings, and Polymer Overlays." The ICRI defines the levels of CSP as 1 (nearly flat) to CSP Level 9 (very rough). The Laurenc0 waterproofing system requires "a good wood screed or broom finish...often referred to as a 'sidewalk' finish..Do not use a steel trowel finish." See attached excerpt of the manufacturer specification.

1. Please confirm the ICRI CSP requirements as it relates to surface finish, flatness and levelness are to supersede the varying ASTM F-value requirements set forth in specification section 033000-3.6, B1 or provide a revised specification section 033000 incorporating the ICRI requirement.

2. Please confirm a wood screed or broom finish is acceptable for the mud slab.

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

1. ICRI CSP requirements are not appropriate for the mud slab. The mud slab in being poured, not repaired. The International Concrete Repair Institute CSP scale is used for existing concrete surfaces when they are being acid etched, ground or shotblasted. The appropriate finishing for the mud slab is described in the BGP Specification 03 30 00 Cast in Place Concrete 3.6 Concrete Finishes and calls for compliance with the American Concrete Institute concrete finish recommendations ACI 302.1R and ACI 304R, with dimensional tolerance limitations given by ACI 117.

2. Specification 03 30 00, 3.6 C stipulates: Finish for monolithic slab surfaces to be covered with membrane i.e. the entire mud slab is covered with membrane, is to be a Float Finish. Note that 3.6 C. 1.d for Float Finish has the same finish surface values as 3.6 D. 3., which is the finish for Pedestrian Sidewalks and Ramps and this criteria is compatible with the Waterproofing Manufacturer's requirement for a good wood screed finish (a good "sidewalk" finish).

No revisions to the specification are required.



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T-0371	BSE - Micropile W154 & W236 Bent After Install	Closed	01/22/2013	02/01/2013	01/29/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Specification: 31 63 33 Reference Drawings: Sheet ML-1 (Approved Micropile Layout submittal.)  The top 5ft of micropile W154 is out of plumb by approximately 8% and micropile W236 is out of plumb 2.5%. It appears that the piles have been hit by a piece of equipment and bent near subgrade. BBII recommends the piles should be left as-is. Please confirm this is acceptable.  BBII will take steps to ensure this does not happened again. The importance of taking special care to avoid damaging permanent work will be an emphasized topic in tool-box talks for crews running equipment near micropiles.  In the event that a micropile becomes bent in the future, please provide the design teams percentage of tolerance that the micropile can be out of plumb.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Any micropiles that have experienced an impact shall be rejected and re-drilled in new locations. Contractor to submit new locations.		

T-0371.1	BSE - Micropile W154 & W236 Bent After Install	Closed	02/04/2013	02/14/2013	02/06/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref: Specification Section 31 63 33 3.2.L  BBII is in receipt of reply to RFI T-0371, which suggests that piles which have experienced an impact be rejected and re-drilled. Acceptance of piles is based on specification 31 63 33 3.2.L. Per the recommendation of the Micropile Engineer (Drill Tech's Steve McCullough) and the anchor bar manufacturer (DSI), the piles were bent back to plumb and retested on 02/01/2013. Attached are the passing proof test results for the piles in question. Please confirm that these piles are accepted.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The piles are confirmed to be Rejected and shall be replaced with new piles. The concerns include, but not limited to, the following: *    de-bonding of bars and grout *    cracking of the grout that may compromise its ability to provide corrosion protection of the bar *    the ULTIMATE uplift capacity of the pile might have been compromised, which cannot be verified by the proof test Unless the contractor can provide sufficient evidence that addresses the concerns listed above and approved by TJPA, the piles shall remain as Rejected. It should also be noted that the contract documents call for a coupler at the mud slab level to allow the projected portion of the bars be dissembled to avoid		



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the exact problem. If BBI cannot prevent the micropile from being hit again, BBI shall install the coupler as shown and take down the portion of the bar above the coupler as soon as the pile is proof tested and re-install the bars above the coupler at a later time.							
T-0371.2	BSE - Micropile W154 & W236 Bent After Install	Closed	02/08/2013	02/18/2013	02/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch		
Co-Author:		Answered By:Adamson Associates, Inc George Metzger					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
BBII is in receipt of reply to RFI T-0371.1, which confirms that piles W154 and W236 are rejected. Per response to RFI T-0371, BBII proposes piles W154R1 and W236R1 be drilled at the locations on the attached drawing. Piles W154 and W236 will be cut off at bottom of mud slab and the mud slab blackouts poured back.		Thornton Tomasetti does not object to new locations of micropiles W154R1 & W236R1 as proposed, as well as the method of abandonment for piles W154 & W236 as proposed.					
Please confirm that these pile locations and method of pile abandonment are acceptable.							



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T-0372	BGP - WPM-1 - Filter Fabric in Waterproofing System	Closed	01/23/2013	02/02/2013	01/31/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Specification Section: 07 12 10 2.5 D  Specification Section 07 12 10 2.5 D requires filter fabric as an accessory to the Modified Bitumen Waterproofing System. After reviewing Shimmick's waterproofing shop drawings, and speaking with a Laurenco representative, it has been confirmed that filter fabric is not used in this waterproofing system.  Please confirm that filter fabric as specified in section 07 12 10 2.5 D is not required.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Filter Fabric is not required.		
T-0373	BGP - Zone 1 Concrete Partition Wall Detail	Closed	01/24/2013	02/03/2013	01/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Joanne Filipas To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Reference A1-2812, S1-022 & S1-2052  Drawing A1-2812 shows concrete partition walls between Gridlines 1 and 2.3 and Gridlines D.4 to E.6; however, these same walls do not appear on drawings SI-2022 or S1-2052. Please confirm if the walls are required and which drawings are correct.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Walls are required. Layout per architectural drawings as noted on sheet note 7 on S1-2052. Note that walls are not intended to show on S1-2022 Mat Bottom Reinforcement Plan.		
T-0374	BGP - Mat Slab Shear Wall Detail Clarification	Closed	01/24/2013	02/03/2013	01/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Joanne Filipas To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Reference A1-2820 and S1-2030  Contract drawing AI-2820 depicts a shear wall between GL 1.4 to 2 and K.5 to L that is discontinuous and contains a large opening; however, drawing S 1-2030 does not depict a discontinuous wall. Please confirm which drawing is correct and if the opening is required.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Structural drawings are correct. Opening in shearwall at mat level does not exist.		



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T-0375	BGP - Plumbing Drainage Invert Elevation	Closed	01/24/2013	02/03/2013	02/01/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan      Gary Krutsch			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference P1-2026					Accept Suggestion: <input type="checkbox"/>		
Please reference attached contract drawing P 1-2026 and the drainage system at the SP B2-D-2. Referenced drawing shows 1% flow from the catch basin to the sump pit, however; the specified invert elevations call out the opposite. Please confirm that the invert elevations called out on P 1-2026 are correct, if not please specify new pipe invert elevations to be used for the drainage system specified herein.					The invert elevation for drainage piping from the catch basins to sumps is -36'-10".		
T-0376	BGP - Column Spiral Reinforcing in Lieu of Individual Ties	Closed	01/24/2013	02/03/2013	01/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan      Gary Krutsch			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference S1-3300 & S1-3304					Accept Suggestion: <input type="checkbox"/>		
Gerdau is requesting the use of spiral reinforcing in lieu of the #6 individual stirrups/hoops that are shown on contract drawings SI-3300 and SI-3304 detail 1 for column types B1, B2 and B3. The spiral reinforcing would be #5 and maintain 3.5" pitch for the B1 column, 3" pitch for the B2 column and 4.5" pitch for the B3 column. Please confirm the use of spiral at the pitch indicated is acceptable.					The size/spacing proposed by the contractor does not meet the volumetric ratio of spiral or hoop reinforcement requirement in ACI 318 therefore the request is declined in current form. For columns C10 and C11, if the contractor prefers to use #6 spirals with the spacing specified for column ties in Sheet S1-3300, that is acceptable to the SER. The tightest spacing specified in S1-3300 along the column height shall govern.		
					If spiral reinforcement is used for Column C12, the size and pitch of the spiral shall be #5 and 3", respectively, for the full column height.		
					In addition, if spiral reinforcement is used, detailing requirements in ACI 318 Section 7.4 shall be fully met.		
T-0377	BGP - Two Piece Oval Hoop Columns A1, A2, & A3	Closed	01/24/2013	02/03/2013	01/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan      Gary Krutsch			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							



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<b>REQUEST:</b> Reference S1-3304  Please confirm it is acceptable to use a two-piece oval tie in lieu of the single-piece oval tie, as depicted on contract drawing S1-3304, for columns A1, A2 and A3. Gerdau proposes to use a lap splice along the flat sides of the oval to connect either side of the hoop.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Contractor-proposed lap splices are not acceptable.			
<hr/>							
T-0378	BGP - Drainage Catch Basin Clarification	Closed	01/24/2013	02/03/2013	02/01/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Joanne Filipas		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference P1-2022  There are two (clouded) sump pits attached that are not connected to any of the drainage system called out on PI-2022. Please confirm that there are no drainage lines connected to these two sump pits.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> There is no drainage piping connected to these two sump pits.			
<hr/>							
T-0379	BGP - Geothermal Pipe Fusion Butt Weld	Closed	01/24/2013	01/24/2013	01/29/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Specification: 23 57 34  The response to Submittal TG0601-008 commented that only socket fittings and electrofusion fittings are allowed. This insinuates that Butt Fusion welds are not allowable. However, per Specification Section 23 57 34, Butt Fusion welding does not seem to be precluded. The butt fusion method is acceptable per the IGSHP A.  Please confirm that butt fusion welding is acceptable under this contract for the geothermal piping.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Butt Fusion is an Acceptable method of heat fusing ground loop piping.			





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T-0380	BSE - K9 Buttress shaft CSL Tubes	Closed	01/28/2013	02/07/2013	02/14/2013	Potentially	
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author: Shimmick Construction Company, Inc   Chris Williams							
REQUEST: Reference attached sketch and spreadsheet.  We were informed by Harris-Salinas that they are short of CSL tubes for the last rebar cage K9. Since K8/K9 interface will not be CSL tested, per the agreed upon list of shaft interfaces (generated by Arup and BBII), it is in BBII's opinion that it would be more beneficial to the shaft if it is installed without CSL tubes. The benefits include the following: There would be no need to grout the holes; no voids; and there would be more concrete in the shaft. If CSL tubes are required, we are proposing to install them per the attached drawing.  Please advise.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> The Contractor's proposal is acceptable.			
T-0381	BGP - PLUMBING Floor Cleanout Requirement	Closed	01/28/2013	02/07/2013	02/01/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome		To: Turner Construction Compan   Gary Krutsch	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							
REQUEST: Reference Specification: 22 13 01 2.3 A.3 Reference Drawing: P1-0051, P1-2022  Drawing P1-0051 specifies a Fig. Number of "MIFAB C-100-R/S" with remarks of "STAINLESS STEEL COVER AND PLUG, HEAVY DUTY, ANCHOR FLANGE". This item dffers from the floor cleanout required in Spec section 22 13 01-2.3.A.3 which calls for "Extra heavy duty cast iron cleanout with round adjustable galvanized cast iron top, vandal proof screws, plastic plug or bronze gasketed plug, spigot outlet; 'No. 4220-G Series' by J.R. Smith, 'No. ZI400-G-VP Series' by Zurn Industries, Inc., Mifab C1100-R13-6 or equal."  Please confirm which type of floor cleanout is required.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> The correct model no. is MIFAB C-1000-R/S (in the drains and cleanout schedule on drawing P1-0051).			
T-0382	BSE - Eliminate CSL Tubes from Shaft D1	Closed	01/31/2013	02/10/2013	02/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome		To: Turner Construction Compan   Gary Krutsch	Answered By:Webcor Construction LP   Lynn Kowallis				



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<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc. Ernie Cortez							
<b>REQUEST:</b> Reference attached Arup email dated 1/29/2013.  Please confirm that Shaft D1 can be installed without the need for CSL tubes. At Arup's direction, and at no extra cost to the owner, BBII will provide a QC core hole that extends into native soil.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed. The added QC core shall be located in Shaft D1.			
<hr/>							
<b>T-0383</b>	<b>BGP - Drainage Flow Lines</b>	<b>Closed</b>	<b>01/31/2013</b>	<b>02/10/2013</b>	<b>02/07/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Chris Williams							
<b>REQUEST:</b> Reference Specification: 22 13 01 Reference Drawing: P1-2022 & P1-2030  Please reference contract drawings P1-2022 thru P1-2030. There is a discrepancy between the called out elevations of the pipe inverts and the flow grades between the sump pits and catch basins. All pipe inverts at the catch basins are to be set to El. -36.83' and pipe inverts at the sump pits are at either El. -37.50' or -37'-25'.  At the long pipe runs the flow grade matches to 1% as called out on the plans. However, on the short pipe runs, this grade is up to 18%.  Please clarify which details governs, and whether the 18% slope is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The pipe invert elevations at sumps were established as uniformly as possible.  An 18% slope is acceptable for short runs (approx. 4 ft.).			
<hr/>							
<b>T-0384</b>	<b>BSE - Dry Excavation of Buttress Shaft D1</b>	<b>Closed</b>	<b>02/01/2013</b>	<b>02/11/2013</b>	<b>02/12/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Lynn Kowallis		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc. Ernie Cortez							
<b>REQUEST:</b> Reference attached Arup email dated 1/30/2013.  Becho will proceed on excavating Shaft D1 dry as per Arup's email.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response: This shaft was placed on the day that this RFI was received. No further response from Arup is necessary.			



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Please confirm this is still acceptable.							
T-0385	BSE - Micriopile Moves in NW Corner W013, W031, W047, W198.	Closed	02/05/2013	02/15/2013	02/06/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Ref: Submittal Pakage TG0601-009.1 - 235734-003.1				Accept Suggestion: <input type="checkbox"/>			
Upon staking layout of micropiles in Northwest corner of Zone 1, BBII discovered two micropiles that require relocation.				Thornton Tomasetti does not object to moving micropiles (W013, W198, W031, W047) as proposed.			
1. Pile W013 is too close to installed dewatering well. BBII proposes moving this pile 4' Southwest. This does not appear to conflict with Ghex shop drawings revision date 02/04/13.							
2. Pipe W198 is too close to overhead struts and strut supports. BBII proposes moving this pile 2' Northwest. This appears to eliminate the need for a "jog" in the Ghex piping as shown on Ghex shop drawings revision date 02/04/13.							
Upon drilling two piles in the NW corner of Zone 1, Drill Tech discovered unforeseen obstructions below grade (reference COM1741 sent 02/04/2013). Relocation of these micropiles is required.							
1. Pile W031 encountered an obstruction below grade which did not allow installation of the anchor bar in the drilled hole. After discovery of the obstruction, the pile was relocated 2' Northwest of its planned location. Installation of the micropile was completed on 02/01/2013. This does not appear to conflict with Ghex shop drawings revision date 02/04/13.							
2. Pile W047 encountered an obstruction below grade which did not allow the micropile hole to be drilled past approximately 12'. BBII proposes to relocate this pile 2.8' Southwest. This appears to conflict with Ghex piping shown in Ghex shop drawings revision date 02/04/13 and may require the addition of a "jog".							



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Please confirm these changes are acceptable.

T-0386	BSE - Elevator Pit Dimensions	Closed	02/05/2013	02/15/2013	02/07/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc		George Metzger
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
Ref: SI-2024 and Detail 3/S1-3008						Accept Suggestion: <input type="checkbox"/>		
The slab depression between Gridlines 15 &16 Between Gridlines B & C does not contain enough dimensions to construct. Detail 3/S1-3008 Note 2 states "For extent of thickened mat see plan." Plan sheet S1-2024 revision 2 dated 11/27/2012 provides width of the pit in the North-South direction, but does not provide the length of the pit in the East-West direction. Please provide these dimensions.						The west edge of the thickened mat as dimensioned in the RFI sketch is 7'-0" from gridline 15.		
						The east edge of the thickened mat as dimensioned in the RFI sketch is 23'-1" from gridline 15.		

T-0387	BGP - Geothermal Loop Compaction Requirements		Closed	02/07/2013	02/17/2013	02/15/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch		Answered By:Adamson Associates, Inc		George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification: 31 23 34 3.3 F									
Per Specification Section 31 23 34, Section 3.3, Part F, the trench is required to be compacted to 95% . To acheive 95% compaction, the surrounding soil must have an equal or greater compaction. Please confirm.									
ARUP Response:									
Achieving 95% compaction in the trenches is possible.									

T-0388	BGP - Temperature Probe Sleeve Penetration			Closed	02/08/2013	02/18/2013	02/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc			
Co-Author:									
REQUEST:		SUGGESTION:		ANSWER:					



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	<p>Ref: TG06.1 Bid Package - 5/M1-5002 and TG06.0 - 5/M1-5002</p> <p>The TG06.1 bid package, M1-5002 drawing does not show a temperature probe sleeve in Detail 5. Is the temperature probe sleeve to penetrate through the wall like it is shown in the TG06.0 M1-5002, Detail 5 or is it not to penetrate through the wall like the TG06.1 documents? Please advise.</p>				<p><b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Temperature probe piping should be installed as described in Note 6, of both packages, on sheet M-0006 within Below Grade package (TGO6) Mechanical Notes . Temperature probe piping was added to detail 5 in issue for construction set for clarification.</p>		
<b>T-0389</b>	<b>BGP - Cast-in-place Concrete Shrinkage</b>	<b>Closed</b>	<b>02/11/2013</b>	<b>02/21/2013</b>	<b>02/22/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Lynn Kowallis		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>			
Ref: Specification Section 03 30 20 1.7.F.3.i				<b>Accept Suggestion:</b> <input type="checkbox"/>			
Please reference attached ACTM C 157, pages from SEONC San Francisco Bay Area Concrete Aggregate Report 2008, and Specification Section 03 30 20- 1.7.F.3.i. ASTM 157 section 4.3 states that if the condition of mixing, curing sampling and storage other than specified in the test method are required, they shall be reported but are not to be considered as standard conditions of this test method. In section 6. Sampling, it requires samples from batches made in the laboratory and the Note 2 states that field cast specimens can show up to twice as much drying shrinkage as laboratory cast specimens from the same materials and proportions. Furthermore, SEONC 2008 states that "actual shrinkage of the concrete in service and in field-cured tests will not necessarily correlate closely with the trial batch test results." For these reasons SCCI believes that shrinkage tests from samples at the job site can not verify the specified shrinkage limit and can not be compared with the laboratory tests.				The project specification specified that the shrinkage tests shall be in accordance with ASTM C157 with modified SEONC Recommendations.			
				It is recognized that the field sampled tests will not necessarily correlate closely with the trial batch test results, which should be anticipated before bidding.			
				In accordance with SEONC, field sampled test will be used for the evaluation of the specified limits as specified. However, rejection of a concrete pour will not be based on shrinkage test of field samples alone.			
Please confirm that shrinkage results from the samples taken in the field will not be directly compared to laboratory tests, and consequently used as basis for rejection of material.							



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T-0390	BGP - Floor Drain FD-1 Clarification	Closed	02/12/2013	02/22/2013	02/20/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST: Ref: P1-0051  The "Drains and Cleanout Schedule" on drawing P1-0051 calls Floor Drain FD-1 to be Mifab F-1000-S with a grate size of 6" in diameter. Per the manufacturer, F-1000-S has a square grate.  1. Is the floor drain grate to be round with a 6" diameter or square? 2. If it is square, then what are the dimensions of the square grate? 3. The remarks for FD-1 specifies a "Clamping Device." Is the "Clamping Device" referring to a membrane clamp?  Please advise		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> 1. The floor drain grate is square. 2. The square grate dimensions are 6"x6". 3. Yes. This floor drain will be used extensively throughout the project. The membrane clamp will be used where there is a membrane.			
<hr/>							
T-0391	BGP - Zone 2 Sump Pit Depth	Closed	02/13/2013	02/23/2013	02/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST: Ref: A1-9215 and S1-3006  Please confirm in drawing AI-9215, the call outs "SP TOC -42'-4'" and "SP TOC -46'-4'" for the sump pits between grid lines C-D and 4-5 are referring to the elevation for the bottom of sump pits, as illustrated in the attached markup of SI-3006.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> We confirm that callouts SP TOC -42'-4" and SP TOC 46'4", shown on A1-9215 at the Sewage Ejector Room (B2230), are referring to elevations of bottom of sump pits illustrated on S1-3006 details 1 & 2.			
<hr/>							
T-0392	BGP - CMU Partition Walls	Closed	02/15/2013	02/25/2013	02/20/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST: Reference A-2224 and A-0022  Sheet A-2224 shows future CMU partition walls as type .6. Per the masonry partition schedule there is no .6 type.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> We confirm these walls are partition type 6. Note for all CMU wall type tags on the drawings showing a dot prefix e.g. .6, the dot is to be ignored.			



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Please confirm these walls are partition type 6.

T-0393	BGP - Reinforcement anchoring stagger and clearance for "addl bottom bars"		Closed	02/15/2013	02/25/2013	02/27/2013	Potentially	<input type="checkbox"/>
From:		Webcor Construction LP	Lynn Kowallis	To:		Turner Construction Compan Gary Krutsch		
Co-Author:		Answered By:Adamson Associates, Inc George Metzger						
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference 3/S1-3006				1. Confirmed, no stagger for bottom of column vertical bars.				
1. Confirm there is no stagger for the reinforcement anchoring.				2. The column bars extend down to (sit on top of) the mat bottom bars (and "addl bottom bars").				
2. Provide the minimum clearance for the reinforcement anchoring to the "addl bottom bars".								
<hr/>								
T-0394	BSE - Micropile Relocations at Beale Street		Closed	02/19/2013	03/01/2013	02/22/2013	Potentially	<input type="checkbox"/>
From:		Webcor Construction LP	Robert Kjome	To:		Turner Construction Compan Gary Krutsch		
Co-Author:		Balfour Beatty Infrastructure, Inc.	Brandon Miller	Answered By:Adamson Associates, Inc George Metzger				
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference Specification: 31 63 33				We assume the direction of each micropile move is per graphic sketch with arrows vs the table since the direction of move per table is not consistent with the graphics. Thornton Tomasetti does not object to moving micropiles E845, E874, E842, E885, E834, E877, E831, E860 as proposed.				
Eight micropiles will be in conflict with the Beale Street Bridge Piles; BBII proposes relocating these micropiles to provide adequate clearance. See attached chart and drawings for proposed relocation information.								
Please confirm these relocations are acceptable.								

T-0395	BGP - Floor Sink FSK-2 Clarification	Closed	02/19/2013	03/01/2013	03/05/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger		
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:				
Ref: P 1-0051				Accept Suggestion:				<input type="checkbox"/>
				Refer to the attached cut sheet.				



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<div>The "Drains and Cleanout Schedule" on drawing P 1-0051 calls for Floor Sink FSK-2 to be Mifab FS 1700-1 -FLC-5. This model is not available per discussions between SCCI and the manufacturer.</div> <div>Please confirm required floor sink model.</div>							
T-0396	BGP - Curb Frame Steel and Anchor Clip Requirements	Closed	02/19/2013	03/01/2013	02/28/2013	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP      Lynn Kowallis</div> <div>To: Turner Construction Compan   Gary Krutsch</div>			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
<div>REQUEST:</div> <div>Ref: 8/P1-6001</div> <div>Detail 8 on drawing PI-6001calls out a "Heavy duty galvanized steel custom made curb frame embedded in concrete." Please provide the following information:</div> <div>1. Thickness of steel for curb frame.</div> <div>2. Anchor clip details (size, spacing, connection to curb frame).</div>		<div>SUGGESTION:</div>	<div>ANSWER:</div> <div>Accept Suggestion: <input type="checkbox"/></div> <div>1. The curb frame thickness is 5/8".</div> <div>2. The anchor clips are 2"x 6"-2", they are welded to the frame. There will be two anchor clips on each side of catch basin/pit.</div> <div>This are minimum requirements for the custom made curb frame. Contractor to submit shop drawing for review.</div>				
T-0396.1	BGP - Drainage Pits Embedded Frame Details and Curb Frame Steel and Anchor C	Closed	03/04/2013	03/14/2013	03/08/2013	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP      Lynn Kowallis</div> <div>To: Turner Construction Compan   Gary Krutsch</div>			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
<div>REQUEST:</div> <div>Ref: 8/P1-6001, DS-0001, RFI # 396</div> <div>Detail 8 on P1-6001 does not specify the thickness of the frame material, nor any of the Specs and Addendums. Based on RFI 396, Designer specified for the frames to be 5/8" thick. However SCCI believes that ¼" thick frame is adequate to satisfy "heavy duty requirement". SCCI's has estimated the Work to fabricate the embedded grate frame out of the stock angles (2x2x¼" and 3x2x¼"), per attached SCCI's drawing DS-0001. Further to RFI 396, please</div>		<div>SUGGESTION:</div>	<div>ANSWER:</div> <div>Accept Suggestion: <input type="checkbox"/></div> <div>1. The required thickness of the frame material is 3/8" and not 5/8" as previously provided in response to RFI T-0396. The construction of the frame is very clearly shown in detail 8/P1-6001. Welded stock angle iron is not acceptable.</div> <div>2. Nelson studs can be used in lieu of anchor clips.</div>				





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<div>answer the following:</div> <div>1. Can stock angle sizes noted above be used for construction of the embedded frames?</div> <div>2. Could Nelson studs be used in lieu of the anchor clips, as noted on the attached drawing?</div> <div>Please note that increase of the material size consequently increases the cost of furnished material, and therefore will constitute a compensable change.</div>							
T-0396.2	BGP - Drainage Pits Embedded Frame Grates	Closed	03/22/2013	04/01/2013	04/01/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST: <div>Reference Specification: 23 13 01</div> <div>Reference Drawings: P1-6001</div> <div>Reference RFIs: T-0396, T-0396.1</div> <div>Detail 8 on CD P1-6001 does not provide enough details for assembly and fabrication of the embedded frames. SCCI's drawing attachment in the RFI 396 series provides such details.</div> <div>As per our discussion with the SER(Structural Engineer of Record) on 3/21/2013, see attached revised SCCI's drawings of the embedded grate assemblies. As discussed SCCI has revised the weld detail between the two angles to be used to fabricate the embedded frames. Weld is changed to T-joint, PJP double bevel groove weld per AWS D1.1 (references 8-56, table 8-2 from AISC Steel Manual 13th ED.)</div> <div>Is it acceptable to construct the embedded grate frames per attached detail?</div>		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> <div>The construction of the embedded frame is clearly shown in detail 8/P1-6001 as a formed frame. The proposed assembly including two angles with double bevel groove weld is acceptable. Contractor to provide submittal for frames and grates.</div>				
T-0397	BGP - RCW Dimension Clarification	Closed	02/21/2013	03/03/2013	02/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Joanne Filipas		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				





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	<div>REQUEST: Reference S1-3010, A1-8881, &amp; A1-8882  The detail 4/S1-3010 does not appear to be coordinated with the details shown on A1-8881 and A1-8882. Please revise accordingly.</div> <div>SUGGESTION:</div> <div>ANSWER:      Accept Suggestion: <input type="checkbox"/> We have reviewed the structural and architectural details for the Seismic Joint on GL 35. Attached SKA-2594 and SKA-2595 show the coordination modifications made to drawings A1-8881 and A1-8882, which will be issued with the next Below Grade Package ASI.  S1-3010 compared to A1-8881:  1.    4/S1-3010 does not include/detail part of the seismic joint below the 5' Mat Slab (these parts was shown on Architectural details).  2.    4/S1-3010 shows deformed bar anchors welded to the joint where as A1-8881 details shows different embeds. Embed anchors have been removed from the architectural drawings as anchoring / attachment is per the structural drawings.  3.    4/S1-3010 shows plate with hole to fully cover top of curb of gutter where as architectural details shows the plate with equal length same as other side of seismic joint, this has been adjusted.  4.    Note that the water stop injection hose locations have been adjusted.  S1-3010 compared to A1-8882:  1.    Dimension on A1-8882 should be 3'-0" instead of 2'-11 5/8". I will adjust dimension on sheet.</div>							
T-0401	BGP - Dimension Clarification between Column and Slab at Ramp	Closed	02/21/2013	03/03/2013	02/28/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Joanne Filipas	To: Turner Construction Compan		Gary Krutsch			Answered By:Adamson Associates, Inc
Co-Author:		George Metzger						
	<div>REQUEST: Reference 5/S1-3502 and attached.  Please provide the dimension between the vehicle ramp and column.</div> <div>SUGGESTION:</div> <div>ANSWER:      Accept Suggestion: <input type="checkbox"/> Dimension between vehicle ramp and column is 1/2".</div>							



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T-0402	BGP - Dimension at slab and parapet wall footing detail	Closed	02/21/2013	03/03/2013	02/28/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference 4/S1-3210 and attached.  Please provide dimension between the ground level slab and parapet wall footing.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The gap width dimension is specified on plan S1-2310.		
T-0403	BSE - Mud Slab Flatness and Levelness Testing	Closed	02/21/2013	03/03/2013	02/27/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: 03 30 00 3.6.C.1.d  In follow up to the Turner's request, please confirm this specification section does not apply to the mud slab and no flatness or level testing is required.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Though flatness or levelness of all concrete pours is expected, FF and FL testing of the mud and protection slabs using special inspectors is not required.  The mud slab is to have falls to drain, as suggested by Webcor, for water management during construction. Also, it is important that the mud slab does not have step-offs or alignment issues between pours that would create voids or cause the waterproofing membrane to tent.		
T-0404	BGP - Replacement of Lap Splice with Mechanical Couplers	Closed	02/22/2013	03/04/2013	03/06/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref: S1/3201  Please verify that it is acceptable to replace a lap splice with an approved mechanical coupler (500 series coupler) as needed to support the means and methods of construction. The current location being considered is the outside face wall vertical lap splice between the dowel extending from the mat slab and the typical wall vertical reinforcing at the bottom of the wall. See attached plan sheet S1-3201 to reference the proposed location. Should this be acceptable please verify:			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It is acceptable to replace the lap splice with an approved Type 2 mechanical coupler, however, the clear cover to the coupler shall not be less than 1.25" with a tolerance of minus 0".		



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<div>1. The mechanical coupler can infringe upon the 2" clearance as the diameter of the coupler is greater then that of the actual reinforcing.</div> <div>2. Also verify that the couplers can be installed at one typical elevation similar to that of the other couplers depicted on the inside face wall curtain.</div>							
T-0404.1	BGP - Replacement of Lap Splice with Mechanical Couplers	Closed	02/22/2013	03/04/2013	03/27/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Ref: S1/3201  Number 2 of the RFI T-0404 was not answered.  Please verify that it is acceptable to replace a lap splice with an approved mechanical coupler (500 series coupler) as needed to support the means and methods of construction. The current location being considered is the outside face wall vertical lap splice between the dowel extending from the mat slab and the typical wall vertical reinforcing at the bottom of the wall. See attached plan sheet S1-3201 to reference the proposed location. Should this be acceptable. please verify.  1. Answered in RFI T-0404  2. Verify that the couplers can be installed at one typical elevation similar to that of the other couplers depicted on the inside face wall curtain.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>  1. Answer in RFI T-0404 confirmed.  2. Inquired couplers can be installed at one typical elevation similar to the interior face couplers.			
T-0405	BSE - Required Percent of Maximum Dry Density Required at Areas of Over Excav: Closed		02/22/2013	03/04/2013	03/01/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Ref: Specification Section 31 00 00.3.15.C.1		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> ARUP Response:			



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T-0408	BGP - Open Stirrup with a Cap for Frame Beam Sections	Closed	02/25/2013	03/07/2013	03/01/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis                      To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
REQUEST: Ref: 5/S1-3600  Detail 5 on sheet S1-3600 depicts beam configurations Type S1 through S5 all of which graphically depict a closed stirrup. Please confirm that it is acceptable to utilize an open stirrup with a cap. The cap would maintain a 135 degree hook on one side and 90 degree hook on the other and placed in an alternating fashion.			SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> The inquired stirrups are for beams that are not in the TG06 package. There is a note on the detail that states "This Detail For Reference		
<hr/>							
T-0409	BSE - Micropile W226 Relocation (Due to Overhead Obstruction)	Closed	02/27/2013	03/09/2013	03/04/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome                      To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc.                      Brandon Miller							
REQUEST: Reference Specification: 31 63 33 Reference Dwg: Attached sketch  Micropile W226 as laid out does not have adequate overhead clearance to be installed. BBII proposes moving Micropile W226 North 12' to provide adequate clearance. An alternate relocation position for Micropile W226 could be 4' East and 4' North.  W/O recommends relocating the micropile North in order to avoid conflict with geothermal.  Please confirm this is acceptable.			SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Shifting W226 north 12' as proposed is acceptable provided W227 will also be shifted 2' north (otherwise W226 and W227 are too close together).  Shifting 4' East and 4' North (5.66' Northeast) is not acceptable as this proposed location would conflict with the mat shear reinforcement.		
<hr/>							
T-0409.1	BSE - Micropile W226 Relocation (Due to Overhead Obstruction)	Closed	03/04/2013	03/14/2013	03/05/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome                      To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
REQUEST: Specification Reference: 31 63 33 Specification Drawings: Attached BBII sketch  Micropile W226 as laid out does not have adequate overhead clearance to be installed. BBII previously asked to move the pile 12' North. BBII understands that this			SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Thornton Tomasetti does not object to relocating micropile W226 as proposed (10' North and 1' West).		



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location would be too close to pile W227 which is already installed. BBII now proposes to move the pile 10' North and 1' West. This does not appear to conflict with geothermal piping.

Please confirm this is acceptable.

T-0410	BGP - Lower Concourse Top of Slab between Gridlines 3-9		Closed	02/27/2013	03/09/2013	03/05/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc				George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Drawings: S1-3201 (BSE Drawings) S1-2202 (BGP Drawings) S1-2203 (BGP Drawings)						The lower concourse top of slab is per BGP Drawings. Note that the depressed slab extent is between gridline 6-8 and not 5-8 as the RFI states.			
12/10/10 Issued for construction BSE drawing S1-3201 shows lower concourse top of slab to be 8'-8" between gridlines 3-9. 11/27/12 Issued for construction per ASI 100 BGP Drawings S1-2202 and S1-2203 shows lower concourse top of slab to be 5'-5" between gridlines 3-5 & 8-9. Gridlines 5-8 shows top of slab at 5'-10".									
Please verify the elevation of the lower concourse top of slab between gridlines 3-9.									

T-0411	BGP - Welding for Penetration Sleeves	Closed	02/28/2013	03/10/2013	03/08/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Webcor Construction LP	
Co-Author: Shimmick Construction Company, Inc		Chris Williams					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Specification: 05 50 10				1. At intermediate ring, for 3" horizontal weld, contractor may substitute double beveled groove weld to replace single bevel groove with back bar, as proposed.			
Reference Submittal No: TG0600-036							
Per the Submittal TG0600-036 comments, the intermediate ring, 3" horizontal weld must have a removable backer bar. Is it acceptable to have a double beveled groove weld replace the single bevel groove with a back bar? Eliminating the backer bar in this weld and				2. However, the contractor's proposal to pre-assemble the collar ring and the cap plate in the shop is not acceptable. The contract documents indicate			





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	having a double beveled groove instead is more efficient.  Secondly, the Submittal TG0600-036 comments address the field welding of the penetration sleeve collars to be conducted after the trestle pile is to be removed. Is it acceptable to weld a full collar with cap in the shop? The assembly would arrive onsite to be welded in place as originally intended by the designer.  Please advise.						
					that the collar ring and cap plate are two separate pieces to be sequentially field-welded into place. The collar ring is first field welded to the sleeve, and then secondly the cap plate is field welded to the collar ring. The contractor's proposal to pre-assemble the collar and cap into one unit makes it impossible to field weld the collar/cap assembly onto the sleeve because there will be insufficient clearance for welding (mat rebar will already be placed and the mat concrete poured with only a small blockout surrounding each sleeve, making it impossible to weld any pre-assembled collar/cap onto the sleeve from the outside). While this construction sequence is ultimately a construction sequence and means and methods issue that should be commented by W/O, it is the opinion of the design team that contractor's proposal is not feasible.		
T-0412	BGP - Dewatering Well & Piezometer Penetration Sleeve Anchors	Closed	02/28/2013	03/10/2013	03/05/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome Co-Author: Shimmick Construction Company, Inc Chris Williams	To: Turner Construction Compan Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
	REQUEST: Specification Section: 05 50 10 Specification Submittal: TG0600-036  Per the Metal Fabrication Submittal for the pipe/pile penetration sleeves, TG0600-36, the number of anchor holes per ring were arbitrary for the submittal. Is it acceptable to have 4 equally spaced 1/2" holes to fit 3/8" wedge anchors for the anchorage of the dewatering well & piezometer penetration sleeves?  Please advise.	SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>	Yes. It is acceptable to have 4 equally spaced 1/2" holes to fit 3/8" wedge anchors for anchorage of the dewatering well and piezometer penetration sleeves.		
T-0413	BGP - Bulkhead Formwork Material	Closed	02/28/2013	03/10/2013	03/13/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome Co-Author:	To: Turner Construction Compan Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				



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**REQUEST:**

Reference Specification: 031000  
Reference Drawings: Sketches attached

SCCI is planning to use Stayform for the construction of various bulkheads and blockouts in concrete structure. Reference attached sketches of the Mat slab bulkhead forms as an example. Stayform material shall be kept within 1.5" of all exposed concrete surfaces. Is it acceptable to use Stayform?

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Upon cursory review, the proposed Stayform product appears to be acceptable to use. Please confirm that it is compatible with the installation and performance of adjacent waterstop materials. Please submit formal substitution request and adhere to submittal requirements.

**T-0414****BGP - Cast Iron Supports****Closed****02/28/2013****03/10/2013****03/11/2013****Potentially****From:** Webcor Construction LP

Lynn Kowallis

**To:** Turner Construction Company Gary Krutsch**Answered By:** Adamson Associates, Inc George Metzger**Co-Author:****REQUEST:**

Ref: 7/P1-6001

Please reference attached drawing and Detail 7 on Contract Drawing P1-6001. Detail 7 does not specify any imensions of the pipe support assembly. SCCI interprets that detail 7 is purely conceptual and proposes that the pipe support assemblies ("goal posts") to be constructed per the attached drawings.

Is this acceptable?

Please note that the RFS (request for substitution) for attached product is forthcoming.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

The attached detail is acceptable with the following comments:

Penetrating through the protection slab is not acceptable. Contractor shall submit information to TJPA Representative describing how the installation will occur to ensure the attachment system and work method will not penetrate the protection slab and impact the waterproofing system.

Provide plates for the vertical supports and additional support as needed.

**T-0414.1****BGP - Cast Iron Support****Closed****04/09/2013****04/19/2013****04/13/2013****Potentially****From:** Webcor Construction LP

Lynn Kowallis

**To:** Turner Construction Company Gary Krutsch**Answered By:** Adamson Associates, Inc George Metzger**Co-Author:** Shimmick Construction Company, Inc Ben Gordon**REQUEST:**

Ref: RFI T-0414  
7/P1-6001

Per the response to RFI T-0414 (SCCI RFI #55), the EOR states the following:

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

This is acceptable for 4" thick protection slab. However the protection slab slopes and from 4" max. the thickness becomes much less at lower points. In this case, the drilled hole is getting too close to the membrane and a pipe support with a grouted plate at



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	<p>"Penetrating through the protection slab is not acceptable. Contractor shall submit information to TJPA Representative describing how the installation will occur to ensure the attachment system and work method will not penetrate the protection slab and impact the waterproofing system."</p> <p>SCCI proposes the following: The pipe support assembly will be anchored to the Protection Slab with the use of 2 ea- 1/2" diameter Hilti KWIK Bolt TZ or Hilti KWIK Bolt 3 expansion anchors. Holes will be drilled to the manufacturer specified minimum required hole-depths of 2-5/8". In order to prevent over-drilling through the 4" Protection Slab and damaging the waterproofing membrane, SCCI will use roto-hammers equipped with depth-gauges (see attached information for Hilti TE-50 manual). The depth-gauges will be set prior to drilling and checked periodically during drilling operations.</p> <p>Please confirm if this is acceptable. If this is not acceptable, then please provide complete design details for Detail 7 on P1-6001</p>			<p>the bottom will have to be used.</p> <p>Contractor to develop a protocol to verify the depth of the drilled holes at all locations and submit for review.</p>			
T-0414.2	BGP - Cast Iron Pipe Support	Closed	05/02/2013	05/15/2013	05/13/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Company Gary Krutsch		Answered By: Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: RFI T-0414 and T-0414.1		The proposed attachment method is acceptable.					
Per the response to RFI T-0414.1, the Designer states that the protection slab will be sloped with a 4" maximum slab thickness. SCCI does not plan to pour the protection slab with a slope. SCCI plans to pour the protection slab level and keep the protection slab consistently 4" thick.							
The Designer suggests using a pipe support with a grouted plate for scenarios where the drilled holes may get too close to the membrane. It would appear that grouted plate would still require some type of embedded anchor. By adding the grout, the manufacturer's embedment depth							



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for the anchor is shortened and the tensile (pull-out) strength will be reduced.

An alternative method to anchoring the pipe supports would be the use of 1/2" short drop-in anchors (see attached Red Head Multi-Set II information) which requires 1" of embedment into concrete. The holes would be drilled using a Depth Charge drill bit which is a 1" long bit with a shoulder to prevent over drilling.

Confirm if this is acceptable.

T-0415	BGP - Wall and Coupler Modifications in Zone 1 Train Box			Closed	02/28/2013	03/10/2013	03/13/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Joanne Filipas	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger

Co-Author:

**REQUEST:**

Reference: Field Order T-00011 and SKA-2438 R2 attached

SKA-2438 includes proposed relocations and additions of rooms at the train platform level, specifically between gridlines 1 and 3.

1. Please confirm these proposed locations are final.
2. Please provide dimensions for these rooms.

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

1. The proposed general arrangements for the Fire Pump Room, Emergency Electrical Room and Fuel Storage Room shown on SKA-2438 R2 are substantially correct.

2. Please find attached SKAs- 2604, 2605, 2606 and 2607, showing the plan dimensions for the new and revised wall layouts of this area.

Note that we are continuing to coordinate Structural and MEP aspects for these revisions.

T-0416	BGP - Geothermal Loop Pneumatic Testing Pressure			Closed	03/01/2013	03/11/2013	03/06/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger

Co-Author:

**REQUEST:**

Per specification 23 57 34, 3.2, C

Per specification 23 57 34, 3.2, C, all individual loops shall be pressure tested at 100 PSI for 30 minutes before

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

Pneumatic Testing to 80psi is acceptable.





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	Shimmick Construction Company, Inc Chris Williams						
	<b>REQUEST:</b> Reference Specification: 03 10 00 2.2.B.7.E Reference Drawings: See attached sketches.  Please reference attachments and Specifications Section 03 10 00 2.2 B.7.e: "when removed, ties shall not leave holes larger than one inch diameter in concrete surface".  For the foundation walls formwork SCCI would like to utilize concrete inserts that will be used in subsequent concrete lifts. See attached sketches for conceptual/preliminary formwork design. Concrete inserts need to be rated for up to approximately 35 kips SWL (safe working load). As a result of this, the concrete ties need to have 1.5" to 2" outside diameter.  For the formwork involved with the 3ft thick foundation walls SCCI requests variance from the specifications referenced above and be able to use these bigger form ties. For all other interior walls including the shear walls, SCCI will comply with the Specification referenced above.  Is this acceptable?	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The use of any type of form tie/insert for the foundation wall is prohibited per specification 03 10 00 B.5 and B.7.a.		

T-0419.1	BGP - Foundation Walls Formwork Anchors		Closed	03/14/2013	03/28/2013	03/26/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Ian Corcorran	To:	Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger		
Co-Author: Shimmick Construction Company, Inc Ben Gordon								
REQUEST:			SUGGESTION:			ANSWER:		
Reference RFI: T-0419 Reference Specification: 03 10 00-2.2 B.8.A, ACI Formwork Manual  There has been a misinterpretation of the specifications that were used to classify the referenced RFI No. 419.  Concrete inserts intended for use with wall formwork design depict Specification Section 03 1 0 00 2.2 B.8.A "Anchorages".  Per ACI Formwork Manual: "A concrete form tie is a tensile unit adapted to holding concrete form secure						Accept Suggestion: <input type="checkbox"/>		
						It will be acceptable to use these contractor-proposed concrete formwork anchors.  Form anchors are not to penetrate full depth of the concrete wall.		



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	<p>against the lateral pressure of unhardened concrete, with or without provisions for spacing the forms to a definite distance apart, and with or without provision for removal of metal to a specified distance back from the concrete surface." (ACI Formwork Manual 4-35)</p> <p>"Form anchors are devices used to secure formwork to previously placed concrete of adequate strength; they are normally embedded in concrete during placement." (ACI Formwork Manual 4-36)</p> <p>To reiterate, SCCI intends to utilize concrete inserts/anchors per attachments to secure and anchor the wall forms in place. Use of concrete inserts/anchors will leave 2" hole that will be patched once the form system is removed.</p> <p>Is this acceptable?</p>						
T-0420	BGP -Geothermal Loop Air Pockets	Closed	03/06/2013	03/17/2013	03/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Ref: M-0006				Accept Suggestion: <input type="checkbox"/>			
Per contract, the geothermal lines are to run below the elevator and sump pits. This will cause a difference in elevation across the a geothermal pipe loop. This will create high points in the loop for bodies of air to gather or get trapped. These air bodies or pockets can coalesce in stagnant water and potentially compromise the hydraulic stability. Typically air elimination systems are implimented at high points to remove these bodies of air after the initial flush/blowout.				WSPFK Response: Air elimination devices are not feasible in a ground loop. Manual air vents will be provided inside the building in a future package.			
Please advise how to handles these bodies/pockets of air.							
T-0421	BGP- Geothermal CDSM Grout	Closed	03/06/2013	03/17/2013	03/13/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			



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**Co-Author:**

**REQUEST:**

Ref: Submittal pkg TG0601-010

Due to potential procurement issues with the submitted grout, S3H would like to confirm that the attached grout is acceptable as a backfill material for the CDSM wall excavation. This SupergROUT is a high thermal conductivity grout designed for geothermal systems.

Please confirm it is acceptable as an alternate to the grout submitted.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

This is acceptable.

<b>T-0422</b>	<b>BSE - Micropiles W328, W344, W383 Relocation (Due to Overhead Obstruction)</b>	<b>Closed</b>	<b>03/06/2013</b>	<b>03/17/2013</b>	<b>03/11/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP		Lynn Kowallis	<b>To:</b> Turner Construction Compan		Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc	

**Co-Author:**

**REQUEST:**

Ref: Submittal TG0300-622.4

Micropiles W328, W344, and W383 as laid out do not have adequate overhead clearance to be installed. BBII proposes moving Micropile W328 North 7.7' & East 3.7', Micropile W344 North 3', and Micropile W383 North 5' to provide adequate clearance. All three of these Micropiles are located south of J-Line and the Geothermal piping area. See attached sketch.

Please confirm these relocations are acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Thornton Tomasetti does not object to moving micropiles W328, W344, and W383 as proposed.

<b>T-0423</b>	<b>BSE -Subgrade pit dimensions per comments to TG0300-340.1</b>	<b>Closed</b>	<b>03/07/2013</b>	<b>03/17/2013</b>	<b>03/20/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP		Robert Kjome	<b>To:</b> Turner Construction Compan		Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc	

**Co-Author:**

**REQUEST:**

Reference Drawings: S1-2024,S1-2027, 7/S1-3010, A1-2817  
Reference Specificaion: 31 00 00  
Reference Submittal: TG0300-340.1

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

1) Confirmed that BBII shall use the revised 20'-3 3/4" dimension, enlarging the pit equally to the north and south as stated on the submittal.

2) The dimensions noted for the GL35/C pit in returned submittal TG0300-340.1 are not new





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	<p>The response to Mud Slab Rebar Shop Drawings Submittal TG0300-340.1/TA1020-32001A06.1 provided new dimensions for depressions in the trainbox subgrade. Per 00 07 00 Part 6.02.A, BBII would like to clarify which dimensions are to be used for construction.</p> <p>1. Sheet MS-4 of submittal shows subgrade depression between Grid lines 18 &amp; 19 between Gridlines B &amp; C having dimension of 20 '-0' x 40'-4". This is consistent with the dimensions provided on sheet S1-2024 Revision 2 dated 11/27/2013. The review comment by TT revises the 20'-0" dimension to 20'-3". Please confirm which dimension is to be used.</p> <p>2. Sheet MS-7 of submittal shows subgrade depression at Gridline 35 between Gridlines B &amp; C as having dimensions of 22'-1 3/4" x 18'-6 3/4". This geometry is base on the size of the pit shown on A1-2817 Revision 1 dated 11/27/2012 and 7/S1-3010 Revision 0 dated 08/30/2012. The Submittal response comments provided show a new overall dimension of 19' -9" and a specific offset to Gridline 35. Please confirm which dimensions are to be used.</p> <p>3. Sheet MS-7 of submittal shows subgrade depression between Gridlines 34 &amp; 35 at Gridline E. TT comment calls out 3'-0" from eastern limit of depression to Gridline 35. This dimension was not provided on sheet S1-2027 Revision 2 dated 11/27/2012. Please confirm this dimension is to be used.</p> <p>4. BBII understands that dimensions provided on this submittal are to bottom of Mat Slab concrete, and that each dimension should be increased to account for thickness of protection slab and waterproofing. Please confirm that an additional 0'-7" is the correct dimension for this adjustment.</p>						<p>dimensions. Rather, they are the same dimensions as communicated on A1-2817 Revision 1 dated 11/27/2012 and 7/S1-3010 Revision 0 dated 08/30/2012. The sloping regions of the bottom surface of the thickened mat shall slope at a 1 to 1 slope, and remain 5'-0" MIN from the interior pit boundary as noted on 7/S1-3010. Thus, with these constraints the bottom of mat thickening dimension will be as marked up in the returned submittal (16'-9" from GL 35 to the western limit of the GL35/C depression). The 3'-0" dimension is the dimension from GL 35 to where the 1 to 1 slope turns vertical at the expansion joint/edge of mat. Returned submittal and contract documents do not conflict.</p> <p>3) Confirmed that BBII shall use the 3'-0" dimension to GL 35 as noted in returned submittal TG0300-340.1 for the eastern limit of the GL 34-35/E depression.</p> <p>4) The perpendicular dimension from the underside of the mat slab to the top of the mud slab is 4 1/2". This is 4" for the protection slab thickness, plus a 1/2" for the waterproofing zone.</p>

T-0424

BGP - Dewatering Wells / Monitoring Instrument

Closed

03/08/201303/18/201303/11/2013Potentially

From: Webcor Construction LP

Robert Kjome

To: Turner Construction Compan

Gary Krutcs

Co-Author: Shimmick Construction Company, Inc

Chris Williams

ANSWERED By:Adamson Associates, Inc

George Metzger

REQUEST:

SUGGESTION:

ANSWER:

Accept Suggestion:



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	<p>Reference Drawings: A1-8711 Reference Photo: Attached</p> <p>Per plan sheet A1-8711 , Detail 3 &amp; 6, the dewatering well and monitoring instrument pipes are plumb coming out of the mud slab. Additionally, these details do not show couplers or varying diameters on the dewatering wells or monitoring instruments. Currently almost all of dewatering wells have varying diameters with couplers and are almost all out of plumb. The monitoring instruments also seem to be out of plumb. To avoid the plumbness and varying dewatering well pipe diameter issues, is it acceptable to cut the dewatering well pvc pipe at or close to the mud slab elevation to avoid conflict with the dewatering sleeves? How should SCCI handle the sleeves for the monitoring instruments that are out of plumb? Please advise.</p>						<p>No. It is not acceptable to cut the dewatering pvc pipe at or close to the mud slab elevation. The cut off must be well above the elevation of the waterproofing spiral wrap and ring plate.</p> <p>The varying diameters and plumbness of each of the penetrating devices / pipes will require field measurement and shop drawings prepared showing adaptation of the sleeve detail to each unique situation.</p>
T-0425	BGP -Geothermal Trench Methods	Closed	03/08/2013	03/18/2013	03/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference Specification: 31 23 34 3.3 F				Item 1. F+K response: Depth of trench for geothermal piping shall be per mechanical drawings and specifications.			
Per Coordination Meeting March 6, 2013, S3H Inc. is looking to install the geothermal loop at a depth of 2' below the Mat slab. After the loop installation, the trenches will be back filled with 8" of loose native soil to protect the pipe. This 8" lift will be watered to settle the loose soil around the pipe. Upon watering and settling of the loose 8" lift, the remainder of the trench will be backfilled with native soil and compacted to the relative density of the surrounding soil per specification.				Item 2. Arup response: 8" of loose satisfactory soil material is per specification 23 57 34 paragraph 3.1.D.			
Please confirm.				Item 3. Arup response: The remaining backfill shall be compacted to 95% as required in the specifications.			
T-0426	BGP - Welded Wire Mesh in Sump and Elevator Pits	Closed	03/11/2013	03/21/2013	03/26/2013	Potentially	<input type="checkbox"/>



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<div><div>From: Webcor Construction LP Robert Kjome</div><div>To: Turner Construction Compan Gary Krutsch</div><div>Co-Author: Shimmick Construction Company, Inc Chris Williams</div></div>			<div>Answered By:Adamson Associates, Inc George Metzger</div>				
<div>REQUEST:Reference Drawing: S1-3004</div> <div>SCCI is requesting to use welded wire mesh (specification attached) at the sloped surfaces of the sump and elevator pits. The welded wire mesh will inhibit concrete settlement towards the bottom of the pits during placement. Please advise if this is acceptable.</div>			<div>SUGGESTION:</div> <div>ANSWER: Accept Suggestion: <input type="checkbox"/></div> <div>Adding reinforcing into the protection slab is a means and methods proposal that falls under the Contractor's responsibility to work out issues related to this. If the Contractor elects to use reinforcing in the protection slab, he should bear responsibility for ensuing damage to the membrane should it occur. This includes use of inappropriate chairs as well as unrolling mesh with the wire ends facing down, traffic over the membrane during the installation, use of hooks to pull up the mesh and similar activities that could promote damage to the membrane assembly and subsequent leaking.</div> <div>The membrane manufacturer should be apprised of the Contractor's intention to use the reinforcing insofar as it may affect the warranty. For record purposes, submit details and shop drawing for the protection slab reinforcing to the TJPA Representative (Architect). The proposal for this should be outlined in the waterproofing pre-construction meeting on March 27, 2013.</div>				



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T-0427	BSE - Back of CDSM wall allowable friction value.	Closed	03/12/2013	03/22/2013	03/27/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Lynn Kowallis      To: Turner Construction Compan      Gary Krutsch			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
WOJV is preparing details to connect and reinforce the Zone-4 walers. Please provide the value of back of CDSM wall allowable friction.					Accept Suggestion: <input type="checkbox"/>		
					ARUP Response:		
					The available friction can be calculated using the following coefficients times the effective horizontal stress. Fill = 0.36; Bay Mud = 0.29; Marine Sands = 0.43; Lower Bay Mud = 0.29; Lower Marine Sands = 0.40; Old Bay Clay = 0.29. Guidance on the stratigraphy of the soil units is given in the Geotechnical Data Report.		
					Please note that differential movement between the soil and the back of the CDSM wall is required to mobilize this strength.		
T-0428	BGP - Geothermal Manifold Valves	Closed	03/11/2013	03/25/2013	03/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Ian Corcorran      To: Turner Construction Compan      Gary Krutsch			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author: Shimmick Construction Company, Inc      Chris Williams							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Specification: 23 57 34 2.1.B					Accept Suggestion: <input type="checkbox"/>		
In addition to the keystone valves submitted for the geothermal manifold, S3H is requesting to also install Nibco valves (specification attached) as allowed under specification 23 57 34 2.1.B. There are currently procurement issues with the submitted Keystone valves. All manifolds will be installed with similar valves. Please confirm this is acceptable.					Nibco is an acceptable manufacturer. Submit proposed valves for review per specifications for product data submittals.		
T-0429	BGP - Contract Limit Lines	Closed	03/11/2013	03/25/2013	03/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Ian Corcorran      To: Turner Construction Compan      Gary Krutsch			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author: Shimmick Construction Company, Inc      Ben Gordon							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Drawing: S1-3206, S1-3201					Accept Suggestion: <input type="checkbox"/>		
Contract Drawing Sheet S1-3206 Section 4 depicts an elevation of the knockout walls along the West end of the					The bold scope delineation line on Section 4/S1-3206 shall be at the top of +7.0' slab and the associated CJ. The only exception to this delineation would be at the southwest corner where the delineated ramp slab		



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	<p>structure. Within this elevation the bold limit line for the contract TG0600 is shown well above the top wall CJ which does not align with Note 1 and the typical wall section on sheet S1-3201. Please clarify the proper location of the contract package TG0600 limit line on sheet S1-3206 Section 4.</p>						<p>meets and overhangs the foundation wall above the +7.0" elevation. Refer to 1/S1-2251 for this area</p>
T-0430	BGP - Trainbox Shear Wall STD Hook	Closed	03/11/2013	03/22/2013	03/20/2013	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP                      Ian Corcorran</p> <p><b>To:</b> Turner Construction Compan   Gary Krutsch</p> <p><b>Co-Author:</b> Shimmick Construction Company, Inc   Andy Khuu</p>		<p><b>Answered By:</b>Adamson Associates, Inc   George Metzger</p>					
<p><b>REQUEST:</b></p> <p>Reference Drawings: S1-3260</p> <p>Detail 2 of S1-3260 depicts standard hook reinforcement between the horizontal ties in the shearwall above the lower concourse; however, it is not clear if the standard hooks are required in the shearwall below the lower concourse. Please confirm if standard hook reinforcement is required in between the center shear wall ties. If standard hooks are required, please provide detail for the layout of the standard hooks in between the center shear wall ties.</p>		<p><b>SUGGESTION:</b></p>		<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>The standard hook reinforcement is required only at the edge of wall condition, and therefore, not required below the lower concourse at the center shearwall ties. For the center location, the horizontal bars are continuous when you are below the lower concourse level.</p>			
T-0431	BGP - Knockout Wall, Top of Wall T-Head	Closed	03/12/2013	03/26/2013	03/22/2013	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP                      Ian Corcorran</p> <p><b>To:</b> Turner Construction Compan   Gary Krutsch</p> <p><b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon</p>		<p><b>Answered By:</b>Adamson Associates, Inc   George Metzger</p>					
<p><b>REQUEST:</b></p> <p>Reference Drawing: S1-3206 Reference Specification: 03 20 00</p> <p>Dwg. Sheet S1-3206 Section 4 depicts the vertical reinforcing at the top of wall without a T-headed bar. Please confirm that a T-headed bar is not required at the top of the vertical bars throughout the knockout wall area.</p>		<p><b>SUGGESTION:</b></p>		<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Confirmed that the T-head is not required at the top of the vertical bars throughout the knock-out wall area.</p>			



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T-0432	BGP - Shear Wall Layout	Closed	03/12/2013	03/26/2013	03/19/2013	Potentially	
<b>From:</b> Webcor Construction LP Ian Corcorran		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference Drawings: S1-2250, S1-2030  The Northern-most shear wall when laid out based on the details (angle = 38.4 degrees from GL H) and dimensions (30'-5 7 /8") per contract drawing sheet S1-2030 do not conform with the dimensions provided on contract sheet S1-2250 Section 1. Please confirm which layout is correct and directions how to proceed.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The northernmost shearwall length is as defined by the edge of slab dimension on S1-2250. This wall does deviate from the typical length, however, note that a shearwall length is defined starting from the centerline of wall intersecting with the face of foundation wall and not as the RFI sketch has interpreted.			
T-0433	BGP - Columns Within the Shear Wall	Closed	03/12/2013	03/22/2013	03/21/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference Specification: 03 20 00 Reference Drawing: S1-2250, S1-3306  The two columns C19 and column C38 depicted on contract drawings SI-2250, Section 1 all appear to be located adjacent to the opening and per the plan view are graphically represented as diamond shaped. When referencing contract drawing sheet S1-3306 these columns are graphically and dimensionally represented as square and not diamond shaped. Please confirm the geometry of these columns matches that as shown on S1-3306.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The inquired C19 & C38 columns are diamond shape in plan where the 3 sides match the shear wall geometry at the edge of opening below and the 4th side is 24" away from and parallel to the end of wall at opening below. Reinforcement & detailing of S1-3306 shall apply to this shape.			
T-0434	BSE - Micropile W603 Installed 1' South (Below ground obstruction)	Closed	03/13/2013	03/23/2013	03/15/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Lynn Kowallis		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref:Submittal TG0300-622.4  Micropile W603 was relocated 1' South of original location after encountering grout from the adjacent pin pile. See attached sketch.  Please confirm this is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Thornton Tomasetti does not object to the relocation of Micropile W603 a distance 1' to the south as shown in this RFI.			



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T-0435	BGP - Flame Cutting of Reinforcement	Closed	03/11/2013	03/25/2013	03/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST: Reference Specification: 03 20 00-3.1.6.A  Project specification section 03 20 00-3 .1.6 states "Do not heat or flame cut bars;" however, this statement is a subpart to section 03 20 00-3.1.6. "Bend bars cold." It is unclear if the statement regarding to heating and flame-cutting of bars exclusively applies to bending of bars. Please confirm that heating and flame-cutting for purposes other than that of bending of bars is permitted.  Also, please refer to the attached section from CRSI which states that flame-cutting of bars have no adverse effects on reinforcement.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Heating and flame-cutting of bars is prohibited unless approved by EOR			

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T-0435.1	BGP - Flame Cutting Follow-Up to RFI 435	Closed	05/02/2013	05/10/2013	05/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST: Reference: RFI T-0435, 03 20 00-3.1.6.A  The response to RFI T-0435 indicated that heating and flame cutting of reinforcing is prohibited unless approved by the EOR and per further discussion about this matter with the engineer it was requested that specific applications be submitted for further review. The following is a list of those applications:  1. Penetrations in Slabs, Walls or Decks. Torch used to cut opening into reinforcing based on final asbuilt layout of penetration.  2. Support Bar. Torch used to trim or remove support/give-away bar due to conflict or other project need.  3. Column Rack/Crush Bar Removal. Torch used to remove rack and crush bars from columns to allow for tremie insertion and additional open space through center of column after column erected into place.  4.Unforeseen Conflicts. Project conflicts that are identified		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> 1. From the 05/09/2013 W/OJV Assist Meeting, it was discussed the intention for the need to flame-cut at penetration openings was for trimming straight bars around mat openings or pit edges to achieve proper clear cover that will be spliced with an "L" bar as detailed in contract documents & reflected in the rebar shop drawings and that the use of cutters or saws are not applicable/practicable. It will be acceptable to trim the ends of the Mat and Lower Concourse slab straight bars at openings and pit edges via flame-cutting to achieve detail intent.  2 & 3. Handling of construction aids is means and methods and we do not have any comments.  4. See response to item 1 regarding what will be allowed. For the CDSM shoring wall pile conflict application, it was discussed at the 05/09/2013 W/OJV Assist Meeting that flame-cutting would not be required for necessary adjustments at the mat and that the edge mat bars could be slid inward as required. While we are in support of facilitating			





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during the course of work and require trimming or removal of reinforcing steel to correct condition. Example CDSM pile conflict.

Please confirm the use of a torch/flame is allowable for the applications listed above.

construction efforts, the term "unforeseen conflicts" is too vague to allow a blanket approval. If there are other repetitive and already known conditions that the contractor finds flame-cutting necessary, please submit for review with detailed description.

General comments:

A. Flame-cutting shall not damage the work of other trades, such as but not limited to: Waterproofing, formwork, etc.

B. Flame-cutting shall not compromise design intent of reinforcement detailing.

<b>T-0436</b>	<b>BGP - Elevator Rail Support Width</b>	<b>Closed</b>	<b>03/13/2013</b>	<b>03/23/2013</b>	<b>03/21/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
Reference Drawing: Section A of 4/S1-7630			Note that detail 4A/S1-7630 specifies the dimension of 1/2" from top of HSS12x6 to 5/8" plate and that the 5/8" plate is shaped with a top edge at a 1:1 slope. This slope starts at the side of the HSS. With the welded studs centered on the HSS and spaced at 1'-0" on center, that leave 3 1/2" from center of welded stud to edge of 1/2" embedded plate.				
Please confirm that the dimension from the left end of the 1/2" embedded plate to the center of the welded headed stud is 3".							

<b>T-0437</b>	<b>BGP - Geothermal Riser Conflict with Soldier Pile</b>	<b>Closed</b>	<b>03/13/2013</b>	<b>03/23/2013</b>	<b>03/25/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
Reference Specification: 23 57 34			The Geothermal riser shall be located to the East of Soldier Pile 36 (between 36 and 37).				
As laid out per the approved shop drawings, the GLS/GLR Riser for the geothermal loops is in conflict with the soldier pile in the field. Please confirm that the riser can be							





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relocated to the next CDSM wall panel to the West.

<b>T-0438</b>	<b>BGP - Knockout Wall CJ</b>	<b>Closed</b>	<b>03/12/2013</b>	<b>03/26/2013</b>	<b>03/21/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Ian Corcorran

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Reference Drawing: 4/S1-3206

Reference Dwg. S1-3206 Section 4 - knockout wall section details. Since knockout walls are to be constructed independent of the rest of the structure, SCCI intention is to construct the knockout walls in two lifts. SCCI suggests eliminating bottom horizontal CJ of the knockout walls, as shown on the attached marked up drawing.

Is this acceptable?

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Contractor-proposed elimination of bottom CJ in knock-out walls is acceptable.

<b>T-0439</b>	<b>BGP - Mat Slab Elevator Opening Embeds</b>	<b>Closed</b>	<b>03/13/2013</b>	<b>03/23/2013</b>	<b>03/27/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Lynn Kowallis

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

Ref: Drawings S1-2052 through S1-2061, 1/S1-7004, 12/S1-7602, 3/S1-3006, S1-3004, S1 -3008.

Please reference attached drawings of Mat Slab openings and Embeds. Drawings S1-2052 through S1-2061 show the locations of openings in the Mat Slab. At gridlines 1.8-E on drawing S1-2052 there is an elevator opening. Detail 1 on Drawing S1-7004 is the elevator opening from S1-2052 and shows the opening having two L8x4x1/2 full length embeds at the Mat Slab. See Detail 12 on attached drawing S1-7602 for embed. S1-2052 and detail 1 on S1-7004 both have cut lines referencing Detail 3 on S1-3006 showing the Mat Slab Pit details at this location. There are additional elevator openings on drawings S1-2054, S1-2055 and S1-2057. These" openings reference drawings S1-3004 and S1 -3008. Detail I on S1-7004 does not

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Confirmed, the only elevator pit that gets embedded angles is the one located at gridlines 1.8-E, and as shown on 1/S1-7004.

See the attached sketch SKS-0184, where the reference for the lengths of these embeds have been modified.

The other elevator pits referenced in this RFI are not fully constructed as part of the Below Grade Package, and the tops of these elevator pits and additional embedded angles will be installed in a future package that includes the train platforms.



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correspond to the openings on S1-2054, S1-2055 and S1-2057. Therefore, the only elevator opening that has L8x4x1/2 full length embeds on the Mat Slab is located at gridline 1.8-E.

Please advise if this is correct.

<b>T-0439.1</b>	<b>BGP - Mat Slab Elevator Opening Embeds</b>	<b>Closed</b>	<b>03/29/2013</b>	<b>04/08/2013</b>	<b>04/09/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Lynn Kowallis

**To:** Turner Construction Company      Gary Krutsch

**Answered By:** Adamson Associates, Inc      George Metzger

**Co-Author:** Shimmick Construction Company, Inc      Jesse Dillon

**REQUEST:**

Ref: RFI T-0439, SKS-0184

Please reference attached drawing. The response to WOJV RFI T -0439 modifies the continuous embedded assemblies to be four L8" x 4" x W' x 1'-2" elevator post bases as depicted on Contract Drawing S 1-7600 Detail 11. The RFI response does not show the location and spacing of the embedded assemblies. Please provide locations and spacing.

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

The embedded angles are centered under each elevator post. Final elevator post locations shall be coordinated with elevator manufacturer.

If an elevator provider is not awarded a contract in time for construction, the following alternate may be used. In lieu of the L8x4x1/2 x1'-2" embedded angles, a continuous L8x4x1/2 angle with welded studs at 12" may be used. The HSS guiderail post will be welded to the embedded angle in the field after an elevator provider has been selected.

<b>T-0439.2</b>	<b>BGP - Mat Slab Elevator Opening Embed Dimensions</b>	<b>Closed</b>	<b>05/10/2013</b>	<b>05/24/2013</b>	<b>05/15/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Ian Corcorran

**To:** Turner Construction Company      Gary Krutsch

**Answered By:** Turner Construction Company      Jeff Thiel

**Co-Author:** Shimmick Construction Company, Inc      Jesse Dillon

**REQUEST:**

Ref. RFI T-0439.1

TJPA's response to RFI T-0439.1 stated "Final elevator post locations shall be coordinated with elevator manufacturer." The response has a second option to use a continuous L8x4x1/2 in lieu of the 1'-2" base. Please provide the elevator post locations if an elevator manufacturer has been selected? If not, SCCI is

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

Can't find answer in Constructware



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requesting to use continuous embeds. Please advise if this is acceptable.							
T-0440	BGP - Glass Guardrail Embeds	Closed	03/12/2013	03/26/2013	03/20/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Jesse Dillon							
REQUEST: Reference Drawings: 7/S1-3410, S1-2202-2207, S1-2210, S1-2211  Please reference attached drawings of Concourse Level glass guardrail embeds and openings. Detail 7 on drawing S1-3410 is the typical PL 3/8x7 glass guardrail embeds for escalator and stair openings. The detail states that the guardrail embeds are continuous. It is unclear what the boundaries of the guardrail embeds are. SCCI has determined that no guardrail embeds are necessary at the opening locations where future CMU or concrete walls shall be constructed flush with the opening. Also, the guardrail embeds can be terminated at the escalator openings where the opening is reduced. Attached drawings SI-2202 through SI-2207, SI -2210 and S1 -2211 show the limits SCCI has determined the glass guardrail embeds shall be installed. Please advise if these locations are accurate and the only locations the guardrail embeds shall be installed.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The markups on the RFI sketches have interpreted the locations of glass guardrail embeds at openings correctly with the exception of GL 34 south opening where the west side of the opening does not have a future wall and will require a guardrail embed.			
T-0440.1	BGP - Glass Gaurdrail Embeds	Closed	08/05/2013	08/15/2013	08/16/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Reference: Attached Drawings, RFI T-0440  Please reference attached drawings (SI-2204 through SI-2207, SI-3410), and RFI T-0440 response. Per ASJ 104, future walls addressed in RFI T -0440, have been revised.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Please refer to the attached SKA's-2794, 2795, 2796, 2797 & 2798 for the locations of the glass guardrail embeds at the Lower Concourse Level.			



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<p>Per ASI 104, the attached drawings show the limits SCCI has determined the glass guard rails shall be installed. Please confirm these locations are correct and are the only locations the guardrail embeds shall be installed.</p>							
T-0441	BSE - Micropile W638 Relocation (Dewatering Well Conflict)	Closed	03/14/2013	03/24/2013	03/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Ref: Submittal TG0300 - 622.4				Accept Suggestion: <input type="checkbox"/>			
Micropile W638 as laid out is in conflict with a dewatering well. BBII proposes moving Micropile W638 East 2' to provide adequate clearance. This Micropile is located south of J-Line and the Geothermal piping area. See attached sketch.				Thornton Tomasetti does not object to shifting Micropile W638 as proposed.			
Please confirm this is acceptable.							
T-0442	BGP - Geothermal Riser Bracket Details	Closed	03/14/2013	03/24/2013	03/18/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Arup                                      Kevin Clinch			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
As requested in the Geothermal Meeting with the TJP A and Turner, please confirm that the attached details for the geothermal pipe riser brackets are acceptable. These details clarify the offset from the face of the CDSM wall required to avoid conflict with the water proofing membranes.				Accept Suggestion: <input type="checkbox"/>			
This is acceptable.							
T-0442.1	BGP - Geothermal Riser Bracket Details	Closed	03/21/2013	03/31/2013	03/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Chris Williams							
REQUEST:		SUGGESTION:		ANSWER:			



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<div>As requested in the Geothermal Meeting with the TJPA and Turner, please confirm that the attached details for the geothermal pipe riser brackets are acceptable. These details clarify the offset from the face of the CDSM wall required to avoid conflict with the water proofing membranes.</div> <div>Accept Suggestion: <input type="checkbox"/></div> <div>The detail shown on the RFI sketch is acceptable.</div>							
T-0443	BGP - C Channel Confilct with Geothermal Pipe Riser	Closed	03/12/2013	03/26/2013	03/21/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Ian Corcorran		To: Turner Construction Compan   Gary Krutsch		Answered By:Turner Construction Comp; Jack Adams			
Co-Author: Shimmick Construction Company, Inc   Chris Williams							
REQUEST: Reference Specification: 23 57 34 Reference Photo: Attached  Shimmick plans to excavate the geothermal pipe risers in one lift up the CDSM wall. There is currently no clearence behind the C-Channels for Shimmick to excavate the geothermal pipe risers. Please confirm that the C-Channels will be removed from the shoring system prior to the geothermal riser installation or provide an alternative location for the risers.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> These channels are part of the BSE TG03 Contractor's Internal Bracing System. Coordinate removal of these steel channels with the CM/GC.			
T-0443.1	C-Channel Removal prior to Mat Slab and Re-bracing installation.	Closed	03/20/2013	03/30/2013	03/25/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome		To: Turner Construction Compan   Gary Krutsch		Answered By:Turner Construction Comp; Jeff Thiel			
Co-Author:							
REQUEST: The Geothermal Risers are to be installed up the CDSM wall to ground level in one sequence. Please confirm it is acceptable to remove the C-Channels prior to Mat slab and Re-bracing installation.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Refer to response issued for RFI T-0443. This is a CM/GC coordination issue.			
T-0445	BGP - Mat Slab Pour Length	Closed	03/14/2013	03/28/2013	03/21/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Ian Corcorran		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							



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<div><div><b>REQUEST:</b> Reference Specification: 03 30 20 3.2 Reference Sketch: CJ-03 (Mat Slab pour S112)  SCCI has revised the construction joint layout to address CJ submittal comments, and has modified locations of the CJ's to have all concourse CJ's line up with the wall CJ's, be under 60' long, and fall within center third of the span (as specified). As a result of trying to maintain the wall and concourse CJ's within the specified parameters one of the Mat slab pours (S112) will need to extend to 121', which is 1' over the specified length.  Is it acceptable to have pour S112 (that falls between grid lines 22 and 26) 121' long (East-West direction)?</div><div><b>SUGGESTION:</b></div><div><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/> Yes this is acceptable for pour S112.  Provide updated Construction Joint Layout submittal reflecting these changes.</div></div>							
T-0446	BSE - Micropiles W390 & W393 Relocation (Overhead Obstruction)	Closed	03/18/2013	03/28/2013	03/19/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis			<b>To:</b> Turner Construction Compan    Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc    George Metzger	
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.      Brandon Miller							
<div><div><b>REQUEST:</b> Ref: Submittal TG0300-622.4 and TG0601-009.1  Micropiles W390 and W393 cannot be installed as laid out due an overhead obstruction. BBII proposes moving W390 West 16" to provide adequate clearance. BBII proposes moving W393 West either 10" or 2'-10" to provide adequate clearance. The proposed location for Micropile W390 will be South of the geothermal area. The proposed locations for Micropile W393 will be within the geothermal area; however, the proposed locations do not appear to impact geothermal piping and the 12" minimum clearance between pipe and piling will be maintained (Note 4 on Geothermal Submittal sheet GT-Zone-02). See attached sketch. Please confirm this is acceptable.</div><div><b>SUGGESTION:</b></div><div><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/> Thornton Tomasetti does not object to shifting Micropiles W390 and W393 as proposed.</div></div>							
T-0447	80 Natoma Shoring Beam in Sump Pit	Closed	03/18/2013	03/28/2013	03/20/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome			<b>To:</b> Turner Construction Compan    Gary Krutsch			<b>Answered By:</b> Turner Construction Comp    Jack Adams	



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**Co-Author:** Balfour Beatty Infrastructure, Inc. Kelly Phariss

#### REQUEST:

Reference RFI: T-0317.3  
Reference Photo: attached

BBII has confirmed that the 80 Natoma H pile (shown in attached photo) has been demolished to the -44.5 ft required per Sheet D-2210 and RFI T-0317.3. Please provide depth that BBII must demolish the attached 80 Natoma H pile so not to conflict with geothermal piping.

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

BBII IFC drawing D-2210 shows 80 Natoma Shoring wall to be removed to elevation -44'-6" also GT-2101 shows the Subgrade elevation of Pits to be -44'- 9" .

Deeper removal of the 80 Natoma wall beams are not required in order to allow clearance for the geothermal piping. The TG06 Contractor has taken these into account (Refer to Geothermal Loop Piping Submittals)

**T-0448** **CDSM Soldier Pile Encroachment**

**Closed**

**From:** Webcor Construction LP Kirk Nielsen

**To:** Turner Construction Compan Gary Krutsch

**03/19/2013** **03/29/2013** **03/27/2013** **Potentially** ☐

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

#### REQUEST:

Reference Documents: Exhibits A-H

In follow up to the 3/13/13 meeting with AAI and TT regarding the CDSM soldier pile (SP) encroachment WOJV's proposal for mat slab area #1 (Exhibit-A) is as follows:

Marked up sheets SH-2000 (Exhibit-B) and SH-2001 (Exhibit-C) depict the location of the encroaching SPs and the degree in which they are encroaching.

Predicated on SE stamped detail A/SLC.1 (Exhibit-D):

A. At (4) SPs 753, 761, 765, & 787, WOJV is proposing to decrease the wall thickness to 34-1/2" with #11 rebar spacing to 6" o.c. between the centerline of the (2) adjacent piles. For example, as depicted in SK-T-0448.1 (Exhibit-E) SP #753 encroaches 1-1/4". WOJV would reduce the wall thickness while reducing the rebar spacing to compensate for the reduced wall thickness to clear the encroaching SP as depicted in SK-T-0448.2 (Exhibit-F).

B. At SP 819 WOJV is proposing to decrease the wall thickness to 33 3/16" with #11 rebar spacing to 6" o.c. between the centerline of the (2) adjacent piles. Similar to above, as depicted in SK-T-0448.3 (Exhibit-G) SP #753 encroaches 2-3/16". WOJV would reduce the wall

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

It is acceptable to reduce the foundation wall thickness with reinforcement spacing reduction as proposed for the 5 inquired locations.

Note that this is not a pre-approval for future conditions that may arise. W/O shall coordinate these approved modifications with shop drawing preparation.



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thickness while reducing the rebar spacing to compensate for the reduced wall thickness to clear the encroaching SP as depicted in SK-T-0448.4 (Exhibit-H).

WOJV did review the possibility of cutting the W21x201 flanges to accommodate the encroachment however, this high risk remedy was ruled out as it could jeopardize the project shoring system.

Please advise.

<b>T-0448.1</b>	<b>BGP - CDSM Soldier Pile Encroachment, mat areas 1&amp;2 all levels (Exhibit-A).</b>	<b>Closed</b>	<b>04/26/2013</b>	<b>05/06/2013</b>	<b>04/26/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Lynn Kowallis      **To:** Turner Construction Compan   Gary Krutsch

**Answered By:** Webcor Construction LP   Marina Rosso

**Co-Author:** Webcor Construction LP      Kirk Nielsen

**REQUEST:**

Ref: T-0448, SH-2001, SH-2000

Previous RFI response #T-0448 (Exhibit-A) only addressed the impact of the encroaching CDSM soldier piles (SPs) on the first or bottom wall segments. This RFI address the encroaching SPs in mat slab areas 1&2 (Exhibit-B) at all levels of wall. This RFI shall supersede previous RFI response #T-0448.

Marked up sheet SH-2001 (Exhibit-C) depicts the location of the encroaching SPs and the degree in which they are encroaching.

1. SP #753 in mat area #2 encroaches 1-1/4" at elevation - 34.12.

WOJV is proposing to decrease the specified 36" wall thickness to 34-3/4" to clear the encroaching SP. WOJV would reduce the wall thickness while compensating by supplementing the base contract #11 bars @ 8" o.c. with intermediate #7 bars (Option #3 Exhibit-D) exclusively at the level of encroachment.

2. SP #761 in mat area #1 encroaches 7/8" at elevation - 34.12.

WOJV is proposing to decrease the specified 36" wall

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

Can't find answer in Constructware





**Co-Author:**





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	<p>would reduce the wall thickness while compensating by supplementing the base contract #11 bars @ 8" o.c. with intermediate #7 bars (Option #3 Exhibit-D) exclusively at the level of encroachment.</p> <p>Marked up sheet SH-2000 (Exhibit-E) depicts the location of the encroaching SPs and the degree in which they are encroaching.</p> <p>1. SP #819 in mat area #1 encroaches 2-3/16" at elevation -34.24. WOJV is proposing to decrease the specified 36" wall thickness to 33-13/16" to clear the encroaching SP. WOJV would reduce the wall thickness while compensating by supplementing the base contract #11 bars @ 8" o.c. with intermediate #7 bars (Option #3 Exhibit-D) exclusively at the level of encroachment.</p> <p>Please confirm that WOJV's proposed solutions are acceptable.</p>						
T-0448.3	BGP - CDSM Soldier Pile Encroachment, mat areas 1&2 all levels.	Closed	05/03/2013	05/17/2013	04/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Lynn Kowallis      To: Turner Construction Compan   Gary Krutsch		Answered By: Webcor Construction LP   Marina Rosso					
Co-Author: Webcor Construction LP      Kirk Nielsen							
REQUEST:      SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>					
Reference: Previous RFI #T-0448, Related RFI #T-0530.		Can't find answer in Constructware					
Previous RFI response #T-0448 only addressed the impact of the encroaching CDSM soldier piles (SPs) on the first or bottom wall segments. This RFI addresses the encroaching SPs in mat slab areas 1&2 at all levels of wall. This RFI shall supersede previous RFI response #T-0448.							
Please see attachment SK-1 for RFI T-0448.3 questions.							
T-0448.4	CDSM Soldier Pile Enchroachment	Closed	05/09/2013	05/19/2013	05/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Robert Kjome      To: Turner Construction Compan   Gary Krutsch		Answered By: Adamson Associates, Inc   George Metzger					



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<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Previous RFI #T-0448, Related RFI #T-0530.  Previous RFI response #T-0448 only addressed the impact of the encroaching CDSM soldier piles (SPs) on the first or bottom wall segments. This RFI addresses the encroaching SPs in mat slab areas 1&2 at all levels of wall. This RFI shall supersede previous RFI response #T-0448.  Please see attachment SK-1 for RFI T-0448.4 questions.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Foundation wall modification proposals 1-10 are not acceptable. Comments are as follows:  A.) This RFI supersedes RFI #T-0448. The proposed rebar scheme in this RFI differs from previously suggested solution without providing calculations that show proposed additional rebar compensates for reduction in moment and shear capacity of the foundation wall cross-section due to shoring encroachment.  B.) Reinforcement for knock-out walls (west of mat slab area #1) differ from those in typical foundation walls (e.g., see S1-2060 for section call out). Provide solutions for knock-out walls.  C.) Provide an elevation sketch that shows the proposed vertical extent and detail of added rebar.  D.) Lap splices are not allowed in additional rebar. Use Type 2 mechanical couplers.  E.) Provided generic cross-section detail is insufficient to show the actual location of the added rebar in plan. The extent of the applied options should be shown on plan for clarity.  F.) Reference SK1 is not included in this RFI.  G.) Maximum encroachment dimension provided for SP(s) #737-739 does not match maximum dimension provided in SK-2 and SK-3, please reconcile.  H.) Do not refer to a superseded RFI (in SK-3 comments column for pile 819).  I.) Coordinate all modifications with future shop drawings for TG06.			



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**Co-Author:**

**REQUEST:**

Reference Documents: Exhibits A - G

This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the South wall in slab area 1 & 2 as well as all levels of the encroachment into the foundation wall between CDSM piles 733 and 772. (Exhibit A)

Exhibit B & Exhibit C depict the location and degree in which the SPs are encroaching.

WOJV proposal: Between SPs 733 and 772 (which is the intersection of the South and West wall) WOJV is proposing to decrease the specified 36" wall thickness to 33 1/8" to clear all the encroaching SPs. WOJV would reduce the thickness while reducing the rebar spacing to compensating for the reduced wall thickness predicated on SE stamped Detail A/SLC.1 (Exhibit D) this modification would clear all the encroaching SP/steel plate issues between 733 & 772, See Exhibit E, F, & G.

This modification, if approved, would be incorporated into the TG06 shop drawings.

Please confirm if this is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The proposed modification to foundation wall reinforcement is acceptable. W/O to coordinate these changes with TG06 contractor, including previously-approved mat rebar shop drawings for this zone.

T-0449	BGP - Pre-Installation Conference Meeting Minutes-Waterproofing			Closed	03/19/2013	03/29/2013	03/21/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Turner Construction Comp				Jack Adams

**Co-Author:** Shimmick Construction Company, Inc      Ben Gordon

**REQUEST:**

Ref: Specification Section -01 12 00 1.5.D, 07 12 10 1.3.B.2 and 00 07 00 1.05

There appears to be a conflict in responsibility and duration between Specification Section 01 12 00 - 1.5.D, Project Meetings and 07 12 10-1.3.B.2, Modified Bitumen Waterproofing- see the attached PDF.

"Project Meetings" states the TJP A is responsible for preparing the meeting minutes and then distribute them with 2 days after the conference while the "Modified

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

There is no conflict. The meeting minutes will be prepared and submitted by the Contractor within 3 days after the meeting per Spec. 07-12-10 Modified Bitumen Waterproofing. Preinstallation meeting minutes are the responsibility of the Contractor per Spec. 07-12-10 Para 1.3 Administrative Requirements which states; "The following requirements are in addition to the provisions of Spec. 01-12-00 and 01-14-00." "The minutes of the conference shall be submitted by the Contractor to all attendees and interested parties no less than 3 days after the



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	<p>Bitumen Waterproofing" section seems to indicate the Contractor/Trade Subcontractor is to prepare the minutes and distribute them no less than 3 days after the conference.</p> <p>Based on General Conditions 00 07 00-1.05, entitled Precedence of Contract Documents, confirm the TJPA will prepare and distribute the Modified Bitumen Waterproofing Pre-Installation Conference Meeting minutes per Section 01 12 00-1.5.D.</p>						conference."
T-0450	BSE - Dewatering Casing Tolerances	Closed	03/19/2013	03/29/2013	03/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Specification Section: 31 23 19			Plumbness of the dewatering well is not explicitly mentioned in the specifications. However Dewatering Specification section 31 23 19 1.11 C states "Coordinate work to avoid clashes with....and other items to be installed as part of the permanent structure" and detail 6 / A1-8711 shows the Dewatering Pipe drawn plumb and fitting snug within the steel sleeve.				
Please confirm the TG03 contract documents tolerance for the plumbness of the dewatering well casings.							
T-0451	BGP - Mat Slab Construction Joint Dimensions	Closed	03/19/2013	03/29/2013	03/25/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference Specification:031000 Reference Drawings:S1-3001			It is acceptable to maintain the 1'-8" wide by 10" deep key for the mat slab construction joint at thickened mat and chamfer areas as shown on the RFI sketch. Although not inquired about, note the foundation wall key h/6 dimension on section c-c should be 6" and not 5" as detailed on sketch.				
Please reference attached sketches of mat slab construction joint (CJ), and detail 2 on S1-3001. Detail No. 2 on CD S1-3001 shows CJ for the mat slab 5 thick section, however, the contract drawings do not provide							





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<p>on sheet S1-2251, the beams are shown to be intersecting the foundation wall at varying angles. SCCI requests further clarification/details at the beam locations for the fabrication of the L8x8 connections.</p>							
<hr/>							
T-0453.1	BGP - Vehicle/Bike Beam End Supports	Closed	04/11/2013	04/21/2013	04/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Jesse Dillon							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Ref: RFI T-0453, AI-7401, SK-115				It is acceptable to weld two 1 1/8" plates together to create the (2) angles for the western most beam, provided a complete-joint-penetration (CJP) weld is used.			
Please reference attached drawings. RFI T-0453 stated that the L8x8x1 1/8" shall be bent to match the angle at which the Vehicle/Bike ramp beams meet the wall. At the western most beam the acute angle at which the beam meets the wall is 56 degrees and the obtuse angle is 124 degrees. See attached marked up Contract Drawing AI-7401 for angle measurements. Bending the 1 1/8" thick legs of the L8x8 is not feasible and would structually stress the member. SCCI proposes to weld two 1 1/8" plates together to fabricate the angles. See attached drawing SK-115 for details. The additional two beam members shall be fabricated per the measured angles.							
Please advise if this is acceptable.							
<hr/>							
T-0453.2	BGP - Clarification of Vehicle/Bike Beam End Support	Closed	10/02/2013	10/12/2013	10/16/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Jackson Tukuafu		To: Turner Construction Compan   Gary Krutsch		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Please refer to attached drawing S1-2251, S1-3411. A1-7401 and SCCI sketch SK-115.				George Metzger 10/14/2013 RESPONSE: Confirmed			
Per RFI response T-0453.1, it is acceptable to weld two 1 1/8" plates together to create the (2) angles for the western most beam indicated on drawing A1-7401.							





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Please confirm the Vehicle/Bike Ramp end support acute angle is 56-degrees and obtuse angle is 124-degrees as shown in the attached SCCI sketch SK-115.							
<hr/>							
T-0454	BGP - Steel Cap Collar Weld Location	Closed	03/19/2013	03/29/2013	03/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification: 055010 Reference Drawings: S1-3003, A1-8711, Submittal No. TG0600-036				Provided the sleeve and collar are welded together (in the shop) before the mat is poured, the location of weld in the shop drawing is acceptable. If instead the collar must be installed onto the sleeve in the field after the mat is poured, then weld access will be a limiting factor that will require the weld to occur as shown on S1-3003.			
Please reference attached Contract Drawing SI-3003 and AI-8711 along with approved as noted dewatering pipe sleeve shop drawing. The 3 dewatering sleeve drawings depict conflicting weld locations for the 5/16" fillet weld of the steel cap collar to sleeve connection (see highlighted drawings).							
Please clarify/confirm the location of this weld.							
<hr/>							
T-0455	BGP - Out of Plumb Dewatering Casing	Closed	03/19/2013	03/29/2013	03/27/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification:055010-3.2.C Reference Drawings: S1-3003 Reference Photo: attached				For the existing dewatering wells, we will not object if the maximum gap between sleeve and dewatering well casing exceeds 1/2" for those dewatering wells found to be out of plumb.			
Please reference Sheet S1-3003 of the Contract Drawings and Spec Section 055010-3.2.C SCCI spot checked two of the existing dewatering wells for plumbness and found them both to be approximately 3/4" over 48" out of plumb (see attached photos). With this existing condition, SCCI can not adhere to the plumbness tolerance (1/16") for installation and maintain the required 1/2" maximum gap between sleeve and casing per Section 2 of Sheet S1-							



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3003. SCCI suggests increasing the diameter of the sleeve and granting a variance on the 1/2" gap tolerance per Sheet S1-3003. SCCI will maintain adherence to the installation tolerances in Spec Section 05 50 10.

T-0455.1	BGP - Dewatering Well Above Grade PVC Pipe		Closed	03/29/2013	04/08/2013	04/02/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Shimmick Construction Company, Inc									Chris Williams

**REQUEST:**

Reference Drawings: A1-8711

Per discussion in the pre-installation and preparatory DFOW meetings for the metal fabrication penetration sleeves, the PVC dewatering casing above the mud slab can be cut just above or at top of mud slab elevation to avoid varying diameter issues. Without the dewatering casing present above mud slab grade, the varying casing diameter issues and plumbness issues are solved. The to avoid debris entering the dewatering casing, the casing would not be cut until the penetration sleeve is to be installed. Please confirm per the discussions in the meeting that cutting the casing is acceptable. Please note that the grouting back of the dewatering casing shortly after the decommissioning of the dewatering pump will be uniform (without segregation) for both below mudslab elevation and above.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The description contained in RFI T-0455.1 is acceptable. Note that dewatering casings that require to be cut, should be cut above the top of mud slab (not at the top of mud slab).

T-0456	BGP - Mass Concrete Temperature Monitoring Equipment Installation in MAT Slab Closed			03/25/2013	03/25/2013	04/03/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Ian Corcorran	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Shimmick Construction Company, Inc									Ben Gordon

**REQUEST:**

Reference Specification: 03 30 20 (3.11.A & 1.3.A.8)

Per Specifications 03 30 20 (3.11.A & 1.3.A.8), SCCI will install temperature monitoring devices at specified locations and depths. These instruments use RFID Tag technology for communication with the data logger. The

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Thornton Tomasetti does not object to proposed method presented in RFI.

GC to coordinate waterproofing requirements with waterproofing subcontractor and submit proposed waterproofing details in the shop drawings.



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	RFID transmitter, which is wired to the temperature monitoring device, will be elevated out of the concrete. SCCI will tie a 1/4" diameter fiberglass, or similar non-corrosive, rod to the reinforcing mat. The temperature monitoring RFID transmitter will then be elevated clear of the Mat Slab. Once Thermal Monitoring activities are complete, this non-corrosive rod and cable will be cut flush with slab. Reference attached brochure and SCCI sketch.						
	Is this method acceptable?						
T-0457	BGP - Mat slab changes per Field Order 11 (Future ASI 102)	Closed	03/25/2013	04/04/2013	04/03/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference RFI: T-0415 Reference Field Order No. 11 (Future ASI 102)				Regarding ASI 102 For the Mat slab GL A thru J and 1 thru 3.5 drainage pits are not expected change, with the exception of the small sump pit in the elevator pit GL 1.4 to 2, E.6 which was shown on the attachments responding to RFI T-0415 BGP. Within the mat slab (not affecting slab thickenings) floor drains and floor sinks have been relocated at the Fire Pump and Domestic Booster and Irrigation Pump Rooms and a floor drain will be added at the electrical room located GL 1.4 to 2, B to C.			
Field Order No.11 (Future ASI 102) is still in the design stage, and without the Contract Drawings incorporating the field orders SCCI cannot plan the work. More specifically, are there any changes to the foundation (Mat slab) resulting from Field Order 11 (Future ASI 102)?							
For example: If there are changed/added drainage pits in the SCCI's Area 3 (Mat slab pour # S103; GL A thru J, and 1 thru 3.5), geothermal work cannot begin until such changes are incorporated.							
Please confirm that Field Order No.11 (Future ASI 102), or any other forthcoming Field Order has no changes in the Mat slab drainage system (drainage pits, thickened sections, etc.), that would impact the subgrade work.							

<b>T-0458</b>	<b>BGP - Concourse Slab CJ Layout</b>	<b>Closed</b>	<b>03/26/2013</b>	<b>04/05/2013</b>	<b>04/04/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP		Robert Kjome	<b>To:</b> Turner Construction Compan		Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger	
<b>Co-Author:</b> Shimmick Construction Company, Inc Andy Khuu							



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#### REQUEST:

Reference Specification: 03 30 20  
Reference Drawings: CJ-05 and CJ-22

In order to meet the Joints in Concrete specifications (03 30 20-3.2), SCCI's revision of Construction Joint (CJ) Layout Submittal requires the CJ between concourse slabs D116 and D117 (see attached reference drawing CJ-22) to be 2'-10" outside of the required center third of the span (reference 03 30 20- 3.2.B.1 ). Please advise if this is acceptable.

If the above is not acceptable, then SCCI proposes to move the CJ line (between D116 and D117) 2'-10" to the East. Since mat slab S108 (see attached reference drawing CJ-05) is currently 120'-0" wide, it will be increased to 122 '-1 0" wide. This would be wider than the maximum width of 120' -0" as specified in 03 30 20-3.2.A.3. Please advise if this alternative is acceptable.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

The second option (that will result in a larger mat pour) is acceptable.

T-0459	BGP - Waterproofing and CJ Concourse Slab Layout Conflict			Closed	03/27/2013	04/06/2013	04/01/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Turner Construction Comg				Jeff Thiel
Co-Author: Shimmick Construction Company, Inc										Ben Gordon

#### REQUEST:

Reference Specification: 07 12 10  
Reference Drawings: A1-2203 and S1-3201

Please reference A1-2203 and SI-3201 of the Contract Plans and the attached drawings. The current elevation at the bottom of the 2nd level bracing lookouts is at approximately -5.13, WEST of Grid 9 (see concourse slab drawing). The proposed top of concourse slab elevation is to be -5.42, WEST of Grid 9. Per the WPM-1 waterproofing system, the minimum overall tie-in dimension needed for the succeeding lift is approximately 1 '-11" (see attached waterproofing drawing).

The current elevation at the bottom of the 2nd level bracing lookouts is at approximately -6.15, EAST of Grid 9 (see concourse slab drawing). The proposed top of concourse slab elevation CJ is to be -7.67, EAST of Grid 9. Per the WPM-1 waterproofing system, the minimum

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

This is a contractor coordination issue. CM/GC to coordinate this work between their sub-contractors and show the proposed solution in the coordinated shop drawings.



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	<p>overall tie-in dimension needed for the succeeding lift is approximately 1'-11" (see attached waterproofing drawing).</p> <p>In both locations, the minimum required dimension (1'-11") to tie-in to the next lift of waterproofing can not be reached with the current location of the 2nd level bracing lookouts and the proposed concourse slab elevations. SCCI is restricted in location for the CJ due to the absolute concourse slab location and elevation.</p> <p>Furthermore, a similar conflict exists in the 1st foundation wall lift and the 3rd level of bracing lookouts (see 1st wall lift drawing). With SCCI's current location of the CJ, there is virtually no room to allow for the waterproofing overlap to occur. SCCI fully understands its freedom to manipulate the location of the CJ's by lowering it approximately 2'. This will potentially change BBII's rebracing plans.</p> <p>Please advise.</p>						
<b>T-0460</b>	<b>BGP - Waterproofing and CJ at Mat Slab Conflict</b>	<b>Closed</b>	<b>03/27/2013</b>	<b>04/06/2013</b>	<b>04/01/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Lynn Kowallis		<b>To:</b> Turner Construction Company    Gary Krutsch		<b>Answered By:</b> Turner Construction Company    Jeff Thiel			
<b>Co-Author:</b> Shimmick Construction Company, Inc    Ben Gordon							
<b>REQUEST:</b> Ref: S1-3201		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
Please reference S1-3201 of the Contract Plans, RFI #T-0459, and the attached drawings. The current elevation at the bottom of the 4th level bracing lookouts is at approximately -31.56 (see mat slab drawing). The proposed top of mat slab elevation CJ is to be -32.37. Per the WPM-1 waterproofing system, the minimum overall tie-in overlap dimension needed for the succeeding lift is approximately 1'-11" (see attached waterproofing drawing).				This is a contractor coordination issue. CM/GC to coordinate this work between their sub-contractors and show the proposed solution in the coordinated shop drawings.			
The minimum required dimension (1'-11") to tie-in to the next lift of waterproofing can not be reached with the current location of the 4th level bracing lookouts and the proposed mat slab chamfer elevations. SCCI is restricted							



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<div>in location for the CJ due to the absolute mat slab with chamfer location and elevation.</div> <div>Please advise.</div>							
T-0461	BSE - Cross - Lot Rebracing	Closed	03/27/2013	04/06/2013	04/03/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Webcor Construction LP Lynn Kowallis							
REQUEST: Ref: S1-3201 and Field Order 10R2 -S1-3201  Base contract detail A/S1-3201 gave the contractor the option to utilize an internal concrete waler or an external steel waler for rebracing. The FO #10R2 version of detail 1/S1-3201 appears to have eliminated one of the two original rebracing options, leaving only the external steel waler option. Please confirm it was the designer's intent not to use an internal concrete waler for rebracing.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>  The contractor may use either a steel waler or internal concrete waler as in base contract detail A/S1-3201 (It was the design team's understanding from previous communications with the contractor that a steel waler would be used, thus the FO #10R2 version of detail 1/S1-3201 only graphically shows the steel waler option). FO #10R2 shall not be used to prohibit the contractor from designing and installing all necessary aspects of a rebracing system utilizing the permanent structural concrete, as indicated in base contract detail A/S1-3201.			



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<b>T-0462</b>	<b>BGP - Grounding Wire Penetrations in Mud &amp; Protection Slab</b>	<b>Closed</b>	<b>03/28/2013</b>	<b>04/07/2013</b>	<b>04/10/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon							
<b>REQUEST:</b> Ref: 5/A1-8710 and Submittal Package TG0600-023.1 sheet 5.07, Specification Section 26 05 27  The contract plans and specifications call for the grounding wire to be bare copper. At the locations in which this grounding wire penetrates the mud & protection slab, the waterproofing supplier (Laurenco) requires the ground wire penetration to be solid metal or a rod. Laurenco has stated that if the electrical grounding penetration through the slab is wire as shown in the plans and specifications, the waterproofing system will leak. Please advise.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> For each of the grounding electrode conductors that penetrate the waterproof membrane, in order to provide a smooth impenetrable surface, splice a solid copper 4/0 grounding conductor per the attached detail sketch ESK-20 using Erico Cadweld mold #PTC-2P2L or equal. Refer to the attached revised waterproofing detail 5/A1-8710 for waterproofing of these spliced conductors.  Jeff Thiel   4/10/2013 Pending TJPA approval, a CR for this work is forthcoming.		
<b>T-0463</b>	<b>BSE - Micropiles W400 &amp; 417 Relocation</b>	<b>Closed</b>	<b>03/28/2013</b>	<b>03/29/2013</b>	<b>04/01/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.   Brandon Miller							
<b>REQUEST:</b> Reference Specification: 31 63 33  Micropiles W400 and W417 cannot be installed as laid out due to an overhead obstruction (Geotechnical Instrumentation Pipes).  BBII proposes moving W400 South 5' and W417 South 3' to provide adequate clearance. The proposed locations for Micropile W400 and W417 will be within the geothermal area; however, the proposed locations do not appear to impact geothermal piping.  See attached sketch.  Please confirm this is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Thornton Tomasetti does not object to moving micropiles W400 and W417 as proposed.		
<b>T-0464</b>	<b>BGP - Clarification of Curing and Thermal Protection Methods</b>	<b>Closed</b>	<b>03/28/2013</b>	<b>04/07/2013</b>	<b>04/09/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon							



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	<p><b>REQUEST:</b> Ref: Specification Section 033020.2.11.D, and 033020.3.7.A.c Ref: Submittal TG0600-201.1</p> <p>Reference Mass Concrete Plan prepared by CTL Group, Submittal Package TG0600-201.1, item 033000-011.1, page 10 - Curing. This paragraph state " ... slab placement will be cured in a method that does not artificially excessively decrease the surface temperature of the concrete placement. This means that continuous wetting of the concrete should he avoided."</p> <p>Reference specification section 033020.3.11.D. This paragraph states "Thermal Blankets are required to insure minimal thermal cracking."</p> <p>Reference specification section 033020.3.7.A.C. This paragraph calls for "Moist curing of the Mat Slab by means of continuously covering the slab with water."</p> <p>Reference attached letter " Wet Curing Mat Slab", author Bob Foley, CEMEX QC Manager Bay Area.</p> <p>SCCI intends to cure the Mat slab per recommendations of CLT Group Mass Concrete Plan. Due to the high risk of thermal cracking, SCCI intends to utilize impermeable insulated curing blankets and not cover the slab with water.</p> <p>Is this acceptable?</p>	<p><b>SUGGESTION:</b></p>					

**ANSWER:**      **Accept Suggestion:** ☐

The proposed method of curing is not acceptable as it does not meet the specifications for moist curing. The intent is to keep the surface continuously wet to ensure minimal cracking and with the use of thermal blankets to minimize temperature differential.

<b>T-0464.1</b>	<b>BGP - Mat Slab Curing Techniques</b>	<b>Closed</b>	<b>04/26/2013</b>	<b>05/06/2013</b>	<b>05/08/2013</b>	<b>Potentially</b> <input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Webcor Construction LP	Robert Kjome	
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon						
	<p><b>REQUEST:</b> Reference Specification: 03 30 20</p> <p>Please reference TG06.0 Contract Specifications 03 30 20.3.7.5.b.3 and Project Meeting with Thornton Tomasetti (SER), held Thursday, April 25.</p>	<p><b>SUGGESTION:</b></p>				

**ANSWER:**      **Accept Suggestion:** ☐

The proposed method of moist curing for the mat slab is acceptable.





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SCCI intends to Moist cure the Mat Foundation Slab using the above referenced method found in the contract specifications and discussed in the above mentioned Project meeting.

Please confirm this method is acceptable.

<b>T-0465</b>	<b>BGP - Relocation of Geothermal Risers Due to Leaking CDSM Wall</b>	<b>Closed</b>	<b>03/28/2013</b>	<b>04/07/2013</b>	<b>04/04/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Reference photo: Attached

As seen in the picture attached, water is leaking through the surface of not only the CDSM panel that the geothermal riser is laid out on, but the various adjacent CDSM panels as well.

Please confirm that SCCI can move the Field 1 risers location between Piles 35 & 36 and the Field 2 risers location between Piles 38 & 39. Both of these new locations appear to be leaking less than the original riser locations.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Field 1 Risers should be located between east of soldier Pile 36 (between 36 and 37) as indicated in RFI T-0437 BGP. It is acceptable to locate Field 2 risers between 38 and 39.

<b>T-0466</b>	<b>BGP - Ground Rod for SFPUC</b>	<b>Closed</b>	<b>03/29/2013</b>	<b>04/08/2013</b>	<b>04/10/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Joanne Filipas

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Webcor Construction LP Joanne Filipas

**REQUEST:**

In follow up to the 3/28/2013 OAC, PCP informed us that the SF PUC requires a ground rod to be installed. Please provide all necessary information including but not limited to rod type, length, and location.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Add new ground rods and grounding electrode conductors for SFPUC utility requirements per the attached drawings. This grounding system shall not connect to the other building grounding systems except for the soldier pile connections. All other related details shall apply. Coordinate grounding conductors to rise in the foundation wall for extension into the Lower Concourse slab.



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Jeff Thiel 4/10/2013 Pending TJPA approval, a CR for this work is forthcoming.							
T-0466.1	BGP - Ground Rod for SFPUC	Closed	04/11/2013	04/21/2013	04/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Ref: RFI T-0466, RFI T-0442							
SCCI is in receipt of the response to RFI T -0466 concerning the addition of SFPUC grounding rods/grids. In order to price this change SCCI and its electrical subcontractor need the following information:							
On Drawing SKE-021, Note 8, please provide a location on where to terminate each of the four 4/0 cables at the lower concourse slab. A revised SKE-024 drawing showing the exact stub up locations and dimensions is needed to accurately price and construct this change.		1. Please find the attached drawings to clarify the ground rod locations. The ground rods are noted to be approximately ten feet on center. Coordinate the specific placement of the rods and GEC to avoid the geothermal piping. We have included Lower Concourse drawings to indicate the grounding electrode conductors that will route into the Lower Concourse slab. Exact dimensioning of these conductors in the foundation wall and slab are not required, Contractor to coordinate exact locations with underground piping in this area. The GEC will be extended to bond to a ground grid at the four corners of the new Electrical Rooms B1289 and B1441. Additional slab details for the mesh and GEC bonding will be provided in an upcoming drawing issue.					
On Drawing SKE-022, Note 3, please again advise where to terminate the four 4/0 cables at the lower concourse slab. A revised SKE-024 drawing showing the exact stub up locations and dimensions is needed to accurately price and construct this change.		2. Yes, the details from RFI T-442 will apply to these and all grounding conductor penetrations of the waterproof membrane. See SKE-025 for the connection detail referenced on sheet E1-6006, detail 2.					
Please confirm that the details from the RFI T -442 response will apply to these penetrations.							
Please confirm that there only two areas (detailed on SKE-021 & SKE-022) that will require the additional SFPUC grounding.		3. Yes, the two locations are the only known new SFPUC grounding locations. Please note that the ten foot ground rod separation shown on SKE-021R1 at the transformer vaults has been increased.					
T-0466.2	BGP - Requesting Detail 2 on drawing E1-6006	Closed	04/19/2013	04/29/2013	04/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			



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**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Ref: RFI T-0466, Drawing E1-6006

Reference is made to RFI T -0466 and the attached sketches. Note I on SKE-022, Note A on SKE-023 and the first note below (Top of Slab -35'-8") references a detail on Contract Drawing E1-6006 for the added SFPUC Ground Rods. The current drawing E1-6006 does not have the noted detail. SCCI requests an updated E1-6006 drawing with the new detail.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

SKE-025 issued with the RFI response indicates the specific referenced detail 2 on Sheet E1-6006. See attached for a duplicate copy.

**T-0467** **BGP - Lower Concourse Conflicts**

**Closed**

**03/28/2013**

**03/28/2013**

**04/01/2013**

**Potentially** ☐

**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Turner Construction Company Jeff Thiel

**Co-Author:** Shimmick Construction Company, Inc Filip Filipic

**REQUEST:**

Reference Drawings: SH-5002, SH-2007, SH-2008, SH-3001

SCCI is in discovery that the W21x101 and W14x30 support beams and lookouts at the shoring level B are encroaching into the lower concourse slab between GL 1 and 9.5. TOC for the concourse slab is at EL. -5.42' (GL 1 thru 9.5); Bottom of W21x101 support beams and W14x30 lookouts are at EL. -6.25' and -5.67' respectively.

Please confirm that these will be removed prior to construction of the lower concourse level. If these struts supports are to remain throughout construction of the lower concourse please provide detailed drawings showing incorporation (or blockout) of these W21x101 support beams and W14x30 lookouts into the lower concourse slab.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

This is a contractor coordination issue. CM/GC to coordinate this work between their sub-contractors and show the proposed solution in the coordinated shop drawings.

**T-0468** **BGP - Geothermal Pipe Riser in CDSM Wall Excavation Specification**

**Closed**

**03/29/2013**

**04/08/2013**

**04/08/2013**

**Potentially** ☐

**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Reference Specification: 23 57 34, 31 23 34

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

This is acceptable west of gridline 7.



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	<p>Per discussions with the designer (ARUP), the CDSM wall will continue to move until the mat slab has been placed. With the geothermal pipe riser being installed much ahead of the mat slab, there is a good chance that the riser chase pour back will be jeopardized by the wall movement. Per specification 31 23 34, 3.2, B, the geothermal riser pipe chase cannot remain open for longer than 10 calendar days. Is it acceptable to extend this duration to account for the wall movement until the mat slab is poured?</p> <p>Please advise.</p>						
T-0469	BGP - Embed Nail Holes	Closed	04/01/2013	04/11/2013	04/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:			
Ref: Detail 3/S1-3010, Detail 2,3,6/S1-3205, Detail 1/S1-3411, Detail 9,11/S1-7600, Detail 8,12/S1-7602				Accept Suggestion: <input type="checkbox"/>			
Please reference attached drawings of typical steel embeds, not all embed drawings are attached. SCCI requests to drill 1/4" nail holes in the embedded steel angles, plates, pit frames and bearing assemblies. The holes shall provide a means to secure embeds to the formwork and prevent movement during placement of concrete. Nail holes shall be drilled prior to galvanization and shown on shop drawings. Please advise if this is acceptable.				Proposed nail holes are acceptable provided that holes avoid studs by minimum of AISC bolt hole clear spacing requirements.			
				Submit holes in shop drawings for review.			
T-0470	BGP - Concourse Slab Trestle Pile Block Out	Closed	04/02/2013	04/12/2013	04/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:			
Ref: Detail 4, 7/S1-3009, S1-3500, S1-3501, S1-3502				Accept Suggestion: <input type="checkbox"/>			
				Since a block-out for a trestle pile is a temporary condition, it is the contractor's responsibility for this			



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	<p>Please reference attached Contract Drawings S1-3009, S1-3500, S1-3501 and S1-3502. Details 4 and 7 on S1-3009 depict the typical mat foundation reinforcement and trestle pile block outs. SCCI is unable to locate a typical concourse slab reinforcement and trestle pile block out detail. The slab detail drawings, S1-3500 to S1-3502, do not contain details for the trestle pile block outs. Please provide trestle pile reinforcement and block detail for the concourse slab.</p>						<p>means and methods issue.</p> <p>Note that General Note GR-9 on S-0005 offers some additional information on this topic.</p>
T-0470.1	BGP - Concourse Penetrations Discrepancies	Closed	07/16/2013	07/16/2013	07/29/2013	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP Jackson Tukuafu</p> <p><b>To:</b> Turner Construction Compan Gary Krutsch</p> <p><b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon</p>		<p><b>Answered By:</b>Adamson Associates, Inc George Metzger</p>					
<p><b>REQUEST:</b></p> <p>Reference attached sketch and RFI T-0470.</p> <p>Note GR-9 on S-0005 raises a non constructability issue with the concourse slab penetration blockout. If the GR-9 is followed the minimal clear cover over couplers on the lower concourse slab will not conform to the specifications. Please provide rebar details for the concourse slab penetrations that conform to the specifications.</p>		<p><b>SUGGESTION:</b></p>		<p><b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>See attached SKS-0280 for a block-out detail for the typical Lower Concourse slab. Contractor to verify top and bottom bars with slab schedule as the RFI sketch reflects incorrect labels. Slab will shall be supported during temporary condition until block-out is filled in.</p>			
T-0471	BGP - Galvanizing Testing	Closed	04/02/2013	04/12/2013	04/05/2013	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP Lynn Kowallis</p> <p><b>To:</b> Turner Construction Compan Gary Krutsch</p> <p><b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon</p>		<p><b>Answered By:</b>Adamson Associates, Inc George Metzger</p>					
<p><b>REQUEST:</b></p> <p>Ref: Specification Section 05 05 15 3.6 A</p> <p>Section 3.6 A of 05 05 15 -Hot Dip Galvanizing calls for "the contractor's testing laboratory shall perform inspection and testing of zinc coatings under the guidelines outlined in the American Galvanizer's Association (AGA)." Per the hot dip galvanizing pre-installation meeting, SCCI plans to use AZZ Galvanizing Services and their independent testing agency for shop testing and inspection and to fulfill all requirements described in 05 05 15-3.6 -Testing.</p>		<p><b>SUGGESTION:</b></p>		<p><b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>The Contractor shall determine if the galvanizing service company and contractor's testing agency are appropriate. It is not required in the specification to obtain approval by a TJPA Representative of the galvanizing service company and contractor's testing agency.</p>			



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Personnel qualifications are available upon request.

Please confirm this is acceptable.

T-0472	BGP - Future Train Platform Wall Conflict with Trestle Pile Opening		Closed	04/02/2013	04/16/2013	04/15/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Ian Corcorran	To: Turner Construction Compan		Gary Krutsch		Answered By: Adamson Associates, Inc George Metzger	
Co-Author: Shimmick Construction Company, Inc Ben Gordon								
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion:		<input type="checkbox"/>
Ref. Dwg: S1-2054, S1-2055, 1/S1-3205								
Dwg sheets S1-2054 and S1-2055 depict the future walls for the train platform which per detail 1/S1-3205 receive #7 dowels E.F. at 8" O.C. with a formsaver coupler positioned at the top of the mat slab. When referencing S1-2054 and S1-2055 it is noted that in 14 locations the openings for the trestle pile are shown directly on top of this future wall thus conflicting with the required dowels. Please provide a coupler detail at these blockouts.								

T-0473	BGP - Modifications to Geothermal Layout		Closed	04/02/2013	04/12/2013	04/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch			
Co-Author: Webcor Construction LP		Robert Kjome						
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference: M-0006								
Per sheet Note 3 on M-0006, the center to center distance of loops can be adjusted where conflicts occur. In an effort to relocate geothermal piping as needed to avoid structural conflicts without multiple submissions of RFI's, please provide minimum distance allowed between loops.								
As built of the installed geothermal piping will be provided upon completion of the system.								



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T-0474	BGP - Micropile Penetration Detail at Sump Pits	Closed	04/02/2013	04/02/2013	04/04/2013	Potentially	
From: Webcor Construction LP Robert Kjome		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Webcor Construction LP Robert Kjome							
REQUEST: Reference Specification: 31 63 33 Reference Drawing: A1-8711 Reference Photos: Attached  See attached photos of micropiles W028, W026, and W043 located in sump pits on an angle. Sheet 2/A1-8711 shows a micropile penetration detail on a horizontal surface. Please provide a micropile penetration detail for micropiles located in a sump pit on an angle.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Submit a shop drawing based on the waterproofing manufacturer's recommendations for this condition.			
<hr/>							
T-0475	BGP - Mat Slab Drainage Sloping	Closed	04/03/2013	04/17/2013	04/04/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Ref. Spec: 03 30 20.3.6.B.1.b  Contract specification section 03 30 20.3.6.B.1.b, states "Slope surfaces uniformly to drains where required."  However, the contract plans for the below grade package (TG06.0), does not show drainage slope for the Mat Slab. SCCI intends to uniformly place top of Mat Slab at -35' - 8" as shown on contract drawings. If sloping of the Mat Slab is required, please provide drainage plan for top of Mat Slab.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> We confirm that there are no slopes to drain on the Mat Slab. The top of slab is uniformly -35'-8".			
<hr/>							
T-0476	BSE - Zone 4 Waler Connection Criteria	Closed	04/03/2013	04/13/2013	04/05/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc. Danny Walsh							
REQUEST: BBII has received COM1902 directing BBII to re-design the east end shoring utilizing similar waler connections provided in the attached sketches.  Prior to commencing re-design, BBII requests the following information from the Shoring wall EOR so our Bracing EOR can properly evaluate the interaction		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Regarding permissibility, see Note 11 on Sheet GT-1111.  Regarding the CDSM wall stiffness, see the response to RFI T-0345.  Regarding the CDSM wall allowable friction, see the			





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	between the Bracing system and wall.  Will it be permissible to shed the bracing loads from the transverse end wall (line 35) into the longitudinal CDSM wall (A&J Lines)? If this is acceptable please indicate if there are any limitations, restrictions, or design assumptions regarding the amount of load that can be shed over a given length of wall.						response to RFI T-0427.  To evaluate horizontal stress, see the guidance provided on Sheet GT-1110
<b>T-0477</b>	<b>BSE - Multiple Micropile Relocation (Below Grade Obstruction)</b>  <b>From:</b> Webcor Construction LP <b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.  <b>REQUEST:</b> Ref: Submittal TG0300-622.4  While installing Micropile W454 as laid out in the approved submittal, BBII encountered a concrete obstruction 8' below grade and was unable to continue drilling at that location. Even though the micropile layout was approved in submittal TG0300-622.4, BBII suspects the drill rig encountered the CDSM Prototype wall as approximately shown in the attached drawing. BBII suggests relocating the micropiles as shown in the attached drawing to avoid the obstruction. The proposed locations for the micropile relocations will be within the geothermal area; however, the proposed locations do not appear to impact geothermal piping. See attached sketch. Please confirm this is acceptable.	<b>Closed</b>  <b>To:</b> Turner Construction Compan Gary Krutsch  <b>SUGGESTION:</b>	<b>04/03/2013</b>	<b>04/13/2013</b>	<b>04/04/2013</b>	<b>Potentially</b>	<input type="checkbox"/>  <b>Answered By:</b> Adamson Associates, Inc George Metzger  <b>ANSWER:</b> Thornton Tomasetti does not object to relocating micropiles W452, W454, W473, W475, W487, W488, and W500 as proposed.  <b>Accept Suggestion:</b> <input type="checkbox"/>
<b>T-0478</b>	<b>BGP - Shear Reinforcement Clear Cover at Pits</b>  <b>From:</b> Webcor Construction LP <b>Co-Author:</b> Shimmick Construction Company, Inc Andy Khuu  <b>REQUEST:</b> Ref. Dwg. 2/S1-3005, 3/S1-3008, and S1-2063  Sheet S1-3005/Detail 2 specifies the typical top clear	<b>Closed</b>  <b>To:</b> Turner Construction Compan Gary Krutsch  <b>SUGGESTION:</b>	<b>04/03/2013</b>	<b>04/17/2013</b>	<b>04/10/2013</b>	<b>Potentially</b>	<input type="checkbox"/>  <b>Answered By:</b> Adamson Associates, Inc George Metzger  <b>ANSWER:</b> Top clear cover for headed shear reinforcement that is located within a pit shall be 2.25", such that total overall length of the headed shear reinforcement shall





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	<p>cover for the headed shear reinforcement to be 0.75" and for overall length of the headed shear reinforcement to be 57" long. It is not clear if the same clear cover of 0.75" applies to headed shear reinforcement that is within a pit as shown in Sheet S1-3008/Detail 3. Note that typical rebar around the pits are called out to be 3" as shown on sheet SI -2063.</p> <p>Please confirm top clear cover for headed shear reinforcement that is within a pit.</p>						be 55.5" long at these locations.
T-0479	BGP - Trestle/Pin pile in MAT Depressions	Closed	04/03/2013	04/17/2013	04/17/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Ref. Dwg. S1-2022, S1-2027, S1-3004, S1-3006				For trestle piles located at slab depression edge of slope or on face of slope, the flat mud slab has to be lowered to provide 18" clear horizontal to allow waterproof membrane transition. The sides of the depression for the sleeve should be sloped at 45 deg. The sleeves will need to be made longer to suit these situations. Refer to attached SKA 2676 and 2677.			
Please reference Sheets S1-2022, S1-2027, S1-3004, and S1-3006 of the Contract Plans. The trestle pile at Gridline D.4 between 4 and 5 is located in the sloped section of the mat slab depression (see highlighted S1-2022). The mat slab depression section plans (S1-3006) do not incorporate this type of sloped pipe penetration. Furthermore, the pin pile between Gridline F.7 and G, just east of 34 is located in the sloped section of the mat slab depression (see highlighted S1-2027). The mat slab depression section plans (S1-3004) do not incorporate this type of sloped pipe penetration. Also, Sheet S1-3003 depicts all pipe penetrations on a horizontal surface only. Please provide a trestle/pin pile penetration detail located on an angle in a mat slab depression incorporating a revised waterproofing detail.				Jeff Thiel 4/17/2013 Pending TJPA approval, a CR for this work is forthcoming.			
T-0479.1	BGP - Trestle and Pin Pile in MAT Depression Clarification	Closed	05/28/2013	06/07/2013	06/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			



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	<p>Response to RFI T-0479 provides SKA-2676 and SKA-2677 which apply to two trestle piles in conflict with sloped portions of sump pits. BBII has identified several other pit locations which appear to have trestle piles, pin piles, or bridge piers located so that there is not 18" clear horizontal for waterproofing. Please clarify if the following slab penetration locations require the 18" clear horizontal for waterproofing. If so, please confirm that the details issued in RFI T-0479 can be used for the following locations:</p> <p>1.) First St. Bridge Pier #5 at pit between Gridlines 17/18 at Gridline H 2.) Trestle Piles #53, #54, and #55 at pit between Gridlines 22.5/23.5 and D/F 3.) Fremont St. Bridge Pier #8 at pit between Gridlines 26/27 at E 4.) Trestle Pile #74 at pit between Gridlines 30/30.5 and D/E. 5.) Trestle Pile #80 at pit between Gridlines 32.5/33 and D/E 6.) Beale St. Bridge Piers #3 and #8 at pit between Gridlines 34/35 at Gridline E 7.) Pin Pile # 6 between Gridlines 4/5 8.) Pin Pile #14 between Gridlines 34/35 and F.7/H</p>						

[illegible]



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In SCCI's experience unanticipated modifications and adjustments to the plumbing system are inevitable. Because of this SCCI requests not installing vertical block out sleeves in the concourse level for plumbing prior to slab placement. SCCI shall core penetrations after the slab is placed. The slab shall be scanned for rebar prior to coring to avoid unnecessary rebar strikes. This will allow for any unforeseen modifications or adjustments and ensure there are no unnecessary or extra penetrations in the concourse slab. Please advise if this is acceptable.

concourse slab, except where specifically approved by the Structural Engineer of Record. Contractor shall coordinate penetrations with other trades and embedded assemblies in concrete as required by specifications. Post-installed modifications/adjustments shall be submitted for review.

T-0482	BGP - Partition Wall Pier Height	Closed	04/05/2013	04/15/2013	04/17/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc	
Co-Author: Shimmick Construction Company, Inc		Ben Gordon					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Drawing: S1-9050				For inquired piers with max height of 28'-11" and max opening width of 6'-5", a 2'-0" min wide X 1'4" min thick pier shall have #9@8"OC EF vertical bars. Remaining information per detail 9/S1-9050.			
Please reference attached sheets S1-9050, A1-9216 and A1-9217 regarding partition wall piers. Detail 9 on S1-9050 shows an h max of 24'8" for wall piers. Detail A on sheet A1-9216, and detail B on sheet A1-9217 appear to be showing piers at a height of 27'2" and 28'11" respectfully. SCCI is requesting clarification with pier height regarding reinforcement as well as opening width allowed.							

T-0483	BGP - Request for reinstatement of a smaller high congestion mock-up.		Closed	04/05/2013	04/15/2013	04/17/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Company	Gary Krutsch	Answered By: Turner Construction Company				Stacy Wilson
Co-Author: Webcor Construction LP		Kirk Nielsen							
REQUEST:		SUGGESTION:		ANSWER:					Accept Suggestion: <input type="checkbox"/>
Ref: S1-3202, S1-2204, S1-3201, S1-3208		VOID per conversations between Kirk Nielson and Gary Krutsch on 4/15/2013. This RFI is considered void. Refer to CR T-063.							
Via CCO #0035 the TJPA unilaterally deleted Bid Item #14 the high congestion mock-up and disposal. WOJV maintains that the inclusion of a mock-up for areas of high congestion (Exhibit-A) is not only good construction practice but will mitigate if not eviscerate the unquantifiable liability. WOJV recommends, at a									



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	<p>minimum, reinstating a high congestion mock-up configured as follows:</p> <p>1. The area to mock-up is indicated on marked up sheet S1-3202 (Exhibit-B).</p> <p>2. The mock-up is representative of the location marked up on sheet S1-2204 (Exhibit-C) and configured as indicated on marked up sheet S1-3201 (Exhibit-D).</p> <p>3. The mock-up is dimensioned as indicated on marked up sheet S1-3208 (Exhibit-E).</p> <p>Please issue drawings for a smaller high congestion mock-up that the TJPA deems appropriate, if not indicated on the attached sheets.</p>						
<hr/>							
T-0484	BGP - Water Welding Test	Closed	04/05/2013	04/15/2013	04/18/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification:05 50 10- 2.5.C.2		The sleeve joints are to be water tight. Water testing of welds as required in the specification is to be executed. Please submit a test procedure description.					
Per the discussions held at the Metal Fabrications Preparatory DFOw meeting, SCCI is requesting a variance from Spec Section 05 50 10 - 2.5.C.2. This Spec. is feasible in a shop environment prior to galvanization and an effective means to dry and remove water upon completion of testing. These sleeves will be continuously welded in the field both before and after the horizontal waterproofing is installed (depending on the type of sleeve), therefore making it very difficult to seal and handle the water upon completion of the test. Discussions were held regarding leaving the water between the sleeve and pile and evaporating over time. SCCI sees this as a concern due to the backside of the weld and the heat-affected zone will not be galvanized and will potentially become a point of corrosion. SCCI requests 100% visual inspection on both the root and cover passes in lieu of filling the sleeve gap with water. Is this request and variance acceptable?							



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T-0485	BGP - SCCI Issued Drawings	Closed	04/08/2013	04/18/2013	05/02/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Turner Construction Company Jeff Thiel	
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference spreadsheet: See attached.  Please reference attached spreadsheet of SCCI missing contract drawings. Based on drawing index sheets G-0000 - G-0006 issued F.O. 15 there are 33 sheets that have a more current revision than what we have been issue. Please issue the updated drawings referenced.			<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Reference CR T-068 for the current revisions of requested drawings.  Also, note that drawings S1-3360 through S1-3363 do not exist; drawings S1-3660 through S1-3663 have been provided.	

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T-0486	BGP - Extended Time for Concrete Delivery	Closed	04/08/2013	04/18/2013	04/16/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference Specification: 03 30 20  Please reference 03 30 20.3.3.0, which states "Discharge of the concrete shall be completed within 1 1/2 hrs, or before the drum has revolved 300 revolutions, whichever comes first, after the introduction of the mixing water to the cement and aggregates or the introduction of the cement to the aggregates."  Per ASTM C 94, these limitations are permitted to be waived by the purchaser if the concrete is of such slump or slump flow after the 1 1/2 hr time or 300-revolution limit has been reached that it can be placed, without the addition of water, to the batch. Based on the quality of the mixes; the retarding effects of admixtures and SCMs, and the project's mild climate; CEMEX does not believe that placing concrete after 90 minutes negatively affects the quality of the concrete. SCCI and CEMEX requests an extension of delivery time as outlined per the attached letter.  Please confirm the attached parameters are acceptable?			<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ASTM C94 states "discharge of concrete shall be completed within 1 1/2 hour or before the drum has revolved 300 revolutions, whichever comes first, after the introduction of the mixing water to the cement and aggregates or the introduction of the cement to the aggregates."  CEMEX's statement in this RFI "CEMEX does not believe that placing concrete after 90 minutes negatively affects the quality of the concrete" does not provide sufficient support data to address the concern of the concrete initial set after the specified time limit and revolutions. In order to justify extending the mix time/revolutions specified, CEMEX shall run trial batches to proposed extended delivery time and perform necessary tests (initial set time, slump, compression, etc) to verify the quality of the concrete will not be negatively affected.	

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T-0486.1	BGP - Extended Time for Concrete Delivery - Mat Slab			Closed	05/06/2013	05/16/2013	05/12/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc			
Co-Author: Shimmick Construction Company, Inc		Filip Filipic							



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<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference Specification: 033020		Extending the concrete delivery to 2 hours is acceptable as proposed in RFI T-0486 provided that the tested mixes match approved mix designs.					
Pursuant TJPA's response to RFI T-0486 please reference attached letter from SCCI's concrete supplier Cemex. Cemex has performed the set time test to evaluate the time at which at which the onset of hydration occurs for mixes 1556034 and 1558218. For the two mixes referenced herein, is it acceptable to extend the concrete delivery times to 2 hours?		It is not clear that the tested mixes were the approved mix designs for the mat and foundation wall (we assume the RFI means 3'-0" exterior foundation wall and not any other wall or shearwall and our response only applies to this item) as the mix numbers and/or the mix descriptions do not match any approved mix design.					
<hr/>							
<b>T-0486.2</b>	<b>BGP - Extended Time for Concrete Delivery - Mat Slab</b>	<b>Closed</b>	<b>05/28/2013</b>	<b>06/07/2013</b>	<b>06/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome	<b>To:</b> Turner Construction Compan      Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc      George Metzger					
<b>Co-Author:</b> Shimmick Construction Company, Inc      Ben Gordon							
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference RFI: T-0486		It is acceptable to extend the concrete delivery to 2 hours as proposed in RFI T-0486 for mat slab mix #1557204.					
Pursuant TJPA's response to RFI T-0486 please reference attached letter from SCCI's concrete supplier Cemex.							
Cemex has performed the set time test to evaluate the time at which at which the onset of hydration occurs for mix #1557204 (Mat Slab Mix).							
For the mix referenced herein, is it acceptable to extend the concrete delivery times to 2 hours?							
<hr/>							
<b>T-0487</b>	<b>BGP - Structural Pier Reinforcement Detail</b>	<b>Closed</b>	<b>04/08/2013</b>	<b>04/18/2013</b>	<b>04/22/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis	<b>To:</b> Turner Construction Compan      Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc      George Metzger					
<b>Co-Author:</b> Shimmick Construction Company, Inc      Ben Gordon							
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Ref: A1-9215, 9/S1-9050		Confirmed.					
Please confirm that the vertical rebar size and spacing of							





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#7@ 8" OC EF (as shown on Detail 9 of S1-9050) applies to the structural pier between GL 4 and 5 which is dimensioned as 2'-0" x 2'-0"(A1-9215).

<b>T-0488</b>	<b>BGP - Handling HVFA Test Cylinders- Mat Slab</b>	<b>Closed</b>	<b>04/08/2013</b>	<b>04/18/2013</b>	<b>04/17/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Ref: Specification Section 03 30 20 1.7 F 3 j 2  
ASTM C 31

ASTM C 31 Identifies that concrete cylinders should not be transported until at least 8 hours after final set. Per ASTM C 31, Allowable field curing is 48 hours maximum. Typically test cylinders are transported within 24 to 48 hours after casting. Some of the mix designs approved for this project include High volume of Flyash (HVFA) and high dose of Shrinkage Reducing Admixture (SRA). This combination provides a concrete mix with retarded set and slow strength gain. In the interest of providing reliable test results, SCCI and CEMEX requests that transporting of cylinders representative of concrete mixes that include 25% flyash and/or addition of shrinkage reducing admixture be delayed until 3 to 5 days after casting. Protection and storage of cylinders in the field shall be in direct accordance with requirements outlined in section 10 of ASTM C 31. Is this extension of field curing duration acceptable?

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

TT does not take exception to the delay of handling HVFA test cylinders as proposed in RFI 0488.

<b>T-0489</b>	<b>BGP - Proposed solutions to trestle pile / concourse level beams (not depicted in t</b>	<b>Closed</b>	<b>04/09/2013</b>	<b>04/19/2013</b>	<b>04/18/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			

**Co-Author:** Webcor Construction LP      Kirk Nielsen

**REQUEST:**

Ref: S1-2202

Please reference the attached marked up sheet S1-2202 which depicts:

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The proposed solutions to move Lower Concourse permanent structure to avoid trestle conflicts are not acceptable. Blockouts for temporary conditions are the responsibility of the Contractor. Refer to general





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1. Trestle pile #3 conflicting with the line D.4 B77 (36"w x 46"h) beam between lines 3 & 4. In order to avoid the proximity conflict may we:

a. Relocate the B77 beam North in order to clear the trestle pile?

b. Skew the B77 beam so that it runs in between cols. 3/D.4 and 4/D?

2. Trestle pile #6 conflicting with the line E.6 B45 (30"w x 44"h) beam between lines 4 & 5. In order to avoid the proximity conflict may we relocate the B45 South, thereby cantilevering the slab, in order to clear the trestle pile?

Please advise.

note GR-9 on S-0005 for additional information regarding blockout guidance, as well as note GR-4 on S-0005.

T-0490	BSE - Multiple Micropile Relocation (Trestle Overhead Obstruction)		Closed	04/09/2013	04/19/2013	04/16/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Lynn Kowallis	To:	Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger		
Co-Author:	Balfour Beatty Infrastructure, Inc.	Kelly Phariss						
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>					
Ref: TG0300-622.4		Thornton Tomasetti does not object to relocating these micropiles as proposed.						
Multiple micropiles underneath the trestle cannot be installed as laid out due to an overhead strut support obstruction. BBII suggests relocating these micropiles south to provide 4' of clearance from the overhead strut support to each micropile. The proposed micropile locations will be within the geothermal area; however, they do not appear to impact geothermal piping. See attached sketch.								
Please confirm this is acceptable.								

<b>T-0492</b>	<b>BGP - Backfill of Geothermal Pipe</b>	<b>Closed</b>	<b>04/11/2013</b>	<b>04/21/2013</b>	<b>04/23/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Lynn Kowallis	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc			
<b>Co-Author:</b> Shimmick Construction Company, Inc		Chris Williams					
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
Per discussions following the Turner BSE Progress				It is acceptable to backfill horizontal loop trenches			



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Meeting with the geothermal designer, it is acceptable to backfill and compact the continuous loop after having been installed in the trench. This backfill is contingent upon the ends of the loop being left exposed for the loop welds to the manifold. Backfill over these welded joints and manifold will not be completed until the 100 psi hydro test is complete.

after pneumatic test of individual horizontal loops.

Please confirm this is acceptable.

<b>T-0493</b>	<b>BGP - Geothermal Loop Spacing Tolerances</b>	<b>Closed</b>	<b>04/11/2013</b>	<b>04/21/2013</b>	<b>04/16/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Lynn Kowallis	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Ref: RFI T-0473

Per the Engineer response to a WOJV RFI, the geothermal loop spacing cannot exceed 4'. Per discussions after the progress meeting today (4/10/ 13), the 5th and 6th loops in field 1 are acceptable with a spacing of 20". This exception is for this location only and all further exceptions are to be submitted under a separate RFI at the time of the layout.  
Please confirm that this 20" spacing for Field 1 loops 5 & 6 is acceptable at 20".

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Confirmed, 20" Separation between Field 1, Loop 5 and Loop 6, is acceptable.

The first sentence of this RFI that the loop spacing cannot exceed 4' is incorrect. The Response to referenced RFI-T-0473 stated: The Minimum Distance between geothermal pipe loops is 4'-0".

<b>T-0494</b>	<b>BGP - Formwork- Form Release Compatability Certification</b>	<b>Closed</b>	<b>04/11/2013</b>	<b>04/21/2013</b>	<b>04/16/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Lynn Kowallis	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Ref: A1-9601 through A1-9606  
Specifications Section 03 10 00.1.3.B.6

Please reference specifications section 03 10 00.1.3.B.6. Section states contractor shall submit for record a written statement certifying that form release agent used is compatible with subsequent architectural finish materials

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

The finish schedules are currently being prepared. After May 30, 2013 the "draft in-progress" schedules could be shared in response to an RFI issued at that time.



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<div>applied to concrete surfaces. Drawings A1-9601 through A1-9606, is the room finish schedule, however the TG06.0 drawing package does not include the above mentioned finish schedule drawings. Without knowledge of the subsequent architectural finish, Shimmick Construction cannot comply with the above mentioned specification.</div> <div>Please provide a room finish schedule so that Shimrnick Construction can comply with the above mentioned specification.</div>							
T-0494.1	BGP - Architectural Finish Schedule	Closed	06/03/2013	06/13/2013	06/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Per attached RFI response T-0494, please provide SCCI with an architectural fin ish schedule.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Refer to the Draft Room Finish Schedules for the B2 and B1 levels on the attached SKA-2726 and SKA-2727.			
T-0495	BGP - Foundation Wall Concrete Inserts	Closed	04/12/2013	04/22/2013	04/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Ref: A1-2812, A1-2821 A1-2842, A1-2843, A1-6231  Please reference the attached drawings regarding foundation wall concrete inserts. SCCI is requesting details clarifying the locations and scope of the horizontal concrete inserts on the mat slab level foundation walls and vertical concrete inserts on the lower concourse level foundation walls. The following issues have been discovered in the drawings:  1. A1-2843 has specified two contradicting lengths for the continuous vertical wall inserts as shown in the clouded		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> 1. Horizontal concrete inserts are to extend entire length of the South foundation wall. Refer to clarification on the attached sketch SKA-2690, which corresponds to sheet A1-2843.  2. There are no concrete inserts along the West foundation wall at B2 (Train Platform) level. Refer to clarification on the attached sketch SKA-2689, which corresponds to sheet A1-2842 for concrete inserts at the B1 (Lower Concourse) level.  3. Clarification notes have been added to SKA-2693,			





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T-0497	BGP - C29 Column Detail Clarification	Closed	04/17/2013	04/27/2013	04/22/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Company Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Andy Khuu							
<b>REQUEST:</b> Reference Specification: 03 20 00 Reference Drawing: S1-3300, A1-2850, S1-2030, S1-3303  Contract drawing S1-3300 refers to detail 1/S 1-3303 for the rebar elevation detail of column C29. Detail 1/SI-3303 appears to be for columns that pass through the ramp and based on drawing AI-2853 column C29 does not pass through the ramp.  Please confirm if Detail 1/SI-3303 is the correct elevation detail for column C29.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The elevation reference for C29 should reference 1/S1-3301 instead of 1/S1-3303.			
<hr/>							
T-0498	BGP - Waterproofing Mock Up	Closed	04/18/2013	04/18/2013	04/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Kody Cooper		<b>To:</b> Turner Construction Company Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference Specification: 07 12 10 - 1.6.C.2  The waterproofing manufacturer's field representative/installer are to construct a 10'x10' on site mock up of the full waterproofing assembly. Upon completion of the mock up (excluding any major waterproofing deficiencies), SCCI intends to utilize it as part of the permanent structure. Is this acceptable?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It is suggested, but not a requirement, the mock-up is installed separate from the work to allow the mock-up to be referenced in the future. Installing the mock-up as part of the work has some benefits in uncovering additional site issues.  2. All shop drawings related to the waterproofing and the proposed materials to be used have not been submitted to the design team for review at this time. The mock-up shall utilize the materials confirmed in the shop drawing process. If the mock-up is constructed with the wrong materials, the mock-up may need to be reconstructed with the proper materials based on the TJPA Representative's determination as to the acceptability of the materials utilized in the mock-up.  3. The mock-up is scheduled to be constructed today. The overall waterproofing work may not happen immediately, in which case the mock-up may need to be replaced if it is not properly protected until the remainder of the work is installed.			





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	connected to the embedded plates. Please provide details on connections between slide bearing assemblies and support/embedded plates.					reinforced elastomeric backing to steel plate, bonded attachment per manufacturer.	
						Details 6 & 7 on S1-3205: For 16ga plate to embed plate, weld shall be 1/8" fillet, 1"@3"OC all sides. For detail 6 only, reinforced elastomeric backing to steel plate, bonded attachment per manufacturer.	
T-0502	BGP - Slide Bearing Weld Details	Closed	04/18/2013	04/28/2013	04/29/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Kody Cooper	To: Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc	George Metzger		
	Co-Author: Shimmick Construction Company, Inc Jesse Dillon						
	REQUEST: Reference Drawing: S1-3205, S1-3210 and S1-3211  The details call for various pieces of the slide bearing assemblies to be continuously and tack welded to plates. See clouded callouts on attached drawings. No welding details are provided with the callouts. Please provide details for continuous welds and spacing for tack welds.	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	For details 6, 7, & 9 on S1-3204, 3/S1-3210 and 1/S1-3411 for both bottom and top support connections, provide 1"@4"oc max 1/8" fillet weld with 1" min at each corner along each side of the 10 gauge plate.	
T-0503	BGP - Geothermal Pipe Loop Bends	Closed	04/18/2013	04/18/2013	04/23/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome	To: Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc	George Metzger		
	Co-Author: Shimmick Construction Company, Inc Chris Williams						
	REQUEST: Per the geothermal pipe manufacturer's (Performance Pipe) recommendations, the geothermal pipe should not be bent in a radius smaller than 25 times the pipe diameter. For the geothermal pipe loops, this equates to a bend radius of 41.5". However, the goethermal design drawings depict the loops to be 60" on center that would leave a large overlap (in theory) of almost 24"/2'. To achieve a 41.5" radius, the trench spacing will have to be increased to 83" between the supply and return trench. Please note, that the pipe manufacturer discourage "bulbing" the end of the loop and recommended resolving	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	WSPFK Response: Maintain pipe manufacturers' minimum long term bend radius as required per specifications with loop arrangement as shown on contract documents. Large Radius bends following the manufacturers' minimum pipe bend radius are an acceptable practice per IGSHPA standards (IGSHPA Design Manual Section 7.6.2.1). James Bradshaw 4/19/2013	





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	<p>the issue away from bending or "bulbing" the end of the pipe loop.</p> <p>S3H Inc. is proposing to overlap half of a loop onto another such that the spacing between pipes remains at a 4' minimum (per RFI T-0493). This would create a 8' minimum distance between the supply side of a loop and the return side of a loop. In doing so, a portion of the two overlapping loops would be crossing. Is this acceptable? Please find attached drawing #1 as a reference of the proposed layout. Please note that this proposed method would change the reverse return self balancing configuration of piping. This proposed method also has the possibility of being impacted by various micropile conflicts.</p> <p>S3H Inc. is also proposing as a fix to field one to install 2 fused - 90 degree elbows at the end of each loop in a U-shape configuration using the current, as installed dimensions between the loops. Please find attached Drawing #2 depicting the 90 degree elbows on the loops This would eliminate the required 83" bend diameter. This is least impact proposal to rectify the already installed field 1, but would be an additional cost.</p> <p>Please advise as to how to proceed with Field 1 as well as the remaining 14 Fields.</p>						
T-0504	BGP - Radius Foundation Walls - R=637.63'	Closed	04/19/2013	04/29/2013	05/02/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Filip Filipic							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref: Submittal Package T0600-030				The proposal to layout the wall in 16' chord segments is not acceptable. The foundation wall assembly is designed with a 2" zone for the waterproofing assembly and a 3' thick foundation wall. Providing chord segments instead of a curved radius will reduce the thickness of the foundation wall.			
SCCI's plan is to construct the R=637.63' foundation walls in 16' chords. Layout of the construction joints shall be per approved as noted CJ layout submittal. R=637.63' foundation wall runs along the Southwest portion of the project, from GL 3 thru GL 16, or SCCI's wall pours W160 thru W174A. See attached sketch of the wall detail for clarification.							
Is this acceptable?							







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	approval of the use of the continuous dobie.						



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Please advise.

T-0510.1	BGP - Internal Bracing Pin Pile #8 in conflict with Moment Beam BMATV		Closed	05/02/2013	05/14/2013	05/15/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc				George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Please reference attached marked up sheet S1-2202.						At pin pile #8 location, we will allow contractor to block-out the Lower Concourse beam. Contractor shall limit the width of block-out to 1/3 the width of the beam and refer to GR-9 for other block-out info. Block-out reinforcement shall be included in rebar shop drawings.			
The location of internal bracing pin pile #8 conflicts with moment beam BMATV. General Note GR-9 on sheet S-0005 precludes blocking out moment frames. Upon submitting for the internal bracing system the TG03 BSE subcontractor was not aware of the location of beam BMATV to coordinate around. On 4/23/13 WOJV submitted RFI #T-0510 requesting a variance from note GR-9 and is requesting to block out beam BMATV around pin pile #8. During the 4/25/13 "WOJV SE Assist Meeting," when the issue was brought up, a PMPC employee suggested prematurely removing strut STA09 because it has diminished load. On 4/30/13 WOJV received RFI response #T-0510 stating pin pile #8 was going to be removed hence WOJV should close the RFI #T-0510. In addition to strut STA09 pin pile #8 supports strut #STB09 which is carrying a load, not that the internal bracing EOR would allow the premature removal of two strut levels. WOJV again requests a variance from note GR-9 and is requesting to block out beam BMATV around pin pile #8.						Note that the Lower Concourse structure acts as a brace for the foundation wall. Contractor is responsible for the stability of the structure per GR-4 as well as coordinating with other packages.			
Please advise.						Note that the RFI mis-quotes the reason why the original RFI #510.0 was commented to be closed			

T-0511	BGP - Deneef Swellseal at Electrical Grounding System Boots		Closed	04/23/2013	05/07/2013	05/09/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Ian Corcorran	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Shimmick Construction Company, Inc		Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>			
Please reference SCCI RFI #130, Detail 5/A1-8710, and				The manufacturer's recommendations are acceptable.					



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	<p>the attached letter. Detail 5/A1-8710 calls for 2" diameter, 18 ga galvanized steel boot to be adhered with trowelable grade adhesive and filled with urethane sealant. Submittal #TG0600-024 approved the use of Deneef Swellseal WA which is the product called out in Specifications 07 12 10.</p> <p>The attached letter Deneef/Grace technical letter dated 04/05/13 states that filling the entire boot with Deneef Swellseal is excessive and state that filling the entire boot with Swellseal WA is more than necessary and may affect the curing capability.</p> <p>Deneef/Grace suggests that the material be installed 2-3" deep and topped with a non-shrink grout such as "Rapid Set CT Construction Grout" or "Rapid Set Cement All" to contain it in the boot. The Manufacturer states that the waterproofing ability of the material in this configuration would not be compromised.</p> <p>Please review and advise.</p>						
T-0512	BGP - Additional Fasteners for Protection Board Installation	Closed	04/23/2013	05/07/2013	04/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref. Spec. 07 12 10-3.2.D				The design team does not object to the proposal.			
Please reference Spec Section 07 12 10- 3.2.D. Spec Section 07 12 10 - 3.2.D states the following: "Secure 1/4" protection board to flanges of soldier piles with powder driven fasteners and washers spaced 12 inches o.c. Butt vertical joints. Maximum joint width: 1/4" ..."							
The manufacturer of membrane waterproofing system (Laurenco) has indicated that due to "out of plane" piles, and relaxation of CDSM substrate requirement, they are requiring intermediate fasteners to hold the 1/4" protection board tight to the CDSM wall. Please review and advise.							



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T-0513	BSE - Steel plate at CDSM piles 738-739	Closed	04/24/2013	05/04/2013	05/08/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan   Gary Kruttsch		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc.                      Shad Gardner							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Ref: Specification Section 31 56 13		It is acceptable to leave the steel plate in place as proposed in the RFI. This will result in the waterproofing membrane encroaching in on the foundation wall at pile 738. The foundation wall at pile 738 may be reduced to 34 5/8" thickness and the foundation wall vertical reinforcement shall be modified per proposed solution presented in RFI 0448.0 for wall thickness reduction up to 3" and applied between piles 737 and 739.					
During leak grouting at level 5 excavation, a section of the CDSM wall panel between soldier piles 738-739 became dislodged, resulting in a high volume leak. In an effort to stabilize the damaged CDSM panel and stop the leak, BBII installed a steel road plate between soldier piles 738-739 and injected grout behind it.		W/O Note: Acceptable provided BBII take a survey of the face of the plate and provide coordinates.					
BBII is concerned that removing the plate will likely cause the panel to become destabilized and could reopen the flow of water. BBII surveyed the face of the plate and found that at pile #738, the face of plate is 3' 0-5/8" back from the inside face of concrete wall and at pile #739 the plate is 3' 1-7/8" back from inside face of concrete wall. BBII proposes leaving the steel plate in place to maintain integrity of the CDSM panel. The edges of the plate may be grouted to provide a smooth transition to the CDSM wall for waterproofing.							
Please confirm this is acceptable							

T-0513.1	BGP - Steel plate (RFI #T-0513) encroachment between CDSM Piles No. 738 & 739		Closed	05/16/2013	05/26/2013	05/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Kirk Nielsen	To: Turner Construction Compan		Gary Kruttsch			
Co-Author:								
REQUEST:		SUGGESTION:						
As depicted in attached SK-0153.1, the encroachment of the steel plate is primarily in the mat slab pour. WOJV is proposing to locally adjust the reinforcement in the mat slab pour to achieve the required cover. There will be no change to the reinforcement on the wall width.								
As a means of chamfering the offset the result of steel plates edges to the face of CDSM wall: WOJV is proposing to mechanically fasten expanded metal lath to the CDSM beams using powder activated fasteners. Rapid set mortar is then applied to the required depth ensuring all edges of the plates have a gradual slope back to match the existing face of the CDSM wall.								
Please confirm this is acceptable.								
		ANSWER: Accept Suggestion: <input type="checkbox"/>						
		ARUP Response:						
		This is acceptable however this work should be coordinated with other disciplines.						
		Thornton Tomasetti Response:						
		It is not clear from the RFI when the Contractor proposes "...no change to the reinforcement..." if this means the unmodified wall contract bars stay in original location or if the bars will move inward. Based on the provided encroachment info, there is still encroachment in the wall. If the bars are proposed to move inward, the thickness of the wall is reduced and therefore the original response of T-0513 shall apply.						



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If the Contractor proposes not to modify the wall reinforcement, please submit technical justification.							
T-0514	BGP - Mech Room Slab Finish Elevation and Grate Clarification	Closed	04/24/2013	05/04/2013	04/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan	Gary Krutsch				
Co-Author: Shimmick Construction Company, Inc		Ben Gordon					
REQUEST:		SUGGESTION:		ANSWER:			
Ref: P1-2022				Accept Suggestion: <input type="checkbox"/>			
Drawing P1-2022 details slab elevations "TOC = -35'-8"" and "Future FFE = -35'-5"" Detail C/P1-4001 depicts a section view of the mat slab in the mechanical pump room; however, it is not clear whether both the Future FFE and TOC of mat slab are shown.				1. The two elevations are correct.			
1. Please confirm if the attached marked up drawing is correct in detailing the two elevations.				2. It is the design team's veiw the pits and oil-sand interceptor covers are not part of the TG06 scope of work. WOJV shall confirm the scope of work in each bid package.			
2. Also, please confirm if the grates shown in Detail C/P1-4001 are part of the TG06 scope of work. If so, then please provide details for the grate.							
T-0514.1	BGP -Mech Room Slab Finish Elevation and Grate Size Clarification	Closed	05/03/2013	05/10/2013	05/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Lynn Kowallis		To: Turner Construction Compan	Gary Krutsch				
Co-Author: Webcor Construction LP		Robert Kjome					
REQUEST:		SUGGESTION:		ANSWER:			
Reference Drawings A1-2102, P1-4001				Accept Suggestion: <input type="checkbox"/>			
Sheet A1-2102 between G.L. 4/5 and C.3/D note reads "PITS AND COVERS REF. TO MEP DWGS." MEP drawings do not provide grate sizes for the SFG, SE, nor OSI on C/P1-4001 in RFI T-0514.				Contractor is responsible for determining the scope of work of each bid package. Contractor shall clarify this item for sub-contractor. In the future, do not submit scope of work questions between sub-contractors to the design team.			
Please clarify the MEP drawing that displays this information.				The TJPA Representative does not believe the Covers for SPG, SE, and OSI are included in TG06 scope of work.			



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T-0515	BGP - Epoxy Coating for Form Saver Couplers	Closed	04/23/2013	05/07/2013	05/06/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon							
<b>REQUEST:</b> Ref. Dwg. 6/S1-3001  Please confirm the typical splice form saver couplers (for future const.) as called out in detail 6/S1-3001 are to be epoxy coated per ASTM A-775 specifications.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed that epoxy coating of splice form saver couplers (for future const.) as called out in detail 6/S1-3001 shall be per ASTM A-775. In compliance with manufacturer's requirements (IAPMO-ER #0129), all threads of the coupler are to be free of debris, including epoxy coating, at the time of coupling, thus epoxy coating is to be applied to the exterior surface only (not the thread area). Note that the epoxy coating for the form saver is only required for the case where the form savers are used for splicing bars for future construction as noted in the detail 6/S1-3001. Other couplers do not need to be epoxy coated.		
T-0516	BGP - C Channel Conflict	Closed	04/24/2013	05/04/2013	05/09/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Specification: 03 30 20 Reference Sketch: attached Reference Photos: attached  The C Channels welded to the soldier piles of the CDSM wall will interfere with the installation of vertical reinforcement of the foundation walls (See attachments). Is it acceptable to remove the C-Channels one level at a time with each foundation wall lift in order to allow installation vertical reinforcement overlap.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> C-Channels should be removed when the associated level of bracing and waler are removed during the build-out of the train box.		
T-0517	BGP - Geothermal Pipe Loop Bends	Closed	04/25/2013	05/05/2013	04/26/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Kody Cooper <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Chris Williams							
<b>REQUEST:</b> SCCI and S3H Inc. are looking to confirm conversations from the Geothermal Design Engineer from the 4/24/2013 progress meeting.  -The Geothermal Piping can "bulb" eccentrically and			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The Geothermal Piping can "bulb" eccentrically and concentrically to incorporate the minimum 25D bend radius. -WSPFK Response: 25 Times OUTSIDE DIAMETER of pipe required for bend radius. Eccentric and Concentric "bulbs" are acceptable to achieve the		





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	<p>concentrically to incorporate the minimum 25D bend radius.</p> <p>-The bulbing of the geothermal loops can cause the loops to overlap and this is acceptable at the bulb locations.</p> <p>-Due to the bulbing, the geothermal loo[ may become in conflict with the micropile locations, please confirm that the pipe loopspacing can be adjusted.</p> <p>-Please confirm that the staking of the geothermal loop pipe is acceptable to achieve the 25D bend radius requirement as long as the stakes are removed for backfill.</p>						
				radius			
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**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Per the response to SCCI RFI #146 - Differential Movement in Waterproofing Layers, is movement expected and if so, how much movement is expected? If movement is expected, please provide Specification Section or Contract Drawing stating so.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

As with all buildings there is expected to be movement due to settlement and at this site hydrostatic uplift on the building after the construction phase dewatering is turned off as well as movement from seismic events.

Please reference the geotechnical report for information regarding these issues.

W/O Note: The Geotechnical report was included in TG06 package as a reference document.

<b>T-0519</b>	<b>BGP - Waterproofing Detail Clarification at "Pressure Slab" Joints</b>	<b>Closed</b>	<b>04/25/2013</b>	<b>05/05/2013</b>	<b>04/29/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Kody Cooper	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Please reference Specification Section 07 12 10 - 3.3.G and Detail 4/A1-8710. Detail 4/A1-8710 shows a typical waterproofing detail for cold joints (construction joints) at walls. Spec Section 07 12 10 - 3.3.G states the following: "Apply two 9" wide strips staggered 6 inches and 3 inches centered over the following joints:

1. Under cold joints in the pressure slab. Temporarily protect the exposed side with protection board until the adjacent slab is cast.
2. On protection boards to receive blindside waterproofing."

1. Please clarify what the "pressure slab" is referring to as there is no reference to "pressure slab" in the Contract Drawings.
2. Please provide a detail for waterproofing for this condition as a detail does not exist in the Contract Documents. Detail 4/A1-8710 does not reflect what is called out in Specifications Section 07 12 10 - 3.3.G for construction joints.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

1. The term "Pressure Slab" in Specification Section 07 12 10 is the 5' thick "Mat Slab" on the drawings.

2. The contract drawings and specifications cover the general requirements and waterproofing system parameters. Specification 07 12 10 - 3.3.G is clear regarding membrane configuration below cold joints. The contractor should provide a submittal detail following the waterproofing manufacturer's recommendations for this condition.

<b>T-0520</b>	<b>BGP - Finish Floor Elevation</b>	<b>Closed</b>	<b>04/26/2013</b>	<b>05/10/2013</b>	<b>05/06/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Ian Corcorran	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			



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**Co-Author:** Shimmick Construction Company, Inc Andy Khuu

**REQUEST:**

Ref. Dwg. P1-2022  
Ref. Spec. 22 13 01

Contract drawing P1-2022 calls out "Future FFE = -35'-5"" for the Future Finish Floor Elevation. This elevation note does not appear in any of the other mat slab plumbing drawings (P 1-2023 to P 1-2030). Please confirm if the Future Finish Floor Elevation applies to the entire mat slab.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The call out 'Future FFE = -35'-5" applies only to the Future Floor Finish Elevation for the area containing service rooms at B2 Level North West bounded by the the points GL B, 1.5; GL B, 5.5; GL F.7, 1.4 and GL C.5, 5.5.

<b>T-0521</b>	<b>BGP - 1 in Aggregate in Protection Slab Cast-in-Place Concrete Mix Design</b>	<b>Closed</b>	<b>04/29/2013</b>	<b>05/09/2013</b>	<b>05/02/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Lynn Kowallis	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc	George Metzger		

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Ref: Submittal TG0600-200.1

Please reference submittal TG0600-200.1 (cast-in-place concrete mix design - Protection Slab). Per the referenced submittal and submittal response, sent to SCCI April 12, 2013 and returned as "Make Corrections Noted," SCCI intends to use 1" aggregate in the above mentioned cast-in-place concrete mix. In addition, the above mentioned mix design was also reviewed at the TG06.0 Protection Slab Preparatory DFOV meeting, held April19, 2013.

Please confirm the use of 1" aggregate in the Protection Slab is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Confirmed: the use of 1" aggregate at the Protection Slab is acceptable.

<b>T-0522</b>	<b>BSE - Micropile Relocation- Performance Test Pile Zone 2 (Sequencing)</b>	<b>Closed</b>	<b>04/29/2013</b>	<b>05/09/2013</b>	<b>05/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Lynn Kowallis	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Turner Construction Company	Stacy Wilson		

**Co-Author:** Balfour Beatty Infrastructure, Inc. Brandon Miller

**REQUEST:**

Ref: S1-2023

The primary performance test micropile is yet to be installed for Zone 2. Due to sequencing advantages, BBII proposes relocating this pile from the original location

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

At the request of W/O, this RFI will be pulled back from the design team, and superseded by RFI T-0522.1.



<p><b>REQUEST:</b></p>	<p><b>SUGGESTION:</b></p>	<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p>
<p>Ref: Specification Section 31 63 33 1.1B</p> <p>This RFI supersedes RFI T-0522.</p> <p>DTDS proposes to reduce the design length of the Micropiles East of Gridline 17 (EG17) from 80 feet to 70 feet. DTDS has shown through testing and reduced post-grouting that a higher soil-grout bond than originally assumed in the design can be achieved in the field. DTDS will install two (2) performance test piles to verify the capacity of a 70 foot micropile EG17. One performance test pile will be installed in Zone 2 at gridline 17 between piles E005 and E008. The second performance test pile will be installed in Zone 3 at gridline 20 between piles E136 and E137. DTDS believes that 70 foot micropiles EG17 will still achieve the maximum required load capacity of 2.4 times Design Load (560 kip). The performance test piles will be installed with one (1) round of post-grout. Based on the results of the testing, additional post-grouting can be provided as necessary.</p> <p>Upon completion of the testing DTDS will submit revised micropile working drawings and calculation supplement.</p> <p>All production micropiles will continue to be proof tested per the Specifications. The performance test locations provided would supplant the performance test locations shown in the Contract plans for Zones 2 and 3.</p> <p>Please confirm this is acceptable.</p>	<p>The proposed relocation for the zone 2 performance test micropile is acceptable.</p> <p>The proposed relocation for the zone 3 performance test micropile is not acceptable. (The contract documents indicate the zone 3 performance test micropile to be located at GL E and to the east of GL 22. If the contractor desires to relocate the zone 3 performance test micropile, the proposed location will not be approved at locations west of GL 22.)</p> <p>Thornton Tomasetti does not object to the other aspects of the RFI except to note that the maximum required load capacity for the performance test remains at 2.8 times the Design Load (not 2.4), per the contract documents.</p>	<p>The proposed relocation for the zone 2 performance test micropile is acceptable.</p> <p>The proposed relocation for the zone 3 performance test micropile is not acceptable. (The contract documents indicate the zone 3 performance test micropile to be located at GL E and to the east of GL 22. If the contractor desires to relocate the zone 3 performance test micropile, the proposed location will not be approved at locations west of GL 22.)</p> <p>Thornton Tomasetti does not object to the other aspects of the RFI except to note that the maximum required load capacity for the performance test remains at 2.8 times the Design Load (not 2.4), per the contract documents.</p>



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<b>T-0523</b>	<b>BGP - Floor Drain Elevation in Foot Traffic Areas</b>	<b>Closed</b>	<b>05/01/2013</b>	<b>05/09/2013</b>	<b>05/07/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Webcor Construction LP      Ian Corcorran					
<b>Co-Author:</b> Shimmick Construction Company, Inc      Andy Khuu							
<b>REQUEST:</b> Ref: Specification Section 22 13 01 - 3.2 D.3  Contract specification 22 13 01 - 3.2.D.3 have the following criteria for installation of floor drains:  a. Set drain rims flush and level with finished floor in areas subject to foot traffic. b. Set drain rims minus 1/8-inch to 1/4-inch from finish floor elevation, so as to provide positive drainage, where drain is not subject to foot traffic.  Please provide a map of areas which are to be subject to foot traffic.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> All floor drains to be installed with rims and grates flush and level with finished floor, also the floor sinks.				
<b>T-0524</b>	<b>BGP - Protection Slab Minimum Thickness</b>	<b>Closed</b>	<b>05/08/2013</b>	<b>05/18/2013</b>	<b>05/08/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc      George Metzger					
<b>Co-Author:</b> Shimmick Construction Company, Inc      Ben Gordon							
<b>REQUEST:</b> Reference Drawing: S1-3201, A1-8710  SCCI will set the top elevation of the protection slab at - 40.67' as shown on the attached contract drawing. Protection slab thickness may vary due to mudslab elevation, mudslab heaving or built-up waterproofing membrane, adhesive and flashings.  Please provide minimum thickness for protection slab.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Protection slab to be 4" thick typical throughout, but can locally reduce to 3".				
<b>T-0525</b>	<b>BGP - Asphalt Cement Specification</b>	<b>Closed</b>	<b>04/30/2013</b>	<b>05/10/2013</b>	<b>05/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Lynn Kowallis <b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc      George Metzger					
<b>Co-Author:</b> Shimmick Construction Company, Inc      Ben Gordon							
<b>REQUEST:</b> Ref: Specification Section 07 12 10 - 3.2.E.  Please reference Specification Section 07 12 10 - 3.2.E. Specification 3.2.E states "Install two plies of asphalt saturated felts over the protection board in walnut sized		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The Asphalt Flashing Cement product should conform to ASTM D3747 for bituminous emulsions or D4586 Class I Type I for solvent bearing depending on how dry the substrate is. An example is Karnak's Perfectseal, Flashing Cement, Amphibikote or "Slaters				



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	<p>gobs of asphalt cement sufficiently spaced to hold felts in place." Spec Section 07 12 10 does not specify the type of asphalt cement to be used. SCCI submitted Roofxtender RX-100 Flashing Cement which was rejected. Shimmick is now proposing to use Laurenco recommended AIM # 340 Flashing Cement. Please confirm that this is acceptable.</p>						<p>Cement". The Contractor shall provide a shop drawings submittal with their proposed product for use on the project.</p>
T-0526	BGP - Replacement of T9 Wall Cross Ties with S3 Open Stirrups	Closed	05/02/2013	05/14/2013	05/07/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Ian Corcorran                      To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger				
	Co-Author: Shimmick Construction Company, Inc   Andy Khuu						
	REQUEST:                      SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>				
	Ref Dwg. S1-3201		Proposed replacement of two cross-ties with a single open stirrup is structurally acceptable. However, please verify the proposed reinforcement scheme does not negatively affect the constructability.				
	Please confirm that it is acceptable to replace two T9 wall cross-ties, as depicted in detail 1 on S1-3201, with a single S3 open stirrup. Reference the attached sheets depicting the configuration of the T9 crosstie and S3 open stirrup.						
T-0527	BSE - Revision to Zone 4 bracing elevations level A-D	Closed	05/01/2013	05/11/2013	05/14/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Lynn Kowallis                      To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger				
	Co-Author: Balfour Beatty Infrastructure, Inc.                      Danny Walsh						
	REQUEST:                      SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>				
	Ref: Specification section 31 55 00		This is acceptable with regards to the geotechnical aspects of building the excavation.				
	Please confirm the design team has no exceptions to raising the Zone-4 bracing elevations, all levels of struts/walers and all related strut supports/trestle bracing, 1'-0" so as to facilitate the specified waterproofing lap in relation to the top of wall.		The Contractor shall coordinate this change with regards to potential conflicts during the construction of the other building trades.				
			Stacy Wilson   5/13/2013 URS: WO/BBII is required to provide written documentation from the Internal Bracing and Access Trestle design Engineers of Record (PB&A), stating that they have reviewed and approved this elevation change. If this contractor requested change is approved by PB&A and the design team (AAI, Arup, Thorton-Thomasetti, etc.), the				



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Internal Bracing submittal is to be revised accordingly and resubmitted in constructware for review and approval.							
T-0527.1	BSE -Revision to Zone 4 Bracing Elevations Level A-D	Closed	05/10/2013	05/20/2013	05/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Turner Construction Comp Stacy Wilson				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
As installed and or planned the current elevation of the A-level internal bracing walers conflicts with the TG06 wall termination elevations relative to the waterproofing overlap which was unspecified when the internal bracing was submitted. Please find attached RFI SK-527.1-1, WOJV proposes to:				W/O to coordinate.			
1. Reduce the TG06 top of wall elevation 2'-0" to an elevation of +7.50' between approx. GL(s) 1 to 16-17.				W/O Comment: WOJV is herein amending the TG06 documents to reflect the top of wall elevations specified in above items 1-3. The TG06 Trade Subcontractor is to provide a credit for, to include however not limited to, the concrete rebar and waterproofing which has been deleted from the TG06 scope of work.			
2. Reduce the TG06 top of wall elevation 1'-0" to an elevation of +3.50' between GL(s) approx. GL(s) 16-17 to 25-26.							
3. Reduce the TG06 top of wall elevation .75' to an elevation of +1.50' between GL(s) approx.. GL(s) 25-26 to 35.							
This scope reallocation would exchange concrete rebar and waterproofing from TG06 to TG07 package, which assuming a prompt response, there is still time to do.							
T-0527.2	BSE - Revision to Zone 4 Bracing Elevations Level A-D	Closed	05/28/2013	06/07/2013	06/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Sketch: SK-5773				ARUP Response:			
Webcor is proposing that the vertical changes in elevation				Acceptable			



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(per RFI T-527.1) from +7.50' to +3.50' at level A gridline 16 - 17 will occur at a distance of 14'4" from gridline 16 and will be located between CDSM piles 164 - 165 on the north wall elevation and between CDSM piles 618 - 619 on the south elevation

Also vertical changes in elevation level A between gridline 25-26 from +3.50 to +1.50 will occur at a distance of 18'4" from gridline 25 and will be located between CDSM piles 265 - 266 on the north wall elevation and between CDSM piles 517 - 518 on the south elevation

Please confirm is this is acceptable

<b>T-0527.3</b>	<b>BGP - Revision to the top of the foundation wall Elevations TG06</b>	<b>Closed</b>	<b>10/25/2013</b>	<b>11/04/2013</b>	<b>10/29/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Michael Spillane	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Turner Construction Company Gary Krutsch			

**Co-Author:**

**REQUEST:**

Due to the revision of the Zone 4 internal bracing and the use of the already procured steel sections the lookout installed for level A bracing were installed at a lower elevation than first planned resulting in the need to revise the finished elevation of the foundation wall downwards for the TG06 package.

This scope reallocation will now be moved to the TG07.2 work package. See sketch SK01 attached for TG06 foundation wall finish elevations.

Please confirm if this is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Judy Long

10/25/2013

**RESPONSE:**

This RFI involves the Contractor's Means and Methods. It is not the Design Team's role to define Scope of Work.

<b>T-0528</b>	<b>BSE - Zone 4 Level 2 Excavation</b>	<b>Closed</b>	<b>05/02/2013</b>	<b>05/12/2013</b>	<b>05/13/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Kody Cooper	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc. George Metzger			

**Co-Author:** Balfour Beatty Infrastructure, Inc. Danny Walsh

**REQUEST:**

Per sheet GT-1111, excavation at each level is limited to

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

ARUP Response:





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	3' below the centerline of internal bracing struts. In zone 4, the spacing between Level A and B struts is only 8' O.C. (typically 12' to 14' elsewhere), which provides extremely limited clearance below Level A for excavation & demolition equipment at level 2 excavation. BBII requests the limit of level 2 excavation be extended to 7' below centerline of level B struts. (Note: the plans already allow for a +/- 2' variation in bracing elevation from those shown on sheet GT-1111. Therefore, BBII is only requesting two additional feet of excavation over what is allowed based on the contract drawings). Please advise if this is acceptable.						
	It is acceptable to overexcavate the center of the excavation below the centerline of the level B struts in accordance with the illustration titled Stage 5 on sheet GT-1111 of the drawings. Berms along the shoring wall must be maintained.						
T-0529	BGP - CJ Layout at Gridline J	Closed	05/02/2013	05/14/2013	05/13/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Ref. Drawings: S1-2052 Ref. Spec. 03 30 20- 3.2.A.4		The construction joint presented in the RFI is acceptable.					
Per Contract Specification 03 30 20- 3.2.A.4, foundation wall, lower concourse floor slab, and ground floor construction joints shall align with the location of the mat slab joint below.							
SCCI proposes to have a construction joint at grid line J as shown on attached drawing CJ -11; however, the construction joint would end up dividing the knockout wall into 2 pieces. SCCI proposes to install the J-line construction joint through the mat slab and typical foundation walls while omitting the construction joint through the knockout wall.							
Please confirm this is acceptable.							
T-0530	BGP - Dimension conflict between space allocated for BGP waterproofing and BGI Closed	Closed	05/03/2013	05/12/2013	05/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Webcor Construction LP Kirk Nielsen							





T-0531	BGP - Waterproofing Detail Clarification for Flashing Penetrations		Closed	05/03/2013	05/12/2013	05/14/2013	Potentially
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Company		Gary Krutsch		
Answered By: Adamson Associates, Inc George Metzger							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Specification: 07 12 10 Reference Drawings: A1-8710, A1-8711				The micropile penetration detail is shown on 2/A1-8711, which is also shown on the BGP Modified Bitumen Waterproofing Shop Drawings. There have been subsequent RFI responses regarding the sealant fill for the boot.			
Contract Drawings and approved shop drawings show sheet metal boots over micropile penetrations set in trowel grade adhesive over two plies of Laurenco.				Please refer to Specification Section 07 12 10 1.4 C regarding details prepared specifically for this project. The shop drawing concurs with the designed detail. If the contractor believed this detail conflicts with intentions of the specification and design requirements, this issue should be raised earlier and an alternative proposal made for consideration at the shop drawing stage.			
Spec Section 07 12 10- 3.4 states the following:							
A Install flashing at terminations and penetrations							
B. Flash waterproofing with a minimum of 2 plies of woven glass fabric and 3 applications of adhesive. Extend first ply 6 inches onto each membrane and second 8 inches							
C. At penetrations, apply a minimum of 2 plies spirally wrapped and a target patch per Manufacturer's requirements. Where indicated on the drawings provide stainless steel drawbands.							
Contract Drawing details and approved shop drawing submittal details do not match what is called out in the above Spec section. Please advise as to which detail is to be used (shop drawing or							



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specifications).							
T-0532	BGP - Sump Pit Grate Requirements	Closed	05/07/2013	05/17/2013	05/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST: Ref. Dwg. P1-2022 through P1-2027  There are several sumps shown on the referenced Architectural drawings which are not shown and/or defined on the corresponding Plumbing drawings. The Plumbing Drawing Sheet Notes indicate the grating requirements for all other sumps and Catch Basins on the project (reference note No 1 ,2, 14 and 16 on P1-2022 through P1-2027) There are no such notes for grating requirements for the sumps shown on the attached marked-up Contract Drawings. See attached. Please verify that no grating is required for these sumps.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> There is no grating required for these sumps.			
T-0533	BGP - Mat Slab Drainage System Testing	Closed	05/06/2013	05/16/2013	05/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST: Reference Specification Section 22 13 01 3.3 E, Reference 2010 California Plumbing Code article 712.  Article 712.1 Media, of the California plumbing code states that: "The piping of plumbing, drainage, and vent piping systems shall be tested with water or air except that plastic pipe shall not be tested with air."  For testing of the cast iron drainage lines that get embedded in the Mat slab SCCI would like to utilize the air test method.Air test method is specified in the California plumbing code article 712.3, and achieved by: "forcing airinto the system until there is a uniform gauge pressure of five (5) PSI. The pressure shall be held without		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> As the Contractor is aware of, the Plumbing Code outlines minimum requirements. The system shall be tested per the Contract Documents as described in specification Section 22 13 01, paragraph 3.3.E.			



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introduction of additional air for a period of not less than fifteen (15) minutes."

Is this acceptable?

<b>T-0534</b>	<b>BGP - Request for Latest Revit Model</b>	<b>Closed</b>	<b>05/07/2013</b>	<b>05/16/2013</b>	<b>05/09/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Andy Khuu

**REQUEST:**

Reference Specification: 01 31 26

SCCI is requesting access to the latest, most up to date Structural and Architectural Revit models from the designers. The 3D database would be used for reference only and will not be used for construction. SCCI understands that the 3D Database is subject to change as the project design evolves. As a user of this 30 database, SCCI accepts the risk and acknowledge that the data is subject to change. SCCI also acknowledges the terms and conditions outlined in the Transbay Transit Specification Section 01 31 26.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The updated In-Progress Revit computer model will be issued to TJPA for review and comment on May 31, 2013. TJPA will forward this model to the Contractor for information, review, and comment. The Revit model is clearly clarified as not a Contract Document for use in construction. The documents issued on May 31, 2013 are not being issued for bid or construction. The Contractor shall determine when, for what purpose, and how the model is shared with their Sub-contractors.

<b>T-0535</b>	<b>BGP - Elevator Opening Encroachment at Concrete Beam B131</b>	<b>Closed</b>	<b>05/07/2013</b>	<b>05/16/2013</b>	<b>05/09/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Reference Drawing: A1-2842, S1-2202, S1-3401

Please reference attached Contract Drawings A 1-2842, S 1-2202 and S 1-3401. DrawingS 1-2202 calls out concrete beam B131 running east to west between the elevator and Stair openings. The dimensions of concrete beam B131 are 22 inches wide and 36 inches high. See drawing S1-3401 for beam schedule. A1 -2842 calls out the spacing between openings to be 1'-9". This makes the elevator pit encroach 1 inch into concrete beam B131. Shall the elevator opening be relocated 1 inch to the south to

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

The openings in the Lower Concourse slab shall remain as shown on A1-2842. The beam shall be modified to 21" wide by 36" deep. Longitudinal reinforcement for this beam shall be 2-#10 for continuous top bars, 3-#10 continuous for bottom bars, and 3-#10 additional short bottom bars (L=18'-0" centered at midspan). Stirrups shall be #4's, type 2, 12@8"OC from each end, balance at 12" OC. Top & bottom clear cover to the stirrup shall be 3" and 1.5", respectively.



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accommodate the concrete beam? Please advise.							
T-0536	BGP - Sump Conflicting with Trestle Pile	Closed	05/07/2013	05/06/2013	05/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference Drawing: A1-2817, S1-2027			The sump pit located at 7'-6 ¾" west of GL 34 per A1-2817 shall be relocated to 12'-3" west of GL 34 to avoid this conflict.				
Based on the latest BBII trestle model available to SCCI and contract drawing A1-2817, there appears to be a conflict between a sump pit and trestle pile near column line "34" and "E". Please refer to the attached screen shot from SCCIs Revit Model.			W/O note: Please confirm that the relocation of this sump pit does not conflict with any micropiles in the surrounding area.				
8/31/2012 IFC drawings did not show this sump pit as it was added in ASI No. 0099.							
Please provide direction on how to proceed							
T-0537	BGP - Sump Pit/Catch Basin Clarification at Gridlines C/19.1	Closed	05/07/2013	05/16/2013	05/13/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Andy Khuu							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference Specification: 22 13 01 Reference Drawing: A1-2815, S1-2055, P1-2025			This is a sump pit in an escalator pit. There is no grate or piping associated with this sump pit.				
The pit near gridlines C/19.1 is identified as a catch basin in drawing A1-2815 but identified as a sump pit in drawing S1-2055. Drawing P1-2025 does not show any piping for this pit. Please confirm if this should be a sump pit or is the piping detail missing?							
T-0538	BGP - Sump Pit Frame Elevation	Closed	05/07/2013	05/15/2013	05/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							



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	Shimmick Construction Company, Inc. Jesse Dillon						
	<b>REQUEST:</b> Ref Dwg. P1-2022, P1-6001  Please reference attached sketch SK-0163 and Contract Drawings P1-2022 and P1-6001. Drawing P1-2022 calls out Top of Concrete = -35'-8" and Finish Floor Elevation= -35'-5". P1-6001 Detail 8 shows top of sump grate frames to be flush with the surface in which it is embedded. It is unclear whether this is top of concrete or top of finish floor. SCCI has not been provided drawings to confirm topping slab extents. There shall be a 3 in vertical edge if sump pit frames are placed flush with top of mat slab concrete and a topping slab is placed in the future. See attached SK-0163 for details. SCCI intends to place top of sump pit frames flush with top of mat slab concrete. Please confirm this is acceptable.	<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> All sump pits and catch basins identified on plumbing drawings and located in the future track areas have the grating flush with top of concrete at elevation -35'-8".		
<b>T-0539</b>	<b>BGP - ASTM 123 Galvanizing Variance</b>	<b>Closed</b>	<b>05/07/2013</b>	<b>05/17/2013</b>	<b>05/07/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP Kody Cooper <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon	<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger		
	<b>REQUEST:</b> Reference Specification: 05 05 15.3.3.B and the attached letter from AZZ Galvanizing  The steel pipe penetration sleeves are to be coated under the Structural Shapes and Plate Material Category with a grade of 100 and 3.9 mils thickness per Tables 1 & 2 of ASTM A123. The first 2 shipments of steel penetration sleeves (approximately 12 pin pile and 17 trestle pile) were coated under the pipe and tubing material category with a Grade 75 per Table 1 of ASTM A123. This coating grade requires 3.0 miles per Table 2 - Coating Thickness Grade. SCCI is requesting that the Grade 75 be allowed for the first two pin pile in Area 1 that are fit and welded to the intermetallic layers having still penetrated the material and per the attached letter, the process used will insure a long service life. The average thickness for the specified pin pile above is 3.2 mils. Is this acceptable?	<b>SUGGESTION:</b>			<b>ANSWER:</b> No <b>Accept Suggestion:</b> <input type="checkbox"/>		
<b>T-0541</b>	<b>BGP - Protection Board Installation at SW Corner</b>	<b>Closed</b>	<b>05/09/2013</b>	<b>05/23/2013</b>	<b>05/13/2013</b>	<b>Potentially</b>	<input type="checkbox"/>



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T-0543	BGP - Galvanizing Varying Material Category Variance	Closed	05/09/2013	05/23/2013	05/21/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon							
<b>REQUEST:</b> Ref. Spec. 05 05 15- 3.3.B.2  Reference is made to Specification Section 05 05 15- 3.3.B.2 and the attached 'Ask Dr. Galv' galvanizing article. Section 3.3.B.2 states "When galvanizing assemblies of components of varying material category and material thickness, provide minimum coating thickness grade for all members equal to or exceeding the maximum highest material category coating grade."  For the dewatering and piezometer mat slab penetration sleeves, A513 tube is being used, which has a Grade 75 designation per ASTM A123. Based on the above specification, Grade 100 must be followed because these sleeves have plate components. The reason Grade 75 is specified in ASTM A123 is that it is the minimum consistent attainable galvanizing coating for the thickness and chemistry of the material being coated. As an aluminum killed steel product, it is not a natural catalyst to galvanizing as silicon is per the attached article. To specify Grade 100 goes beyond A123 specifications. Therefore, SCCI requests Grade 75 be used, with a minimum coating thickness of 3.0 mils, for the dewatering wells and piezometer mat slab penetration sleeves. Please be advised if Grade 100 (3.9 mils) is required, the galvanizing process to attain the thicker coating can lead to embrittlement and delamination of the coating. Is Grade 75, with a minimum 3.0 mil coating thickness on the dewatering well and piezometer mat slab sleeve penetrations, acceptable?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per specification section 05 05 15 / 1.3 submit shop drawings of the galvanizing schedule, submit samples of the galvanizing, and submit monthly certificate signed by the galvanizer. If in the shop drawing process the Contractor submits a certificate signed by the galvanizer as required by specification section 05 05 15 / 1.3D stating the proposal above meets the recommendations of and is in compliance with the specified ASTM standard's minimum requirements, the Contractor's proposed galvanizing thickness will meet the design intent of the contract documents.  The last galvanizer certificate received in the Transbay shop drawing process was dated January 4, 2013 and it is not clear if that shop drawing covers the item referenced in this RFI.			
<hr/>							
T-0544	BSE - Micropile Relocation - W990 & W986 (Well Obstructions)	Closed	05/10/2013	05/11/2013	05/13/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc.                      Brandon Miller							
<b>REQUEST:</b> Micropiles W990 and W986 as laid out are both in conflict with dewatering wells. BBII recommends relocating W990 south 3' and W986 north 3'. See attached sketch.  Please confirm this is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Thornton Tomasetti does not object to moving micropiles W990 and W986 as proposed.			





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T-0545	BGP - Embedded Junction Box Details	Closed	05/10/2013	05/24/2013	05/24/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc   Jesse Dillon			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Ref. Dwg. A1-2842, A1-2850  Please reference Contract Drawings A1-2842 to A1-2850. These drawings contain numerous "EJB" callouts. SCCI's issued drawings do not contain details for embedded junction boxes. SCCI is trying to determine if there will be any conflicts with the EJB locations. Will the EJB's be selected by the future contactor in which this scope is contained? If specific EJB's have been specified already, please provide the detail so SCCI can confirm there are no conflicts with SCCI's scope.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to the electrical drawings and specifications section 260534 for EJB specifications. The related information to select and detail the box is included in the Documents.				
T-0546	BGP - Shear Reinforcement and Drainage Conflict at Grldlines 4/C	Closed	05/09/2013	05/23/2013	05/28/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc   Andy Khuu			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Ref Dwg A1-9215, S1-2022  At gridlines 4/C, the floor clean out and floor sinks (see A1-9215) cannot be installed due to the spacing of the top layer mat slab and shear reinforcement (see S1-2022). Please advise on how to proceed. Reference the attached sketch of conflict.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> TT response: From the floor sink dimensional info provided in the RFI, it appears the floor sinks will interrupt the top bars of the mat. Contractor shall apply detail 1 on S1-3501 for reinforcement requirements at top mat bars that are interrupted by the floor sinks.  WSP Flack and Kurtz response: The floor sink located east of column 4/C may be moved North, next to the Fire Pump room North wall. The floor clean-out may be moved to a similar position, south of the relocated floor sink. The associated vent and the trap primer line will be relocated in front of the Fire Pump Room north wall.				
T-0546.1	BGP - Follow Up to RFI 173- Shear Reinforcement and Drainage Conflict at 4/C	Closed	06/28/2013	07/08/2013	07/12/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan   Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>REQUEST:</b> Reference: Drawing A1-9215, S1-2022, Spec Section 03			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> AAI - Please see SKA-2763 for new location of FSK				





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20 00	Response to SCCI RFI #173 (WOJV RFI#T-0546) did not provide SCCI with clear direction on how to proceed with the conflicts between the floor clean out and floor sinks at gridline 4/C (Ref A 1-9215 and S 1-2022) with top layer of rebar and shear reinforcement. TT response only addresses the top bars of the mat, and not the shear reinforcement that will be in conflict with the floor clean out and floor sinks. WSP Flack and Kurtz suggests possible alternate locations of the floor sink and cleanout vent and trap primer. Please provide clear direction on what action SCCI is to take. If the locations are to be moved, please provide exact locations of the floor sink and cleanout.			and FCO within the Fire Pump Room.	TT - The floor sink and cleanout shall be moved such that they do not conflict with the headed shear reinforcement. From the floor sink dimensional info provided in the RFI, it appears that floor sinks will interrupt the top bars of the mat regardless of where they are located. Contractor shall apply detail 1 on S1-3501 for reinforcement requirements at top mat bars that are interrupted by floor sinks.  F&K - For revised piping layout of the Fire Pump Room, see attached sketch PSK-2022		
T-0547	BGP - North Shear Wall	Closed	05/09/2013	05/23/2013	05/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Ref Dwg. 3/S1-3204  Reference detail 3 on the contract drawing S1-3204, and the attached sketches. From the noted detail, it is unclear whether the designer's intent was to construct the foundation wall to North-most shear wall interface monolithic. Please confirm.  If the intent of the Designer is to pour shear wall and foundation wall monolithic, it will be difficult to properly secure formwork in the acute corner of the walls interface. Due to the constructability issues of this foundation area SCCI suggest to add vertical construction joint to the North shear wall. See attached sketches for reference. Is this acceptable?							
T-0548	BGP - 3 ft Chamfer at South Foundation Wall	Closed	05/08/2013	05/22/2013	05/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				



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**Co-Author:** Shimmick Construction Company, Inc Filip Filipic

**REQUEST:**

Ref. Dwg. S1-2030, 2/S1-3204, A1-2110

Reference attached contract drawings S1-2030, S1-3204 (detail2) and A1-2110. Structural drawings do not show the detail for termination of the 3 ft chamfer at the end of the south foundation wall. CD A1-2110 indicates that the 3 ft chamfer terminates at the face of the knockout wall.

Please provide details and where does the 3ft chamfer, at the West end of the South foundation wall, terminate?

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The chamfer along the south foundation wall terminates at the face of the west knock-out wall as shown on sheet S1-2060 (Mat Top Reinforcement - Zone 10 Plan), and is not intended to show on S1-2030. Vertical bars of pilaster reinforcement extend to bottom of mat and the hairpins & cross-ties extend 12" below top of mat.

<b>T-0549</b>	<b>BGP - Testing of WPM-1 Seams</b>	<b>Closed</b>	<b>05/13/2013</b>	<b>05/23/2013</b>	<b>05/14/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

During the 5/10/13 waterproofing meeting Jon Laurence (Laurenco) and Carl Keim (AAI) clarified that specification section 07 12 10.3.5.B (independent testing all seams) only applies to the Laurenco products i.e. membrane layers, butyl tape, and flashings. Please confirm.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The Design Team confirms that statement in the RFI is correct.

<b>T-0550</b>	<b>BGP - Request to Revise Lower Concourse Elevation</b>	<b>Closed</b>	<b>05/14/2013</b>	<b>05/24/2013</b>	<b>05/24/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Reference Exhibits: A - G

The BSE IFC drawing S1-3201 (Exhibit-A) depicted the Lower Concourse slab at an elevation of -8'-8" between grid lines 9-3 and West of grid 3 & North of grid E.6.

Although specification section 01 13 00.1.3.H.3 precludes the TJP from making scope changes in submittals, on 3/29/11 the TJP returned submittal package ID TG0300-541/submittal ID TA2010-315500A10 (Exhibit-B) which included a note stating the Lower Concourse level slab varies as follows:

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The contractor's suggestion to revise the Lower Concourse slab elevation is NOT acceptable. The contractor is to follow the elevations set out on the latest Below Grade Package documents.



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T/Lower Concourse slab East of gridline 9 = -8'-2"  
T/Lower Concourse slab West of gridline 9 = -5'-5"

Although specification section 00 07 00.1.01.37 stipulates a Field Order is not to involve a change in Contract Sum or Time, on 9/7/12 after the zone-1 level-B bracing and trestle was installed (Exhibit-C), the TJPA issued Field Order #T-00008 / ASI #0097 (Exhibit-D) which revised the top of the Lower Concourse slab elevation between grid lines 1-5.5 from -8'-8" to -5'-5" a difference of -3'-3" reference sheets S1-3201 (Exhibit-E) and S1-2202 (Exhibit-F).

The latent elevation change of the Lower Concourse slab has created proximity conflicts with the previously installed internal bracing and trestle steel depicted on the attached marked-up drawings (Exhibit-G).

WOJV has surveyed the internal bracing and trestle steel conflicting with the Lower Concourse slab and believes the most cost and schedule efficient solution would be to again revise the elevation of the Lower Concourse slab to -6'-6".

Please advise if the proposed elevation revision is acceptable.

T-0551	BGP - CR T-069 Wall Penetration Link Seals			Closed	05/14/2013	05/28/2013	05/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Ian Corcorran	To: Turner Construction Compan		Gary Kruttsch	Answered By: Adamson Associates, Inc			
Co-Author: Shimmick Construction Company, Inc		Chris Williams							

**REQUEST:**

Ref Dwg. 4/A1-8712

SCCI is in receipt of CR T-069 regarding the below grade modifications. On Plan Sheet A1-8712, Detail 4 was modified to relocate the second link seal to opposite end of the penetration sleeve. Originally, both link seals were located in series at the surface of the concrete wall. This relocation is not constructible in that the link seal cannot

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

It is acceptable to have the linkseals installed in the sleeves from the inside, with exception of the incoming electrical service ducts to the transformer vaults that are located inboard of the exterior walls. This applies to the sleeves serving electrical vaults B1322, B1325, B1561 and B1562. Because these sleeves must be concrete encased as they enter the building and cross the service corridor, the linkseals need to be provided



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<div>be installed or tightened properly when located 3ft into an embedded sleeve. In addition, this link seal cannot be installed prior to placing concrete due to access issues adjacent to the CDSM wall. Is it acceptable to return the relocated link seal to it's original location near the surface of the concrete wall? This would be per the original design shown on A1-8712, Detail 4.</div> <div>at the exterior side of the foundation wall penetration to prevent migration of water through the sleeves across the corridor.</div>							
T-0552	BGP - CR T -069 Electrical Scope	Closed	05/14/2013	05/28/2013	05/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
SCCI is in receipt of CR T-069 regarding the below grade modifications. In the modifications, many of the mechanical, plumbing, and electrical rooms have been modified. In some cases, additional rooms had been added like that of the emergency electrical room. With theses changes, none of the electrical drawings pertaining to these rooms or additional rooms had been modified to account for these changes.				The electrical scope is identified with clouds and deltas on the drawings. For future reference please include specific drawing sheets and issue information (Sheet E1-2022 - ASI#0102 dated 04/29/2013) as we are not familiar with the CR T-069 reference used in this RFI.			
Please confirm that there will be no electrical changes other than grounding as a result of CR T-069.							
T-0553	BGP - Examination of Substrate Clarification	Closed	05/14/2013	05/28/2013	05/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Ian Corcorran		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please reference Specification Section 07 12 10- 3.1.A.				07 12 10 - 3.1.A is in reference to surfaces to which waterproofing is applied, including the CDSM wall and mudslab. The specification statement is clear and the question is superfluous.			
Specification Section 07 12 10 - 3.1.A states the following: "With manufacturer's representative present, examine surfaces to which insulation and waterproofing will be applied prior to beginning work."							
Please confirm that this is in reference to CDSM wall and mudslab.							



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T-0554	BGP - Field Quality Control	Closed	05/14/2013	05/28/2013	05/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Ian Corcorran			<b>To:</b> Turner Construction Compan Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>REQUEST:</b> Please reference Specifications Sections 07 12 10 - 3.3-3.5.  Specifications Section 07 12 10- 3.5.A states the following: "The manufacturer's field representative shall be present before and during installation as specified above."  Please confirm that this is in reference to Section 3.3 "Application" and Section 3.4 "Flashing" which are directly above Section 3.5, A on page 07 12 10-8 of the Specifications (attached for reference).			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> No. The specification is clear and the question is superfluous. "The manufacture's field representative shall be present before and during installation" (for surface examination, protection board installation, felt installation, drainage installation and other activates before the membrane is installed). Section 3.1 also requires the manufacturer's presence related to substrate examination.		
T-0555	BGP - Waterproofing Asphalt Cement Walnut Sized Gob Spacing	Closed	05/16/2013	05/26/2013	05/23/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Kody Cooper			<b>To:</b> Turner Construction Compan Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>REQUEST:</b> Specification Section 07 12 10, 3.2, E states the following:  "Install two piles of asphalt saturated felts over the protection board in walnut sized gobs of asphalt cement sufficiently spaced to hold felts in place."  SCCI and Best have been informed that this layer is to act as the shear/slip plane for structural movement. Please provide the spacing requirements of the walnut sized gobs.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Follow the Waterproofing Manufacturer's installation instructions.		
T-0556	BGP - Waterproofing Asphalt Cement Diameter of Walnut Sized Gobs	Closed	05/16/2013	05/26/2013	05/20/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Kody Cooper			<b>To:</b> Turner Construction Compan Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc Chris Williams			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>REQUEST:</b> Specification Section 07 12 10, 3.2, E states the following:  "Install two piles of asphalt saturated felts over the protection board in walnut sized gobs of asphalt cement sufficiently spaced to hold felts in place."			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The approximate diameter of a walnut sized gob is 3/4" min to 7/8" max.		



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<div>Please provide approximate diameter of walnut sized gobs (maximum/minimum will suffice).</div>							
T-0557	BGP - Waterproofing Asphalt Cement with Laps in Felt Layers	Closed	05/16/2013	05/26/2013	05/21/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Kody Cooper		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST: In reference to Specification Section 07 12 10, 3.2, E, the specifications do not mention laps in felt layers needing to be fully sealed in asphalt cement. Please confirm that fully sealed laps are not required.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The end laps are not to be sealed. Lap ends of felt layers in the direction of water flow.			
T-0557.1	BGP - Waterproofing Asphalt Cement with Laps in Felt Layers	Closed	05/31/2013	06/10/2013	06/03/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please reference RFI #T-0557 response and Specifications Section 071210-3.2. RFI #T-0557 response confirms that end laps are not sealed, but does not address the side laps.  Please confirm that this applies to the side laps as well.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Do not seal any laps of the felt layers. Neither the end laps, the side laps nor any other laps are to be sealed.			
T-0558	BGP - Waterproofing Asphalt Cement at Protection Board Transitions	Closed	05/16/2013	05/26/2013	05/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Kody Cooper		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST: In discussions with the TJPA and Designers, the "gaps" where the 2' protection board meets 6" turnout at the base transition, shall be filled with asphalt cement. Is it acceptable to fill these "gaps" with asphalt cement?		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> This is a contractor's means and methods item			



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T-0559	BGP - ASI 102 Change Clarification at Elevator Pit Near GL 2-E 2	Closed	05/14/2013	05/28/2013	05/23/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon <b>ANSWERED By:</b> Adamson Associates, Inc George Metzger							
<b>REQUEST:</b> Ref. Dwg. A1-2812, 1/A1-9214, 3/S1-3006  Revision 0 of A1-2812 previously contained dimensions for the elevator pit near gridlines 4-E.2; however, as a result of ASI 102 revision 1 of A1-2812 no longer contain the dimensions for the elevator pit and the referenced detail 1 of A1-9214 does not either. Please provide the dimensions of the elevator pit.  Also, detail 3 of S1-3006 indicates that there is a change in the thickened section of the elevator but it does not appear that there were any changes made. Please confirm if there are changes to the thickened section.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The elevator dimensions have been revised and will be included in ASI 104. Please refer to the attached SKA 2709 (based on A1-9214) for revised dimensions.  Thornton Tomasetti response:  Detail 3 of S1-3006 is clouded because the pit depth and plan dimensions were revised in ASI 102. While the changes will require only minimal revision of the rebar lengths/bend locations/etc for rebar fabrication, and the structural intent of the rebar detailing remains unchanged, the mat depression region on 3/S1-3006 was clouded to alert the contractor to the need for these dimensional rebar detailing revisions due to the pit resizing. (We agree that on first glance there do not appear to be any revisions to the thickened section of the detail; the revisions are graphical only, and small enough that they are not noticeable except in an aligned overlay.)			
T-0560	BGP - Grade 60 ASTM A-615 Conforming Bar In-Lieu of ASTM A-706	Closed	05/16/2013	05/29/2013	05/29/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Ian Corcorran <b>To:</b> Turner Construction Compan   Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc Andy Khuu <b>ANSWERED By:</b> Adamson Associates, Inc George Metzger							
<b>REQUEST:</b> Ref. Dwg. RE-2/S-0007  Gerdau proposes to use Grade 60 ASTM A-615 bar in place of Grade 60 ASTM A-706 material in the locations defined within RE-2 on sheet S-0007 which include foundation walls, columns and moment frame beams. The Grade 60 ASTM A-615 bar shall conform to the strength properties published in the attached ASTM specifications.  This is not a request to replace all Grade 60 ASTM A-706 bars with Grade 60 ASTM-615. Is it acceptable to use ASTM-615 bars, when available, that would otherwise be wasted during the rebar fabrication process?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> We will allow the use of A615 bars in lieu of A706 for inquired scope of elements provided that test data for the A615 bars meet ACI 318 section 21.2.5. Please submit test data that meets code requirements and identify where these bars will be used.			





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T-0561	BSE - Standard for Determining Buttress Concrete Strength	Closed	05/16/2013	05/26/2013	05/20/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Kirk Nielsen                      To: Turner Construction Compan    Gary Krutsch			Answered By:Adamson Associates, Inc    George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Spec. section 31 63 29.3.9.D states,					Accept Suggestion: <input type="checkbox"/>		
"Not less than 28 days after concreting is completed, perform HQ coring over the full depth of 10% of the shafts to verify the quality of concrete and test whether the shafts are free of defects. Provide these cores for inspection by the TJPA Representative. The TJPA's Representative will select the locations where coring shall be performed and will select the cores which will be tested for strength."					ACI 301 is the standard.		
The aforementioned language in addition to spec. section 31 63 29.1.6.A which states:							
"Perform work in accordance with ACI 301, except where otherwise specified. Specifications herein set minimum results required and references to procedures to establish minimum guidelines."							
reads as if ACI 301 would be the specified standard for determining the required buttress concrete strength (specifically ACI 301 section 1.6.6.2) hence acceptance.							
Please confirm what if not ACI 301 is the standard for determining the buttress concrete strength hence acceptance.							

T-0562	BGP Stair 403 Embed Conflict	Closed	05/17/2013	05/27/2013	05/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc	
Co-Author: Shimmick Construction Company, Inc		Jesse Dillon					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Drawings: S1-7011, SI -7600, S1-7602, and sketch SK-194.				Detail 8/S1-7602 has been revised to be an L8x8x1/2 angle. This change will be issued in a forthcoming ASI. Additional angle shown on 11/S1-7600 is not required.			
Detail 3 on S1-7011 has a callout for 11/S1-7600 and 8/S1-7602. Both of these angles are embedded in the top edge of the stair opening. The locations of embeds overlap at the Northeast and Southeast portions of the opening. See SK-194 for details. The 8" legs of the angles are to be on different surfaces of the concrete causing future stair							





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<div>installation issues.</div> <div>Please provide details on how to proceed.</div>							
T-0562.1	BGP - Stair 403 Embed Conflict	Closed	08/13/2013	08/23/2013	08/21/2013	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: <div>1) Please reference RFI response T-0562. Please confirm the 7' -6" long embed per detail 8 on S I -7602 starts from the western edge of the opening, as shown in the attached sketch.</div> <div>2) Also, please clarify embedded angle conflicts highlighled on attached sketch, where embed as shown on detail 11, S1-7600 and embed as shown on detail 8, S1-7602 are specified to be installed at the same location.</div>		SUGGESTION:	ANSWER: George Metzger 8/20/2013 RESPONSE: <div>1. 7'-6" long applies to stair 501 only (shown on 6/S1-7016). At stair 403, the L8x8 angle shall run the full length of the stair opening.</div> <div>2. Where L8x8x1/2 is provide per 8/S1-8602, the L8x4x1/2 x 1'2" long and (2) ¾" welded studs shall be deleted. The 3" pipe is welded directly to the L8x8x1/2 angle.</div>				
T-0563	BGP - Use of Laurencio Adhesive and Temporary Fasteners as Alternative for Insul	Closed	05/20/2013	05/20/2013	05/25/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST: <div>Specification Section: 071210 3.2 G</div> <div>In reference to Specification Section 07 12 10, 3.2, G, "Install insulation with long dimension horizontally. Secure with insulation manufacturer's recommended adhesive."</div> <div>The EPS insulation manufacturer recommends the use of ADCO Millenium One Step Foamable Adhesive for this vertical application. The waterproofing membrane manufacturer has indicated that they will not provide a warranty for their system unless the adhesive has been</div>		SUGGESTION:	ANSWER: Per Specification Section 07 12 10, 1.4, E, 1: the manufacturer is to supply certificates stating that materials in the system are physically and chemically compatible. This specification statement is clear and question parts 1 & 2 are superfluous; all component manufacturers will need to comply with this section of the specification. The alternative method of installation in part 3 is not acceptable without such certifications and additional fasteners, even temporary are not acceptable.				



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tested in the same application. Please confirm the following is acceptable:

1. The testing data is required for the manufacturer's recommended adhesive for EPS insulation installation.
2. Laurenco must approve of the use of every component in the system (protection board layer to insulation layer) even though it is called out to follow the insulation manufacturer's recommendation per the specifications.
3. As an alternative to the specification requirements, the Laurenco adhesive (with temporary fasteners and washers) is to be used for the insulation installation, until the insulation manufacturer's recommended adhesive (ADCO) is tested and submitted. Once the manufacturer's recommended adhesive (ADCO) is approved, the ADCO adhesive will be used for the insulation installation in place of the laurenco adhesive.

Please confirm this is acceptable.

T-0564	BGP - Water Treatment for Geothermal	Closed	05/21/2013	05/31/2013	06/03/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc	
Co-Author:					George Metzger		
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification 23 57 34 Sub Section 3.4				The water treatment scope of work issued in mechanical specification section 23 57 34-3.4 for the ground loop system is intended to be part of the Below Grade Package bid. However, this specific scope of work could be deferred and bid out with the remainder of the water treatment work for the project in the Main Building Package. Turner/TJPA to provide final direction on scope allocation between different trade packages.			
During the TG06 IFB process section 3.4 was added to the Ground Loop Heat Exchanger specifications. We believe this requirement is intended for a future bid package during the commissioning of the system. Please confirm.				Jeff Thiel: Geothermal water treatment may be deferred until water treatment of the building condenser water piping system, to which the ground loop heat exchanger			



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piping will be connected to in a future scope of work, takes place. CM/GC to leave geothermal system as described in specification section 23 57 34, 3.2.J until treatment takes place.							
T-0565	BGP - Waterstop Injection Hose Boxes	Closed	05/22/2013	06/01/2013	05/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please reference attached drawing A1-8711. Please confirm all Waterstop Injection Hose Boxes in the Mat Slab are to be mounted as illustrated in the attached drawing (flush@ -35' -8"). With the installation of a future topping slab, mounting these boxes at Mat Slab elevation may render the injection hose system inaccessible at that time.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The Design Team confirms that that Waterstop Injection Hose Boxes in the Mat Slab are to be mounted flush at -35'-8". The rail bed system (by others), which will not be determined until a future time, will need to make provisions for access to these boxes.			
T-0566	BSE - Zone 2 A-Line CDSM Embedded Metal Part at Soldier Pile 96	Closed	05/22/2013	06/01/2013	05/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Balfour Beatty Infrastructure, Inc. Dean Wallahan							
REQUEST: Ref: BIM 360 - Field Condition Report (FCR) 000013 Specification Section 31 56 13  Per FCR 000013: "An Embedded Metal part is visible in the CDSM wall between Solder Piles 96 & 97. A Corrective Action Plan must be submitted to remove the object and repair the CDSM wall. Spec 31 56 13." Please see attached BBII proposed Corrective Action Plan.  Please confirm this is acceptable.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Acceptable			
T-0567	BGP - Fire Management System	Closed	05/23/2013	06/02/2013	06/03/2013	Potentially	<input type="checkbox"/>







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	<div><div>REQUEST:</div><div>Specifications Section 071210</div><div>We are in receipt of Laurenco Waterproofing Products, Inc.'s Installation Instructions revision dated 5/15/13 and have found several discrepancies with what is called out in Specifications Section 071210. Section 8, f, iv, 4, (d), vi calls for an additional layer of adhesive on walls prior to concrete. It calls for a coat of Laurenco Adhesive over COMPLETED membrane and cold joint reinforcement applied after wall ply adhesive has cured at least (3) days and (1) to (3) days in advance of reinforcement steel application for walls. This is added scope as this additional layer is to be applied over the completed membrane and is not called out in the Specifications.</div><div>Please confirm that SCCI is to use the manufacturers installation instructions</div></div>	<div><div>SUGGESTION:</div></div>	<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>The Contractor is to follow specification section 07-12-10 Modified Bitumen waterproofing (WPM-1) where the Manufacturer involvement is specified.</div><div>Questions on the proper installation of the system are to be directed to the waterproofing membrane manufacturer. Questions on the detailed installation procedure (Waterproofing Install Instructions) should be directed to Laurenco, not to the TJPA Reps via RFI.</div></div>				
T-0572	BGP - New Waterproofing Install Instructions (3 day Cure)	Closed	05/29/2013	06/08/2013	05/30/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome	To: Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc	George Metzger		
	<div><div>Co-Author:</div><div>REQUEST:</div><div>Reference Specifications: 071210</div><div>We are in reciept of Laurenco Waterproofing Products, Inc.'s Installation Instructions revision dated 5/15/13 and have found several discrepancies with what is called out in Specifications Section 071210. Section 8, f, iv, 5, (d), v calls for a minimum (3) days wait for top ply to firmly adhere before starting the rest of flashing details and placing concrete topping slab. This is not called out in the specifications and may significantly impact the project schedule.</div><div>Please confirm that SCCI is to use manufacturers installation instructions.</div></div>	<div><div>SUGGESTION:</div></div>	<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>The Contractor is to follow specification section 07-12-10 Modified Bitumen waterproofing (WPM-1) where the Manufacturer involvement is specified.</div><div>Questions on the proper installation of the system are to be directed to the waterproofing membrane manufacturer. Questions on the detailed installation procedure (Waterproofing Install Instructions) should be directed to Laurenco, not to the TJPA Reps via RFI.</div></div>				
T-0573	BGP - Locations of Electrical Outlets, Equipment, and Fixtures	Closed	05/29/2013	06/08/2013	06/11/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome	To: Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc	George Metzger		



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**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

Reference Specification 26 05 34, 3.2 B.

The exact locations of the electrical equipment are to be provided by the TJPA through the RFI process. With the electrical equipment provided and installed at a later date under a separate contract, please provide the dimensions of the electrical equipment, boxes, and cabinets to allow for accurate electrical riser locations in the concrete slabs. The equipment, boxes, and cabinet dimensions in Zone 1, Area 1 are needed first with the areas to the east to follow.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

WSP Response: To address the specific information that is being requested, please identify which "equipment" is not sufficiently located in the drawings and requires clarification. Sheet E1-0006 notes specific requirements for coordinating the location of equipment and connections. Details on sheets E1-6001 and E1-6006 provide additional location requirements. Wireways have been indicated to position the conduits stubbing out of the slabs in the electrical rooms. Plans locate the embedded light fixture box layouts. Specifications 260502.3.4 require coordination of the work and contractor's coordination shop drawing layouts for review of the electrical room layouts.

**T-0574** **BGP - Field Galvanizing of Mat Slab Sleeve Penetrations**

**Closed**

**05/31/2013 06/10/2013 06/09/2013 Potentially** ☐

**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Company Gary Kruttsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc John Berggren

**REQUEST:**

Reference Specification Section 05 05 15-3.3.B

The shop applied coating thickness for the pin and trestle pile sleeve fabrications is determined to be 3.9 mils per Table 2 in ASTM A 123. Under Section 05 05 15-3.5 the repair/restoration field-applied coating thickness is specified to be 8.0 mils. For field touch-up of damaged areas Section 05 50 10-3.2.D states to apply a thickness of 2.5 to 3.5 mils. For the coating hold back areas for the sleeve field weld joints and for any damage coatings that may arise during installation - is a uniform required minimum field-applied thickness of 3.9 mils acceptable?

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The question asks for clarification of the galvanizing coating repair thickness required for a specific location and for specific repair or touchup. The location noted in the question is not clear enough to answer the question. Resubmit the question with a more specific location noted. "Sleeve field weld joints and for any damage coating that may arise during installation" is too vague. Also, clarify if you are asking about field repair or field touchup of damaged zinc coatings.

The 8.0 mil repair thickness specified in section 05 05 15 applies to repair/restoration on most items as specified in 05 05 15 / 1.1.A: "zinc galvanic coatings applied in the shop or factory to surfaces of iron and steel installed at exterior locations and either totally or partially exposed to weather, humidity, moisture or precipitation; and elsewhere as indicated and specified." Specification Section 05 50 10 / 2.6 call for Hot Dip Galvanizing per specification section 05 05 15. Specification 05 50 10 / 3.2D applies to field





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touchup of damaged zinc coatings at areas covered by specification 05 50 10.							
T-0575	BSE - Micropile Relocation - E038 (Overhead Obstructions)	Closed	06/03/2013	06/13/2013	08/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Webcor Construction LP   Lynn Kowallis	
Co-Author: Balfour Beatty Infrastructure, Inc.		Brandon Miller					
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference : Attached Sketch				Void RFI T-0575 and Ref to RFI T-0575.1			
Micropile E038 as laid out cannot be installed due to an overhead strut obstruction. BBII recommends relocating E038 east 1. .							
Please confirm this is acceptable.							
T-0575.1	BSE - Micropile Relocation - E038 (Overhead Obstructions) Revised	Closed	06/04/2013	06/14/2013	06/08/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc   George Metzger	
Co-Author: Balfour Beatty Infrastructure, Inc.		Brandon Miller					
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference : Attached Sketch				Thornton Tomasetti does not object to moving micropile E038 as proposed.			
This RFI supersedes RFI 375.							
Micropile E038 as laid out cannot be installed due to an overhead strut obstruction. BBII now recommends relocating E038 east 3'4" to be in line with E037 and E039.							
See attached sketch.							
Please confirm this is acceptable.							
T-0576	Wall Alignment on Westside of Zone 1	Closed	05/31/2013	06/10/2013	06/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc   George Metzger	
Co-Author:							





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#### REQUEST:

Webcor is proposing to change the alignment of the Concrete Foundation wall on the west elevation along gridlines 1 & X1-1.

The Concrete wall which runs along gridline 1 would be offset into the structure by 0.2656' (3-1/8") (proposed Face of concrete Foundation wall would now be 15-1/8" of gridline 1). Similarly along gridline X1-1 the wall would also be offset into the structure by 0.1575' (1 7/8") these offsets would enable the contract reinforcement to be installed without the need for further modifications to the reinforcement due to encroachment of the CDSM piles.

See sketch SK-1 showing Cross section of concrete Foundation wall between CDSM piles 818 - 822 GL 1 in proposed revised location.

Please confirm if this is acceptable.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

For the pile encroachments at the Zone 1 West and South West CDSM walls, as described and illustrated in this RFI, the Design Team confirms it is acceptable to offset the alignment of the inside face of the Concrete Foundation Walls as the contractor proposes in RFI T-0576 BGP.

<b>T-0577</b>	<b>BGP - Internal Wall Discrepancies 002</b>	<b>Closed</b>	<b>06/03/2013</b>	<b>06/13/2013</b>	<b>06/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Filip Filipic

#### REQUEST:

Reference Drawing: B/A1-9217

Referenced detail shows mechanical opening at the GL C.3 being in conflict with the future tank lid (Not in TG06 package).  
Please confirm that this opening is to be constructed as called out on B/A1-9217.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

There is no conflict with the future tank lid. The Mechanical Opening at GL C.3 is located above the door on the service corridor wall and is more than 18' in front of the tank. Please read the concrete wall elevations in conjunction with the plan on A1-9215.

<b>T-0578</b>	<b>BGP - Micropile Relocation - W916 (Timber Pile Obstruction)</b>	<b>Closed</b>	<b>06/03/2013</b>	<b>06/13/2013</b>	<b>06/19/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome

**To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Balfour Beatty Infrastructure, Inc. Brandon Miller

#### REQUEST:

Reference Drawing: attached.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Thornton Tomasetti does not object to moving



Please confirm this is acceptable.

T-0579	BGP - Cross-tie Wall Reinforcing, Grade Conversion and Spacing Change	Closed	06/04/2013	06/14/2013	06/10/2013	Potentially <input type="checkbox"/>
From: Webcor Construction LP	Robert Kjome	To: Turner Construction Compan	Gary Kruttsch	Answered By: Adamson Associates, Inc	George Metzger	
Co-Author: Shimmick Construction Company, Inc	Andy Khuu					
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>	
Reference Drawings: S1-3201 Reference Specification: 03 30 20				Proposed modification to the spacing of the foundation wall cross-ties is not acceptable due to two reasons:		
Based on a recently constructed mock-up of the 1st lift of typical wall reinforcing a potential problem with congestion has been identified. The contract drawings on sheet S1-3201 depict the typical wall reinforcing details include #8 horizontal wall reinforcing at 8" O.C. E.F. typical. Additionally, the #4 cross-tie spacing has been designed at either 6" O.C. or 12" O.C depending on the location (elevation) within the wall. With the non-uniform spacing of the cross-ties and horizontal bars, the cross-ties are secured only to the vertical bars and have the potential during concrete placement to shift or slide down the vertical bars until resting on the next adjacent horizontal bar. The inconsistent spacing of the cross-ties and horizontal bars congests the reinforcing configuration which may lead to potential problems when interfacing the concourse level reinforcing with the walls. In order to eliminate these potential problems Gerdau proposes to perform a grade 80 conversion of the cross-ties such that the size of the cross-tie remains as a #4 bar but the spacing of the cross-ties are installed with uniform spacing to the horizontal reinforcing at 8" O.C. within the designed 6" O.C. ranges or 16" O.C. within the designed 12" O.C. ranges.				1) Per ACI 318, assumed yield strength for transverse reinforcement cannot exceed 60 ksi.		
				2) In zones where foundation wall cross-ties are spaced at 6"; the proposed change to 8" spacing violates the spacing requirements for transverse reinforcement of flexural members in ACI 318-11."		
Please advise if this grade and spacing change is acceptable.						



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T-0579.1	BGP - Horizontal Wall Reinforcing Equal Area Conversion	Closed	06/19/2013	06/29/2013	06/20/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: S1-3201, Spec Section 03 30 20  Gerdau (SCCI's subcontractor) has recently constructed a mock-up of the 1st lift of typical wall reinforcing and identified a potential problem with congestion and quality of the final designed product. The contract drawings on sheet S1-3201 depict the typical wall reinforcing details including #8 horizontal wall reinforcing which is designed at 8" O.C. E.F. Typical. Additionally, the #4 cross tie spacing has been designed at either 6" O.C. or 12" O.C depending on the location (elevation) within the wall. With the non-uniform spacing of the cross-ties and horizontal bars the cross-ties are secured only to the vertical bars and have the potential during concrete placement to shift or slide down the vertical bars until resting on the next adjacent horizontal bar. Additionally, the inconsistent spacing of the cross-ties and horizontal bars congests the reinforcing configuration which may lead to potential problems when interfacing the concourse level reinforcing with the walls. Gerdau would like to propose an equal area conversion for the horizontal reinforcing from #8 @ 8" OC to #7 @ 6" OC in order to make the spacing between the horizontal bars and cross-ties uniform. Please confirm this is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> TT does not see slippage of the cross-ties will be a concern if they are properly tied, and we don't see reducing the spacing of the horizontal bar from 8" to 6" will help the congestion issue raised. However, we don't take exception to the proposed change as long as it does not affect the cost and schedule.		
<hr/>							
T-0580	BGP - Type 2 Coupler at Outside Vertical 4th Lift	Closed	06/04/2013	06/14/2013	06/08/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Andy Khuu							
<b>REQUEST:</b> Reference Sketch: attached.  Please confirm it's acceptable to incorporate an approved Type 2 coupler on the outside face #11 vertical bar in the same plane as the contract coupler in the fourth wall lift just above the final horizontal wall construction joint.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It will be acceptable to incorporate an approved Type 2 coupler on the outside face of foundation wall as proposed.		
<hr/>							
T-0581	BGP - Internal Walls Discrepancies 001	Closed	06/04/2013	06/14/2013	06/07/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Lynn Kowallis <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				



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**Co-Author:** Shimmick Construction Company, Inc Filip Filipic

**REQUEST:**

Ref: A1-9215, A1-9216, A1-9217

Reference attached sketch and CD A1-9215, A1-9216, and A1-9217. Revision 1 of the noted drawings, dated 4/28/2013 , were used to generate this RFI. Elevation views, Detail A on noted CDs A1-9216 and A1-9217 depict discrepant details of the interior wall penetrations between GL 3 and 4.75.

Please provide drawings with consistent details.  
If not able to provide such drawings, please specify which drawing details take precedence.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Please refer to attached SKA-2733 (based on A1-9216 rev 1) and SKA-2734 (based on A1-9217 rev 1) for updated MEP openings on wall elevations.

T-0582	BGP - Use of Laurencio Adhesive and Temporary Fasteners as Alternative			Closed	06/05/2013	06/15/2013	06/14/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Lynn Kowallis	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Ref: RFI #T-0563 and Submittal #TG0600-024

Please reference the response to RFI #T -0563 and Submittal #TG0600-024. The response to Part 3 of the RFI is unclear. Is it the designer's intent to deem temporary fasteners unacceptable with or without the certifications? Or are the temporary fasteners acceptable with the certifications?

Please clarify.

Please note, the certifications were submitted and approved on 2/11/13 as part of Submittal Package #TG0600-024.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The use of temporary fasteners are acceptable provided that the contractor and membrane manufacturer verify that their use does not restrict the design concept which is to maintain a shear plane.

T-0583	BGP - BBII Monitoring Instruments/Piezometers			Closed	06/06/2013	06/06/2013	06/14/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Reference Drawings: 6/A1-8711, 3/A1-8711

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The dewatering wells shall be capped and sealed in



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T-0583.1	BGP - Dewatering / Piezometer Clarification	Closed	07/11/2013	07/11/2013	07/23/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference RFI T-0583, RFI T-0602 Reference Drawing: A1-8711  In follow up to a phone conversation with George Metzger, detail 3/A1-8711 is to be used for all permanent instruments. Since the piezometers installed by BBII will be removed when the dewatering system is turned off, please confirm which waterproofing detail should be used.  Also, please confirm if any of Arup's instruments will not be permanent. If they are not permanent, please confirm which waterproofing detail should be used.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> As indicated in the previous RFI regarding this subject, it is acceptable to use detail 6/A1-8711 for the BBII piezometers, since they will be decommissioned, capped and infilled when the dewatering system is turned off.  Detail 3/A1-8711 is to be used for the Arup piezometers and extensometers, as these will be used for one year after the dewatering system is decommissioned.		
T-0584	BGP - Dewatering Well and Concrete Wall Conflict	Closed	06/05/2013	06/15/2013	06/17/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Andy Khuu							
<b>REQUEST:</b> Please reference the attached drawings S 103.0 and S 104.0 from SCCI's Rev it model. Based on BBII's latest			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The shear wall and the concrete partition walls cannot be moved.		





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BBI has discussed this with Viking Drillers and have confirmed they can abandon this well. BBI is proposing to cut the pvc casing flush with the top of mudslab, drill and epoxy #4 bars 2" down from top of casing with 3" embedment. The bars will be installed in the north, south, east, and west face through the casing and are installed to better ensure the dewatering well cement plug does not upheave. They will use Type II Portland Cement with a 5% bentonite content. Waterproofing will then be installed over the dewatering well, lapping as necessary to the adjacent waterproofing.

Please confirm that this is acceptable.

The Design Team proposes that the mud slab is to be broken out sufficiently to allow a 4" excavation below the underside of the mud slab. The dewatering well cut off and filled. Compressible material : 4" of Styrofoam installed into the excavation and over the plugged dewatering well. Then the opening in mud slab is to be repaired with reinforced concrete infill.

Note that BBII is still solely responsible for maintaining the dewatering.

<b>T-0584.2</b>	<b>BGP - Dewatering Well &amp; Concrete Partition Conflict</b>	<b>Closed</b>	<b>07/30/2013</b>	<b>08/09/2013</b>	<b>08/08/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Ryan Burke **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

#### Co-Author:

#### REQUEST:

Reference: RFI T-0584, Attached sketch

Please refer to RFI 584 and the attached sketch of the proposed block out in concrete partition walls as referenced in RFI 584. The 28" x 28" blockout in the mat slab will be transferred to the blockout of the wall and be 25" from the mat slab elevation to the top of blockout. This will create 3'-0" from top of penetration sleeve to top of wall blockout. We are proposing to use formsavers and the male ends will extend the length of the blockout.

Please confirm this is acceptable or provide acceptable solution.

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

The proposed block-out for the dewatering well & concrete partition conflicts is acceptable provided the following:

1. Confirm the vertical bar size for max height partition at these locations.
2. Extend the vertical bars in the block-out a min 4" into the top of mat.

<b>T-0585</b>	<b>BGP - Mass Concrete Specifications</b>	<b>Closed</b>	<b>06/05/2013</b>	<b>06/05/2013</b>	<b>06/13/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Robert Kjome **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Filip Filipic





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#### REQUEST:

Specifications Section: 03 30 20 3.5 & 3.11  
Reference attached letter from CTL Group

SCCI is asking for variance to the temperature differential requirements for the mat slab concrete. If granted, this variance would be based on performance based temperature differential limit (PBTDL), which is tailored to both the Project's mass concrete mix design and the placement. Refer to the attached letter from CTL. The intent of this PBTDL is to prevent thermal cracking, and at the same time reduce duration of the thermal control requirement.

Is this acceptable?

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

It will be acceptable to use the contractor-proposed performance-based temperature differential limit approach for spec section 3.11.B provided the following:

1. This approach shall be approved mix-specific.
3. The maximum temperature of 3.11.B as well as remaining mass concrete specification requirements shall still apply.
4. CTL shall provide the required measurements as well as field quality control.
4. Contractor shall still remain responsible for providing a mat foundation that meets requirements of the contract documents.

<b>T-0586</b>	<b>BGP - Fire Management System and Concourse Slab Electrical Scope</b>	<b>Closed</b>	<b>06/05/2013</b>	<b>06/05/2013</b>	<b>06/17/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP

Robert Kjome

**To:** Turner Construction Company Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Chris Williams

#### REQUEST:

Reference Drawing: E-0006, E-0000, 6/E-2202  
Reference RFI: T-0567

Per the response to RFI T-567, the fire management system conduit is to be installed into the concourse slab per Note on Sheet E-0006. However, per Plan Sheet E-0000, only a small grounding portion of electrical drawings are in the TG06.0 concourse slab scope. The remaining concourse level electrical drawings are "For Reference Only" and for informational purposes only. Please confirm that the only TG06.0 electrical scopes in the concourse slab are the grounding wire extensions from the mud slab (per Detail 6/E 2202-TG06.2 scope), lighting conduit and boxes for Type "F15" and Exit Signs, and 4" 90 degree elbows per Details 1 & 2 on TE 1-8000. Please confirm that outside of those scopes, all other electrical scopes of

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

WSPFK Response: Per sheet note J on Sheet E1-006, the scope for TG06.0 shall include fire alarm system conduits embedded in the Lower Concourse slab that are required to serve fire alarm equipment that is located at the Train Platform level. Note that conduits for fire alarm devices on the Lower Concourse level will be provided under a separate scope package.





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work in the concourse slab are to be part of a later electrical scope package as indicated on the E-0000 index and the "for information only" plans.							
<hr/>							
T-0586.1	BGP - Fire Management System in the Concourse Slab Only	Closed	07/12/2013	07/22/2013	07/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Per the response to RFI T-567 (attached), please confirm that the only slab with embedded fire system conduit is the concourse slab. All stub ups or risers will either come up out of the concourse slab for the concourse level fire management system or drop down out of the concourse slab for the fire management system on the train platform level. Please confirm that the fire management system is not embedded in the mat slab.				This RFI gets into contractors' means and methods. The contractor can route the fire alarm conduit embedded in either the Lower Concourse slab or the Foundation Mat Slab as required to provide connectivity to the fire alarm devices shown on the electrical drawings.			
<hr/>							
T-0587	BGP - Future Train Platform Wall Reinforcing Size and Spacing	Closed	06/05/2013	06/15/2013	06/16/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference RFI:T-0480  The contractor is to construct the future train platform walls using the thickness of the wall as called out within the specific zone sheet (1'-0" or 1'-2"). When coordinating the wall thickness called out in the Plan with Detail 5 on S1-3205 Future Wall Detail no specific bar size or spacing is called out for the 1'-2" thick walls. Please confirm if the reinforcing required for the 1'-2" walls is the same as that called out for a 12" wall, #6 @ 8" oc.				Confirmed, the dowels for future train platform room walls that are 1'-2" thick are #6@8"OC each face.			
<hr/>							
T-0588	BGP - Future Partition Wall Dowel Size Spacing	Closed	06/06/2013	06/06/2013	06/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				



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<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Contract drawing S1-2052 depicts 12" Partition Walls and 12" Future Partition Walls. Contract drawing S 1-9050 provides the reinforcing details for the Partition Walls which depict #7 @ 12" OC reinforcing dowels for a 12" wall. Per S 1-3205 Future 12" Walls receive #6 @8" OC reinforcing dowels. Please confirm the proper bar size for the Future Partition Wall dowels.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> "Future 12 thk conc wall partitions" shall be reinforced per S1-9050 as they are labeled as partition walls. Detail 5/S1-3205 is for future walls within the train platforms.			
<hr/>							
<b>T-0589</b>	<b>BGP - Epoxy Coating Thickness Over Formsaver Couplers</b>	<b>Closed</b>	<b>06/06/2013</b>	<b>06/16/2013</b>	<b>06/17/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: 6/S1-3001, Attached Letter  The response to RFI T 0515 confirmed to coat the form saver couplers for future construction as specified in ASTM A 775. Per ASTM A 775, the standard coating thickness specifies a required thickness range by which different size bars are to be coated 7 to 12 mills for bar sizes 3 to 5 and 7 to 16 mills for bar sizes 6 to 18; however, detail 6 on S1-3001 indicates a 12 mill minimum coating thickness over the couplers. Per the attached letter from Stanley Johnson the Regional Manager for Erico (Lenton) the epoxy coated form-saver couplers specified for use cannot be procured with a guaranteed 12 mill coating but rather an epoxy coating that meets the requirements of the ASTM A 775 standard. Please confirm that supplying an epoxy coated form-saver coupler that meets the ASTM A 775 standard but may contain a mill thickness less than 12 is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> We understand that the epoxy-coated form-saver couplers supplied by Lenton may contain a mill thickness less than 12 while still complying with ASTM A 775 and consider this acceptable.			
<hr/>							
<b>T-0590</b>	<b>BGP - Mechanical Room Plumbing Clarifications 002</b>	<b>Closed</b>	<b>06/06/2013</b>	<b>06/16/2013</b>	<b>06/12/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: Attached Drawing, P1-2022, Spec Section 22 13 01		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> See the WSP/MDS comments on the attached document.			



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<div>Reference attached mechanical room layout drawing P-112. Per the marked up referenced drawing please clarify or provide following: 1. Invert elevations of the piping connecting the sumps. 2. Verify dimensions of the pipes spacing and offsets, per attachment. 3. Size and locations of the equipment pad.</div>							
T-0591	BGP - Mechanical Room Plumbing Clarifications 001	Closed	06/06/2013	06/06/2013	06/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Attached Drawing, P1-2022, Spec Section 22 13 01		The dimensions for pipe spacing are acceptable.					
Reference attached drainage layout drawing P-110. Please verify marked up dimensions for the pipe spacing.		Comments:					
		1. The "1/2 SAN" shown for the floor sink to be corrected to show 1/2" trap primer.					
		2. All vent connections to horizontal drainage pipe shall have their inverts taken off above the drainage pipe center line downstream of the trap being vented (CPC 505.2). Generally, this is accomplished by rolling-up the wye fitting.					
T-0592	BGP - Mechanical Room Plumbing Clarifications 003	Closed	06/06/2013	06/16/2013	06/12/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Attached Drawing, P1-2022, Spec Section 22 13 01		For the stairs 202 and 203 there are only (2) drain and vent piping connections. (1) 6" sprinkler drain and (1) 3" vent (refer also detail 3/P1-6001). The 6" sprinkler drain to be located with the center line 12" from the face of the column (or wall for stair 203) and then 12"					
Reference attached drainage drawing P-113. Please verify marked up dimensions for pipes spacing.							



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<div>to the 3" vent. Also, all vent connections to horizontal drainage pipe shall have their inverts taken off above the drainage pipe center line downstream of the trap being vented (CPC 505.2). Generally, this is accomplished by rolling-up the wye fitting.</div>							
<hr/>							
T-0593	BGP - Concrete Clear Cover of Reinforcing Support Bars	Closed	06/06/2013	06/16/2013	06/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Reference: Drawing 5/S1-3001, Spec Section 03 30 20  Gerdau would like to confirm that non-contract reinforcing support (carry) bars are to maintain the required concrete clear cover as specified in detail 5 on S 1-3001 and not encroach upon the designated clear cover limits. See the attached sketch for reference.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Confirmed that the clear covers for carry bars shall achieve at minimum the clear cover requirements of 5/S1-3001.  We note that for concrete cast against waterproofing (which is the condition at the bottom of the mat) the required clear cover per 5/S1-3001 is 2" for #6 or larger bars, and 1.5" for #5 and smaller bars, unless otherwise noted. While the clear cover to bottom typical continuous bars is to be 3" per Mat Bottom Rebar Note 7 on S1-2022, the smaller clear cover of 5/S1-3001 is appropriate to use as a minimum clear cover for carry bars, provided that in doing so the 3" clear to typical continuous bottom bars per Mat Bottom Rebar Note 7 on S1-2022 is still achieved.			
<hr/>							
T-0594	SSS - Pendulum Bearing Specification	Closed	06/07/2013	06/17/2013	06/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST: Reference Specification: 03 20 02 2.6		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> 1) Verify these bearings are within the scope of the			



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	<p>Spec Section 03 20 02 was issued to W/O on 4/26/13 as part of the TG07.1 IFB set dated 2/19/13 to be issued to existing W/O subcontractors for construction. 03 20 02 2.6 includes Pendulum Bearings . Please provide drawings and details depicting the location and quantity of Pendulum Bearings required.</p> <p>Please also confirm any placement and attachment details for pendulum bearings and structure.</p>						<p>Structural Steel Superstructure Package. They are located at Gridlines 34 and 35, used between two concrete members.</p> <p>2) Location of Pendulum Bearings is provided in Detail 2/S1-3302. Detail 2/S1-3302 is associated with three column types; C9, C10 and C11 (refer to Column Schedule). Performance requirements are provided in Section 2.6 of Specification 03 20 02. Also see Sections 1.3, 1.4, 3.2 of the same Specification for other requirements on pendulum bearings. Attachment details are per manufacturer's recommendations.</p>
T-0595	Geothermal Piping Under Construction Personnel Hoist Concrete Pad	Closed	06/10/2013	06/20/2013	06/11/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger				
	Co-Author:						
	REQUEST: Reference: Attached Drawings  Please see the attached drawing of the proposed manlift pad to be installed flushed with the mudslab in Zone 2. Per WSP/Flack & Kurtz the dimension of soil between mudslab and top of geothermal pipe must be maintained at all times. It was stated that the geothermal piping could be installed 12" deeper as long as the rise of the pipe follow the radius loop bend requirments, in the method that the geothermal is installed in the sump pits. Please confirm that this is acceptable.	SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> WSP Response: Please provide the structural loading weight of the Personnel Hoist and concrete pad in pounds per square foot.				
T-0596	BGP - Sump Pit Grate and Frame at Gridline 19/C	Closed	06/11/2013	06/21/2013	06/20/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger				
	Co-Author: Shimmick Construction Company, Inc Jesse Dillon						
	REQUEST: See attached drawing CB-2 of returned submittal package TG0600-710, P1-2025, and A1-2125.	SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> The sump pit at grid lines 19/C is located within an escalator pit. Frame and grate are not required.				



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The returned (returned to WOJV/SCCI on 06/07/13) shop drawing submittal (TG0600-710) for catch basin and sump pit grating indicates an additional sump pit grate and frame at approx. GL 19/C per drawing CB-2. The contract drawing P1-2025 does not have a call-out for a grate and frame at this location. Furthermore, drawing A1-2125 has the sump pit located within an escalator pit in the mat slab level. Per Field Order T-00011, all escalator pits do not receive grates or frames.

Please confirm the sump pit at GL 19/C does not have a grate and frame. An expedited response is requested in order to release the full order of frames and grates in a timely manner.

T-0597	BGP - Concourse Deck Capacity for Construction Loads		Closed	06/11/2013	06/21/2013	06/12/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference: Attached Documents						The design load of the concourse level floor is noted on the contract document S-1002. Provide information on maximum fork-lift wheel reaction If the contract would want TT to evaluate the floor framing for the load imposed by the fork-lift.			
Please confirm it is acceptable to use a Sky Trak 8042 forklift with an approximate operating weight of 25,365 lbs and rated load capacity of 6,000 lbs on the concourse level deck without temporary shoring in place. The forklift is intended for use on the concourse level deck for the installation of wall reinforcing steel. Should this weight exceed the capacity of the structure please advise as to the structure's load capacities without temporary shoring in place for alternate equipment selection and planning.									

T-0597.1	BGP - Concourse Deck Capacity for Construction Loads		Closed	06/28/2013	07/08/2013	07/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch		Answered By: Adamson Associates, Inc George Metzger	
Co-Author: Shimmick Construction Company, Inc Ben Gordon								
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Per response to SCCI's RFI 215 (T-0597) see attached				The forklift identified in the RFI is acceptable for use				



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axle loadings for Sky Trak forklift model no. 8042. The forklift is intended for use on the concourse level deck for the installation of wall reinforcing steel.

Please confirm if it is acceptable to use noted forklift on top of concourse slab.

on top of the Lower Concourse slab. NOTE that this response is for the forklift and its carrying capacity only and does NOT consider additional construction loads that may be present at the time of this forklift use.

Please refer to original RFI T-0597 response for reference to Lower Concourse design loads.

T-0598	BGP - Fire Management System Class A vs. Class B	Closed	06/12/2013	06/22/2013	06/15/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Robert Kjome	To:	Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger		

Co-Author: Shimmick Construction Company, Inc Ben Gordon

REQUEST:

Reference: Attached Documents, E1-5201

After consulting with Siemens on the fire management system a clarification is needed. The riser diagram on sheet EI-5201 shows Class A conduit routing for the train platform level and the lower concourse level. Using a Class A wiring layout limits the system to 3 or 4 strobe devices per circuit. Under the NFPA 130 6.3.3.2.8 specification, the embedded (note (1) of the specification) fire management conduit protects against the ASTM E119 fire conditions and Class A isn't required per NFP A specification. Is it acceptable to design the fire management conduit system to meet the NFP A 130 specification under Class B requirements and impliment 6 or 7 strobe devices per circuit instead of the 3 or 4 stobe devices per Class A. By implimenting a Class B system, the future fire management system (installed under a future contract) will be less costly all while meeting the the NFP A 130 requirements. Please advise.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

WSP Response: We confirm the Specification requirements for Class A wiring shall apply. The design of the conduit systems shall be configured to achieve Class A wiring for the fire alarm communication circuits that will power the strobelights at the Train Platform Level and Lower Concourse Level. Although we have designed for embedded conduit where possible, we cannot assure in the future design that we can embed or provide approved fire rated cable from the source fire alarm panel to the end device, since the fire rated cable systems that were planned for extension of the circuits have had their listings voided. Embedment and layout for Class A wiring will provide the required protection to meet code and to provide the future flexibility for the life of the building.

T-0599	BGP - Continuous Concrete Insert Elevations	Closed	06/13/2013	06/23/2013	06/21/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Jackson Tukuafu	To:	Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger		

Co-Author: Shimmick Construction Company, Inc Ben Gordon





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T-0602	Arup Monitoring Instruments	Closed	07/02/2013	07/12/2013	07/17/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawings: 3/A1-8711 and 6/A1-8711				The monitoring instruments / piezometers will continue to function for a few years after the entire building has been completed, therefore will remain as shown on detail 3 / A1-8711. No additional detail is required at this time.			
BBII's dewatering wells and piezometers are installed per Detail 6 on Sheet A1-8711 which clearly shows how the wells and piezometers will be filled and capped after the dewatering has been decommissioned. Detail 3 on Sheet A1-8711 does not provide any indication that these piezometers will be plugged and/or filled. Does the design team intend on leaving these piezometer holes open after the dewatering is shut off? If not, please provide a revised 3/A1-8711 clarifying the design teams intent.				The instrumentation cables are inside a 2" dia steel pipe. A seal between the sleeve and the pipe is provided by the two linkseals. When the instruments are decommissioned, the conduit is cut off and the opening sealed. Then a steel cap is fully welded to the ring flange at the top of the sleeve, which is flush to the top of the mat slab.			
<hr/>							
T-0603	BSE - Beale PG&E Utilities	Closed	06/19/2013	06/29/2013	07/01/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Lynn Kowallis		To: Turner Construction Compan Gary Krutsch	Answered By:Transbay PMPC Douglas Jacobson				
Co-Author: Balfour Beatty Infrastructure, Inc. Rodney Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Refer RFI T-0286 Specification Section 01 53 13				Based on the attached Reference Data table, the total wt. of rigid conduit + conductors: 4" dia = 19.7 plf; 6" diameter = 40.0 plf			
Please reference W/O RFI T-0286. For First and Fremont street BBII was directed to use a cable weight of 8.2 lb/ft to be used with the 6" conduit. BBII was supplied with a weight of 3 lb/ft for fiber cable used in 4" conduit (not PG&E conduit). BBII does not have a cable weight for 4" PG&E conduit.							
1. Please confirm that the 6" PG&E conduit on Beale Street will contain a 8.2 lb/ft cable. 2. Please clarify the weight/ft of the cable used in the 4" PG&E conduit on Beale Street.							
This information is necessary to design the utility supports on the Beale street Bridge.							
<hr/>							
T-0604	#2 CPH Platform through Mat Slab in Zone 2	Closed	06/20/2013	06/30/2013	07/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				



The proposed Zone 2 personnel hoist installation described in the RFI is acceptable to the Design Team.



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<div><div><b>REQUEST:</b><p>SCCI requesting access to the latest, most up to date Auto cad files for the Plumbing (P1-series) and Electrical (E1-series) drawings from the designers. The files would be used for Reference only and will not be used for construction. SCCI understands that the Autocad files are subject to change as the project design evolves.</p></div><div><b>SUGGESTION:</b></div><div><b>ANSWER:</b><p>The TJPB may release Autocad files on a case by case basis. Contact the TJPB Engineering Manager and provide the nature of the request and final distribution of Autocad files. We understand that the information requested covers drawings that have not been released for construction.</p></div><div><b>Accept Suggestion:</b> <input type="checkbox"/></div></div>							
T-0606	BGP - Mat Slab Pour and Bracing Removal- Area 1 to 4	Closed	06/21/2013	07/01/2013	06/28/2013	Potentially	<input type="checkbox"/>
<div><div><b>From:</b> Webcor Construction LP Jackson Tukuafu</div><div><b>To:</b> Turner Construction Company Gary Krutsch</div><div><b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon</div></div> <div><div><b>REQUEST:</b><p>Reference: Spec Section 01 13 00</p><p>The latest Webcor's weekly update schedule received by SCCI (Data date 06.17.2013), shows that Balfour Beatty (BBII)'s activity "Bracing Removal- Level D- BBII- Z1 A1", in Zone 1, area 1 cannot commence until the completion of Webcor's activity "Mat Slab Cure- Z1A1 ".The same relationship exists between the two activities for Area 1 to Area 4. Preliminary rough analysis done by SCCI suggests that there is not sufficient sliding resistance to permit the slab in each area to act as effective support for the base of the shoring wall when the lowest level of bracing is removed in that area. The preliminary analysis also suggests that bracing removal level D in Area 1-4 should not commence until the entire mat slab in Area 1-4 are in place.</p><p>Please confirm that :</p><ol style="list-style-type: none"><li>1. Webcor has performed a detailed analysis that the relationship as shown in the schedule between the Bracing Removal- Level D and Mat Slab Cure can be performed in each area, independent of any other areas.</li><li>2. SW Corner bracing level D could be removed if only Areas 1 &amp;2 are poured and cured</li><li>3. NW Corner bracing at Level 2 could be removed if only Areas 3&amp;4 are poured and cured</li></ol></div><div><b>SUGGESTION:</b></div><div><b>ANSWER:</b><p>In response to your RFI 232 the requested analyses cannot be performed until rebracing submittals are received from the BSE contractor and reviewed for approval.</p></div><div><b>Accept Suggestion:</b> <input type="checkbox"/></div></div>							
T-0607	BGP - Bracing Removal Sequence- Area 5-16	Closed	06/21/2013	07/01/2013	06/28/2013	Potentially	<input type="checkbox"/>





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4" (CDSM pile vertical tolerance) + 4" (set back Per RFI T-180.1) + 2" (design clear cover to rebar) - 2" (waterproofing thickness subject to change) = 8" clear cover to rebar

Please confirm that this clear cover between the waterproofing system and the vertical reinforcement is acceptable.

T-0610	BGP - Micropiles at CPH #2 Thickened Slab	Closed	06/24/2013	07/04/2013	07/01/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Robert Kjome	To:	Turner Construction Company Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger		

**Co-Author:****REQUEST:**

Reference Sketch: SK-001

There are 4 micropiles within the perimeter of the thickened slab at CPH #2. Hand excavation will occur around these micropiles to keep from damaging the grout columns. The grout columns will be considered penetrations, in the structural design of the thickened mudslab and trim steel will be installed accordingly at each micropile. We will be installing butyl tape around the exposed grout column and onto the micropile, to top of thickened mudslab as a bond breaker. Please confirm this is acceptable.

**SUGGESTION:****ANSWER:**

Accept Suggestion: ☐

Thornton Tomasetti does not object to proposed micropile detailing at thickened mudslab as presented in RFI.

Adamson Associates Comment: The proposal in this RFI is not to alter the waterproofing system.

T-0611	SSS - Grout Hole Diameter and Material	Closed	06/24/2013	07/04/2013	07/01/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Robert Kjome	To:	Turner Construction Company Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger		

**Co-Author:****REQUEST:**

Reference RFI: CN-005

Following up with the response to RFI CN-005 please clarify the following:

1. Please advise if steel pipes intend to be filled with grout

**SUGGESTION:****ANSWER:**

Accept Suggestion: ☐

1. Steel pipe is to be filled with 4000 psi pea gravel concrete.
2. As noted in the response #1 to RFI CN-005, the 1" dia hole in the cast node will be remain to serve as a vent hole.
3. Hole in the cast node is to be used as vent hole, not



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or concrete.

2. If the filler is grout, a 1" hole for venting should work.  
We do not need a 3" hole for venting.

3. If the filler is grout please advise if locations of the grout holes in cast nodes have been reviewed in the 3D model for accessibility in the field after nodes are attached to structural steel.

4. If steel pipes are filled with concrete and 3" hole must be patched with partial penetration weld please provide proposed detail and procedure for PJP weld.

5. Please provide procedure for patching the node grout hole.

as a grout port. W/O should review the constructability issue raised as this is a means and method issue.  
4. As noted in item 2 of RFI CN-005 response, the 3" dia hole and patching details will be provided in a future ASI.  
5. 1" dia hole in the node does not require patching.

T-0611.1	SSS - Grout Hole Options	Closed	08/19/2013	08/29/2013	08/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc			
Co-Author:				George Metzger			

**REQUEST:**

Reference Drawings: S1-4002  
Reference RFI: T-0611  
Reference Sketch: Sketch 1, Sketch 2

Design documents do not specify or provide procedures for filling the steel pipe column with 4,000psi pea gravel. The following two options are proposed, please review and advise.

Option 1 (preferred)

1. Locate 3" grout hole at the back of the pipe to provide access from inside of the building.
2. Locate 3" grout hole about 6" below CJP weld.
3. Fill out pipe with concrete up to the hole.
4. Use 1" vent / grout hole in the cast node to fill out the upper void with grout (not concrete). If it is not required leave the void to reduce added cost.

Option 2

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

This is a contractor's means and method issue. Arup fire/blast engineer indicated that the fill needs to be concrete with carbonate aggregate with strength from 4000 to 6000 psi. From the IFC document, a 3" dia grout hole is to be provided for concrete pumping. If the pea gravel cannot travel thru the 1" dia hole in the bus deck cast node, a second group hole is needed above the bus deck node for pumping concrete above the bus deck. Using grout (with siliceous aggregates) is not permitted.





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<div>1. Weld a pipe nozzle with threaded end with a valve to 3" grout port. 2. Pump up concrete to completely fill the pipe column including voids in cast nodes. 3. Shut down the valve and wait until concrete sets. 4. Cut the pipe nozzle off. 5. Clean up the nozzle weld, remove extra concrete, weld in the plug, grind to AESS requirements, touch up. 6. Note: this option will be very expensive.</div>							
T-0611.2	SSS - Grout Hole Options	Closed	08/28/2013	09/07/2013	09/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: <input type="checkbox"/> Accept Suggestion:			
Reference RFI: T-0611.1 Reference Sketch: Attached				TT has previous responded to RFI 611.1. TT's original response is excerpted below:			
The response to RFI T-0611.1 does not address the question. If grouting of the void in the cast node per Option 1 is not permitted, then Option 2 should be applied to completely fill the pipe column and the void in the cast node with concrete. Please confirm this is acceptable.				"This is a contractor's means and method issue. Arup fire/blast engineer indicated that the fill needs to be concrete with carbonate aggregate with strength from 4000 to 6000 psi. From the IFC document, a 3" dia grout hole is to be provided for concrete pumping. If the pea gravel cannot travel thru the 1" dia hole in the bus deck cast node, a second group hole is needed above the bus deck node for pumping concrete above the bus deck. Using grout (with siliceous aggregates) is not permitted."			
				TT is not in the position to give instruction to the contractor on how to fill the pipe with pea gravel concrete, as it is contractor's Means and Methods as stated in the original response. Some other possible options are discussed below for contractor's consideration:			
				Instead of using a 3" grout hole above the ground floor node as noted in Option 2, the contractor can pour the concrete through a 3" hole above the bus deck node and let the grout flowing through the 1" hole in the bus deck node to the pipe below, and the existing grout			





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<div>in Below Grade Package, to accommodate equipment layout changes resulting from the modified door locations.</div>							
T-0612.2	BGP - Updated Plumbing Drawing	Closed	09/06/2013	09/16/2013	09/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Marina Rosso		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please refer to T-0612.1 and drawing P1-3002.			George Metzger 9/9/2013				
The vent and trap primer lines within the mat slab at Room B2280 were revised in the Foundation Level Zone 02 Plumbing Plan PSK-2022 via RFI T-0612.1. The revised drawing did not include an enlarged plan detail.			RESPONSE: See the attached drawing PSK-3002. CMGC should note that RFI's are answers to questions. The Contract Documents are not continuously updated to follow all questions and answers that arise during construction. All drawings that may relate to a RFI answer will not necessarily be updated when the RFI answer is provided.				
Please provide the revised enlarged drawing plan shown on detail 1 of sheet P1-3002 for coordination.							
T-0613	BSE - Excavation For Zone 4 Timber Pile Survey	Closed	06/24/2013	07/04/2013	07/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Balfour Beatty Infrastructure, Inc. Kelly Phariss							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please see attached BBII Letter 4225-000-1232.			ARUP Response:				
1. In Zone 4, East of the buttress shafts, BBII would like to excavate down 3 feet within the 50' berm in order to uncover timber piles. Please confirm this acceptable.			This is acceptable east of the buttress and west of Beale Street only.				
2. Please confirm if the soils need to be immediately backfilled upon completion of the survey or if the excavated elevation can remain.							
T-0614	BGP - C21 Column Vert Std. Hooks, Replace with HRC 555 T-head	Closed	06/24/2013	07/04/2013	07/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				



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**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Reference: Drawing S1-3302

Section 1 on sheet SI-3302 depicts a standard hook at the bottom of the #11 vertical for the embedded C21 column. Please confirm it's acceptable to replace the standard hook with an HRC 555 T-head similar to that of the typical vertical wall reinforcing.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

It is not acceptable to replace the standard hooks with heads in Detail 1/S1-3302. The possibility of using heads in the second layer of vertical bars in this detail was previously discussed with Seismic and Structural Review Committee (SSRC). Citing minimum clear spacing requirements between headed bars, SSRC recommended use of hooks in the second layer of vertical bars as indicated in the construction drawings.

<b>T-0615</b>	<b>BGP - Clear Cover Notation Discrepancy with RFI 339 Response</b>	<b>Closed</b>	<b>06/24/2013</b>	<b>07/04/2013</b>	<b>06/27/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>To:</b> Turner Construction Company Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon			<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**REQUEST:**

Reference: Drawing S1-3302, S1-3201

Section 1 on S1-3302 details 2-1/4" clear cover from the face of concrete to the typical wall vertical reinforcing. Per the response to RFI T-0339, the clear cover to the vertical reinforcing was confirmed to be 2" and the cross-ties would encroach into the 2" clear cover. Please confirm the wall vertical reinforcing cover detail in 1/S1-3302 is superseded by the response outlining the clear cover requirements in RFI T-0339.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The wall vertical reinforcing cover detail in 1/S1-3302 is not superseded by our response to RFI T-0339. RFI T-0339 was on detail 1/S1-3201. Detail 1/S1-3201 and detail 1/S1-3302 correspond to different sections through the foundation wall. Detail 1/S1-3201 is a typical section and detail 1/S1-3302 is embedded columns within the foundation wall. 2-1/4" cover to the vertical reinforcement is specified in Detail 1/S1-3302 because of the larger cross ties required in the embedded columns.

<b>T-0616</b>	<b>BGP - Micro Pile and Mat Slab CJ Conflict</b>	<b>Closed</b>	<b>06/24/2013</b>	<b>07/04/2013</b>	<b>06/26/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>To:</b> Turner Construction Company Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon			<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**REQUEST:**

Reference: Drawing S1-3001

See attached sketches of the mat slab joint between S101 and S102. While performing the layout of the mat slab construction joints SCCI has discovered a conflict between one of the micro piles and the CJ between the two noted mat slab areas. SCCI will not be able to construct the joint as shown Detail 2 on CD S1-3001, with the micro pile in the way. SCCI proposes to modify the mat slab

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

It will be acceptable to modify the mat construction joint as proposed in the RFI.



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<div>construction joint, to clear the conflicting micro pile, as shown on the attached sketches. Is this acceptable?</div>							
T-0617	BGP - Catch Basin at the Construction Joint	Closed	06/24/2013	07/04/2013	07/08/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Drawing A1-2813				It is acceptable to shift the catch basin 2'-0" directly West to avoid conflict with the mat slab construction joint. See attached sketch SKA-2756.			
See attached lift drawings S105.0, S105.4, and CD A1-2813. For construction convenience, SCCI is proposing to move catch basin that falls between GL 8-9 and South of GL J, 24" westward (towards GL 8). Moving noted CB will make this part of the drainage system fall within the S105 mat slab our, and not have CB split between the CJ. Is this acceptable?							
T-0618	BGP - Mechanical Room Plumbing Clarifications 004	Closed	06/25/2013	07/05/2013	07/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Drawing P1-2022, Spec Section 22 13 01				For revised piping layout of the Domestic Booster and Irrigation Pump Room, see attached sketch PSK-2022 and SKA-2761.			
Reference attached marked up CD PI-2022 and the drainage layout drawings. One of the floor sinks is located in the pin pile blackout. This creates a conflict between the added reinforcement in the mat slab and the floor sink. Please provide details for this conflict.							
T-0619	BGP - CDSM Wall Encroachments rebar details- RFI T-0448.5	Closed	06/26/2013	07/06/2013	07/02/2013	Potentially	<input type="checkbox"/>
From: Shimmick Construction Company, Inc Ben Gordon		To: Webcor Construction LP Jackson Tukuafu	Answered By:Webcor Construction LP Jackson Tukuafu				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			



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Within the issued response to RFI 448.5 no details were provided to depict the reinforcing configuration at the point in which the wall steps from it's reduced width back to it's original contract width of 36".

Please provide a detail depicting the acceptable configuration at both the typical wall section and of the concourse level which includes the spandrel beam/wall interface.

Accept Suggestion: ☐

Please refer to RFI response T-0608. The WOJV generated RFI T-0608 anticipated these revisions and was submitted prior to RFI T-0619 (SCCI #236).

T-0620	BGP - Strut Bracing Conflicts With Shear Walls and Columns			Closed	06/26/2013	07/06/2013	07/15/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Kruttsch	Answered By: Adamson Associates, Inc			
Co-Author: Shimmick Construction Company, Inc		Ben Gordon							

**REQUEST:**

Reference: Drawing S1-3260, S1-3301, S1-2030

Based on the layout of the shoring and diagonal struts in the West end of the job, shear wall reinforcement (as shown on CD S1-3260) and the diagonal struts are in conflict. CD S1-3260 shows continuous vertical shear wall reinforcement from top of the mat slab to top of concourse deck. To avoid constructability issues SCCI suggests for shear walls to be constructed with horizontal construction joints at the same elevation as the first level of foundation walls. Adding horizontal joints will require modification of the reinforcement. Please confirm this is acceptable.

**SUGGESTION:****ANSWER:**

Accept Suggestion: ☐

Contractor-proposed addition of horizontal CJ's for the shearwalls is acceptable. Contractor to propose reinforcement changes for submittal review.

T-0621	CDSM Soldier Pile Enchroachment Area 3	Closed	06/26/2013	07/06/2013	07/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan		Gary Kruttsch	Answered By: Adamson Associates, Inc	
Co-Author:		George Metzger					

**REQUEST:**

Reference Documents: Exhibits A - H

This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north wall in slab area 3 as well as all levels of the encroachment into the foundation wall between CDSM piles 1 to 32 as well. Location Plan see exhibit - A

**SUGGESTION:****ANSWER:**

Accept Suggestion: ☐

Option A

For Option A the proposed revision is acceptable, with the following conditions:

The Train Box design is restricted at the B2 Train Platform Level by the Rail Vehicle Kinematic





T-0621.1	CDSM Soldier Pile Encroachment Area 3	Closed	07/12/2013	07/22/2013	07/23/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Michael Spillane		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Documents: Exhibits A - C  This RFI is an additional request based on the response to RFI T- 621 option A (see exhibit - A) The original RFI T- 621 option A addressed the impact of the encroaching CDSM soldier piles on the north wall in slab in areas 3 and		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> As discussed in the meeting with TJPA, WOJV, Turner, AAI and WSP (07/22/13), the proposed solution to maintain the offset of the foundation wall up through Level B1 is acceptable to the Design Team subject to the following adjustments:			









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T-0622	BGP- CDSM Soldier Pile Encroachment Area 4	Closed	06/26/2013	07/06/2013	07/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Company Gary Kruttsch			Answered By: Adamson Associates, Inc George Metzger				

## Co-Author:

## REQUEST:

Reference Documents: Exhibits A - J

This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north wall in slab area 4 as well as all levels of the encroachment into the foundation wall between CDSM piles 31 to 60 as well. Location Plan see exhibit - A

Exhibit - B ,C & J depict the location and degree in which the SP are encroaching

## Option A

Webcor is proposing to change the alignment of the Concrete Foundation wall on the north elevation along gridlines A between gridlines 1 and 5 - 6 (CDSM piles 1 to 50)

The Concrete foundation wall which runs along gridline A between gridlines 1 and 5-6 would be offset into the structure by 0.1979' (2-3/8") the proposed Face of concrete Foundation wall would then be 2-3/8" off gridline A, this offset would enable the contract reinforcement to be installed without the need for further modifications to the reinforcement due to encroachment of the CDSM piles in concrete pour Areas 3 & 4. See Exhibit - J

## Option B

WOJV proposal: (See Exhibit - B) Between CDSM piles 31-32 to 35 and 41-42 to 45-46 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear all the encroaching SP, originally this was a WR2 reinforcement area #11 @6"oc EF vertically and would change to #11 @5"OC the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.3 option 2 (Exhibit -E) Between CDSM piles 35 to 41-42 and 45-46 to 49 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear all the encroaching SP. This foundation wall area was originally a WR1 reinforcement area (#11 @8"oc EF vertically) and would change to #11 @6"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 ( Exhibit - D). Between CDSM piles 49 to 60 the reinforcement would remain unchanged as per the Contract drawings. See Exhibit-G, H & I showing details of transition between modified reinforcement to contract reinforcement.

## SUGGESTION:

## ANSWER:

Accept Suggestion: ☐

Option A

For Option A the proposed revision is acceptable, with the following conditions:

The Train Box design is restricted at the B2 Train Platform Level by the Rail Vehicle Kinematic Envelopes (RVKE). The B1 Lower Concourse Level is strictly controlled by space planning constraints, particularly minimum requirements for Public Utility rooms, service rooms and associated structural and service coordination.

The CDSM wall zone described in this RFI is outside of the RVKE, therefore at the B2 level the foundation wall face can be offset as proposed. However, at B1 Level, the offset will affect Utility Room and Service configurations.

If Option A is adopted, either:

1) Provided the foundation wall configuration and structural design permit, the offset should only occur in this area at the B2 Level and transition back to the original alignment on Gridline A before reaching the B1 Level.

OR

2) Any offset to the foundation wall face at B1 Level will require adjustment to space planning, coupler layouts, structural / service opening coordination and potentially may need further negotiations with Public Utility Companies i.e. it is not acceptable to simply 'shave off' a couple of inches from a room at this level.

Note that all transitions are to be smooth and not stepped.

Option B

For Option B, proposed revision is acceptable however, we note the following:



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Either of these options if approved would be incorporated into the TG06 shop drawings  
Please confirm if either of these options would be acceptable

1) Near gridline 4, move the proposed reinforcement width transition to west by a few feet so that uniform wall thickness can be achieved within the WR2 zone.

2) See Option B Comments 2 and 3 provided in response to RFI #T-0621.

The Design Team must be informed of the contractor's preferred approach prior to committing to shop drawings.

<b>T-0622.1</b>	<b>BGP - CDSM Soldier Pile Encroachment Area 4</b>	<b>Closed</b>	<b>08/13/2013</b>	<b>08/23/2013</b>	<b>08/22/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Michael Spillane	<b>To:</b> Turner Construction Compan	Gary Kruttsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Reference Documents: Exhibits A & D

This RFI addresses the previous comments to RFI T-622 see exhibit - D.

The contractor preference approach is to use a modified option B originally outlined in RFI T-622

Exhibit - A shows the revised Plan view with modifications made. Exhibit - C depict the degree in which the SP are encroaching in area 4.

Based on the response to previous RFI's the number of encroaching beams in area 4 has been reduced mainly due to the decreased thickness of the waterproofing system and the contractor willingness to use some of the construction tolerances in an effort to mitigate some of the smaller encroachments. This has resulted in only one area where modified reinforcement will have to be installed; Between CDSM piles 47 to 49 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP number 48. This wall area was originally a WR1 reinforcement area (#11 @8"oc EF vertically) and would change to #11 @6"OC this reduction

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

1-) We have not received any formal information from the contractor regarding the reduction in the thickness of the waterproofing system mentioned in this RFI. Therefore, we cannot assess the impact of the change in waterproofing system thickness to the encroachment calculations presented in Exhibit C. Also, the calculations provided in this RFI seem to consider 2 inch thickness for the waterproofing system, which is unchanged from previous RFIs.

AAI Comment: The below grade waterproofing Substitution Request accepted by the TJPA does not significantly change the overall dimension of the materials in the waterproofing system.

2-) As indicated in our response to RFI T-0626, if the contractor prefers to address small encroachment issues through acceptable construction tolerances, this approach is acceptable



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in foundation wall thickness would be compensated by reducing the rebar spacing.

In all other locations in area 4 the reinforcement would remain unchanged.

See Exhibit-B showing details of transition between modified reinforcement to contract reinforcement.

Please confirm if this solution is acceptable.

T-0622.2	BGP - Wall Vertical Reinforcement Spacing in Area 4		Closed	10/10/2013	10/20/2013	10/18/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Jackson Tukuafu	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon								
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>					
Reference: RFI T-0622 and RFI T-0622.1.								
The Area 4 wall vertical reinforcement has been installed different from the layout in RFI T-0622.1.								
Please confirm the revised vertical wall reinforcement spacing as shown in the attached sketch is acceptable.								
Note that the wall thicknesses remain the same as approved in RFI T-0622.1.								
George Metzger 10/16/20013 RESPONSE: Revised vertical wall reinforcement spacing is acceptable as long as all vertical rebar have cross-ties. Please incorporate these changes into as-built drawings. Note that using tighter rebar spacing in foundation walls than required in construction drawings may negatively impact constructability at Lower Concourse and Ground Levels where beam and slab rebar is embedded into the foundation walls.								

T-0623	BSE - Micropile Relocation - Overhead Obstructions			Closed	06/28/2013	06/28/2013	07/01/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Balfour Beatty Infrastructure, Inc.		Brandon Miller								
REQUEST:		SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>			
Reference : Attached Documents, Spec Section 31 63 33					Thornton Tomasetti does not object to moving the 9 micropiles presented in RFI as proposed.					
Nine (9) micropiles under trestle span 3.3 in Zone 3 had to be relocated in the field due to overhead obstructions and					Reminder for Contractor to verify/coordinate potential					



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<div><div>a very confined working area. See attached chart and drawings for as-built relocation information.</div><div>Please confirm these relocations are acceptable.</div></div> <div>conflicts with future train platform walls.</div>														
T-0624	BSE - Micropile E231 Relocation - Instrumentation Pipe - Overhead Obstructions	Closed	06/28/2013	07/08/2013	07/01/2013	Potentially	<input type="checkbox"/>							
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch									
Co-Author: Balfour Beatty Infrastructure, Inc.		Brandon Miller	Answered By:Adamson Associates, Inc George Metzger											
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>										
Reference: Attached Drawing, Spec Section 31 63 33		Thornton Tomasetti does not object to moving micropile E231 as proposed.												
Micropile E231 under trestle span 3.4 in Zone 3 had to be relocated in field 5.5' north due to overhead obstructions. Blue piping with instrumentation wiring inside was directly in the way of the micropile. See attached drawing for relocation information.														
Please confirm this relocation is acceptable.														
T-0625	BSE - Micropile E137 Relocation - Above Ground Equipment Obstruction	Closed	06/28/2013	07/08/2013	07/01/2013	Potentially	<input type="checkbox"/>							
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch									
Co-Author: Balfour Beatty Infrastructure, Inc.		Brandon Miller	Answered By:Adamson Associates, Inc George Metzger											
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>										
Reference: Attached Drawing, Spec Section 31 63 33		Thornton Tomasetti does not object to moving micropile E137 as proposed.												
Micropile E137 in Zone 3 was installed 1' south of original location because it was in conflict with the de-sanding equipment. See attached drawing for relocation information.														
Please confirm this relocation is acceptable.														
T-0626	BGP- CDSM Soldier Pile Encroachment Area 5	Closed	07/02/2013	07/12/2013	07/10/2013	Potentially	<input type="checkbox"/>							
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan		Gary Krutsch									
Co-Author:		Answered By:Adamson Associates, Inc George Metzger												



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	<p><b>REQUEST:</b></p> <p>Reference Documents: Exhibits A - J</p> <p>This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north &amp; south walls in slab area 5 as well as all levels of the encroachment into the foundation wall between CDSM piles 60 to 81 on the north elevation and 702 to 732 on the south elevation. For Location Plan see exhibit - A.</p> <p>Exhibit - B, &amp; C depict the location and degree in which the SP are encroaching</p> <p>For this RFI, the combined layers of the water proofing system had been assumed to be 2" thick, which is subject to change, this may increase or decrease the number of encroaching piles depending on the thickness of the system used.</p> <p>WOJV proposal North elevation on gridline A: (See Exhibit - B) Between CDSM piles 60 to 62 and 69 to 71 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 61 &amp; 70, originally these were WR1 reinforcement area's #11@8"oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit - D). Between CDSM piles 76 to 78-42, WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 77. This foundation wall area was originally a WR2 reinforcement area (#11@6"oc EF vertically) and would change to #11@5"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.3 option 2 (Exhibit - E).</p> <p>WOJV proposal on the South elevation: (See Exhibit - B &amp; F) Between CDSM piles 704 to 706, WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 705, originally this was a WR1 reinforcement area #11@8"oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit - D).</p>	<p><b>SUGGESTION:</b></p>			<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>1-) It is not acceptable to transition foundation reinforcement width and/or vertical rebar spacing within sections where specified foundation wall reinforcement is "WR2" or where there is an embedded column per contract documents. Provide uniform reinforcement width and rebar spacing within these regions. The transitions can be acceptable at the ends of (or just outside) these regions. In Area 5, this comment applies near GL 8, North Wall.</p> <p>2-) Per Exhibit D, encroachments for some piles seem very small (for example, pile 61). For small encroachments, a 'no remedy' approach can be followed as long as the actual construction is executed within the tolerances specified in the contract documents (see specifications for information on construction tolerances).</p> <p>3-) Mock up specimen is being developed for a location where an embedded column is used within the foundation wall. Embedded columns include two layers of #11 rebar with 6" spacing. The contractor proposes to use #11@5" in lieu of WR2 foundation wall reinforcement (#11@6") at a number of locations to remedy encroachment issues. If this option is adopted, the tightest foundation wall reinforcement will become #11@5". Revise the foundation wall mock up specimen shop drawings to include #11@5" single layer foundation wall vertical reinforcement.</p> <p>4-) Foundation wall rebar WR2 and embedded columns are designed using vertical rebar spacing of 6" (see construction documents). We note that proposed changes to this spacing can negatively impact the constructability of the foundation wall joints at mat, lower concourse and ground levels (e.g. installing beam rebar, foundation wall dowels at the mat). An example was provided with our response to RFI T-0621.</p>		



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In all other areas without CDSM encroachment issues the reinforcement will remain unchanged as per the Contract drawings.  
See Exhibit-G, H, I & J showing details of transition between modified reinforcement to contract reinforcement. These solutions if approved would be incorporated into the TG06 shop drawings.  
Please confirm if these solutions would be acceptable.

<b>T-0626.1</b>	<b>BGP - CDSM Soldier Pile Encroachment Area 5</b>	<b>Closed</b>	<b>08/13/2013</b>	<b>08/23/2013</b>	<b>08/23/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Michael Spillane		<b>To:</b> Turner Construction Compan	<b>Answered By:</b> Adamson Associates, Inc   George Metzger				

**Co-Author:**

**REQUEST:**

Reference Documents: Exhibits A & D

This RFI addresses the previous comments to RFI T-626 see exhibit - D.

Exhibit - A shows the revised Plan view with modifications made. Exhibit -C depict the degree in which the SP are encroaching in area 5.

Based on the response to the previous RFI the number of encroaching beams in area 5 has been reduced mainly due to the decreased thickness of the waterproofing system and the contractor willingness to use some of the construction tolerances in an effort to mitigate some of the smaller encroachments. This has resulted in only one area where modified reinforcement will have to be installed this is Between CDSM piles 73-74 to 78 on the north wall elevation WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP number 77. This wall area was originally a WR2 reinforcement area (#11@6"oc EF vertically) and would change to #11@5"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing.

In all other locations on the north and south walls of area 5

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

1-) See our response to RFI T-0622.1.

2-) Revised reinforcement detail near GL 8, North wall is acceptable.



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<div>the reinforcement would remain unchanged.</div> <div>See Exhibit-B showing details of transition between modified reinforcement to contract reinforcement.</div> <div>Please confirm if this solution is acceptable.</div>							
T-0627	BGP- CDSM Soldier Pile Encroachment Area 6	Closed	07/03/2013	07/13/2013	07/11/2013	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP Michael Spillane</div> <div>To: Turner Construction Compan Gary Krutsch</div> <div>Co-Author:</div>			<div>Answered By:Adamson Associates, Inc George Metzger</div>				
<div>REQUEST:</div> <div>Reference Documents: Exhibits A - J</div> <div>This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north &amp; south walls in slab area 6 as well as all levels of the encroachment into the foundation wall between CDSM piles 81 to 104 on the north elevation and 679 to 703 on the south elevation. For Location Plan see exhibit - A.</div> <div>Exhibit - B, &amp; C depict the location and degree in which the SP are encroaching</div> <div>For this RFI, the combined layers of the water proofing system had being assumed to be 2" thick, which is subject to change this may increase or decrease the number of encroaching piles depending on the thickness of the system used.</div> <div>WOJV proposal North elevation on gridline A: (See Exhibit - B) Between CDSM piles 82 to 84 and 102 to 105 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 83 &amp; 103, originally these were WR1 reinforcement area's #11@8"oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit - D).</div> <div>WOJV proposal on the South elevation: (See Exhibit - B &amp;</div>		<div>SUGGESTION:</div>	<div>ANSWER:      Accept Suggestion: <input type="checkbox"/></div> <div>It is not acceptable to transition foundation reinforcement width and/or vertical rebar spacing within sections where specified foundation wall reinforcement is "WR2" or where there is an embedded column per contract documents. Provide uniform reinforcement width and rebar spacing within these regions. The transitions can be acceptable at the ends of (or just outside) these regions. In Area 6, this comment applies near GL 9, South Wall. Solutions at all other locations are acceptable. However, as indicated in response to RFI T-0626, use of #11 @5" for foundation wall vertical reinforcement can negatively impact constructability.</div>				





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	<p>Exhibit - F) Between CDSM piles 680 to 683, WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 681 &amp; 682, originally this was a WR1 reinforcement area #11@8"oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit - D).</p> <p>Between CDSM piles 695 to 697, WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 696. This foundation wall area was originally a WR2 reinforcement area (#11@6"oc EF vertically) and would change to #11@5"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.3 option 2 (Exhibit -E).</p> <p>In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings.</p> <p>See Exhibit-G, H, I &amp; J showing details of transition between modified reinforcement to contract reinforcement. These solutions if approved would be incorporated into the TG06 shop drawings. Please confirm if these solutions would be acceptable.</p>						
<hr/>							
T-0627.1	BGP - CDSM Soldier Pile Encroachment Area 6	Closed	08/13/2013	08/23/2013	08/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane		To: Turner Construction Company Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Documents: Exhibits A & D				1-) See our response to RFI T-0622.1.			
This RFI addresses the previous comments to RFI T-626 see exhibit - D.				2-) Revised reinforcement detail near GL 9, South wall is acceptable.			
Exhibit - A shows the revised Plan view with modifications made. Exhibit -C depict the degree in which the SP are encroaching in area 6.							





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Based on the response to the previous RFI the number of encroaching beams in area 6 north elevation has been reduced mainly due to the decreased thickness of the waterproofing system and the contractor willingness to use some of the construction tolerances in an effort to mitigate some of the smaller encroachments. This has resulted in no modifications now required to the contract reinforcement on the north elevation and changes have been made to the south elevation in line with response to the original RFI T-626.

See Exhibit-B & E which shows details of transition between modified reinforcement to contract reinforcement on the south elevations.

Please confirm if this solution is acceptable.

<b>T-0627.2</b>	<b>BGP - CDSM Soldier Pile Encroachment: SP696 &amp; SP104 in Area 6</b>	<b>Closed</b>	<b>10/10/2013</b>	<b>10/20/2013</b>	<b>10/18/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

During Shimmick's (SCCI) field layout of the CDSM encroachment in Area 6, the folloWing extent of encroachment has been moved:

-For encroachment at SP696, SCCI moved the East extent to SP694, this is due to SP695 encroaching during the buried bar layout. This accounts for 4' additional wall length with 33-5/8" due to CDSM encroachment.

- For encroachment at SP104, the west extent of encroachment was moved to SP102. The rebar option 1 for SK1 with #11 rebar @ 6" OC will be used from SK102 to the West Extent of WR2 at Gridline 11

Please confirm the deviation from RFI response to T-0627.1 is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

George Metzger  
10/16/2013

**RESPONSE:**

The deviations indicated in this RFI from the RFI response T-627.1 are acceptable. Please incorporate these changes into as-built drawings.



Number	Subject	Status	Date Created	Date Required	Date Answered	Cost Impact	Proceed
T-0628	BGP-CDSM Soldier Pile Encroachment in Area 7	Closed	07/03/2013	07/13/2013	07/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Webcor Construction LP Michael Spillane							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Reference Documents: Exhibits A - J			It is not acceptable to transition foundation reinforcement width and/or vertical rebar spacing within sections where specified foundation wall reinforcement is "WR2" or where there is an embedded column per contract documents. Provide uniform reinforcement width and rebar spacing within these regions. The transitions can be acceptable at the ends of (or just outside) these regions. In Area 7, this comment applies near GL 12, South Wall. Solutions at all other locations are acceptable. However, as indicated in response to RFI T-0626, use of #11@5" for foundation wall vertical reinforcement can negatively impact constructability.				
This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north & south walls in slab area 7 as well as all levels of the encroachment into the foundation wall between CDSM piles 104 to 134 on the north elevation and 649 to 679 on the south elevation. For Location Plan see Exhibit A.							
Exhibit B, & C depict the location and degree in which the SP are encroaching							
For this RFI, the combined layers of the water proofing system had being assumed to be 2" thick, which is subject to change this may increase or decrease the number of encroaching piles depending on the thickness of the system used.							
WOJV proposal North elevation on gridline A: (See Exhibit B) Between CDSM piles 102 to 105 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 103 & 104, originally these were WR1 reinforcement area #11@8"OC EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit D).							
WOJV proposal on the South elevation: (See Exhibit B & Exhibit F) Between CDSM piles 657 to 659 & 677 to 680, WOJV is proposing to decrease the specified 36" wall thickness to 33 1/2" & 33 5/8" respectively to clear the encroaching SP 658 & 678, Originally these were a WR1 reinforcement area #11@8"OC EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit D). Between CDSM piles 665 to 667 & 673 to 677, WOJV is proposing to decrease the specified 36" wall thickness to 32 15/16" & 33 5/8" respectively to clear the encroaching SP 666, 674 & 675. This foundation wall area was originally a WR2 reinforcement area (#11@6"OC EF vertically) and would change to #11@5"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped							



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Detail A/Sk.3 option 2 (Exhibit E).

In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings.

See Exhibit G, H, I & J showing details of transition between modified reinforcement to contract reinforcement.

These solutions if approved would be incorporated into the TG06 shop drawings.

Please confirm if these solutions would be acceptable.

<b>T-0628.1</b>	<b>BGP - CDSM Soldier Pile Encroachment Area 7</b>	<b>Closed</b>	<b>07/16/2013</b>	<b>07/26/2013</b>	<b>07/23/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Michael Spillane	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

#### Co-Author:

#### REQUEST:

Reference Documents: Exhibits A & B

This RFI addresses the previous comments to RFI T-628 see exhibit - A.

Exhibit - B shows the revised Plan views with modifications made.

Please confirm if this solution is acceptable.

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

The proposed revision to the foundation wall reinforcement near Gridline 12 is acceptable.

<b>T-0629</b>	<b>BGP - Clear Cover on Concourse Slab</b>	<b>Closed</b>	<b>06/28/2013</b>	<b>07/08/2013</b>	<b>07/01/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

#### REQUEST:

Reference: Drawing S1-3500, Spec Section 03 30 20, 03 20 00

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

Concrete cover is for protection of reinforcement against weather and other effects. The cover is prescribed for 3 classes of structural members in ACI



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	<p>Detail 1 on S 1-3500 calls out for 3/4" clear cover on top and bottom of the lower concourse slab. ACI codes 301 and 318 specify 3/4" minimum cover for #11 bars and smaller, in slabs that are not exposed to extreme environment. Even though lower concourse is designed to eventually be enclosed with the rest of the superstructure, it will be exposed to the weather elements during the construction of the project. With that said, inadequate cover over rebar can cause plastic settlement cracking. SCCI is concerned that the 3/4" clear cover in the concourse slab could cause this plastic settlement cracking.</p> <p>Please confirm that the clear cover on the lower concourse slab is 3/4" minimum?</p> <p>Please specify what is the maximum clear coverage of the lower concourse reinforcement?</p>				<p>318, a) concrete cast against and permanently exposed to earth, and b) concrete exposed to earth or weather, and c) concrete not exposed to weather or in contact with ground. The concrete slab at the lower concourse level, even though will temporarily exposed to weather during construction like any other building structure, is usually categorized as type c condition, which requires a 3/4" minimum cover per ACI 318, Section 7.7.</p> <p>The statement of "inadequate cover over rebar can cause plastic settlement cracking" is not totally correct, as the ratio of cover to reinforcing bar diameter is only one of many factors that contributes to the plastic settlement cracking. The amount of settlement tends to be proportion to the depth of concrete, i.e., the deeper the section the greater the settlement. Hence, plastic settlement usually occurs in a much thicker slab with much heavier top rebars. With only a 12" thick slab at the lower concourse level, we don't anticipate that plastic settlement cracking becomes a problem, as long as good construction practices are follow. Those practices include, but not limited to the following:</p> <p>Use mixes with lower bleeding characteristics.</p> <p>Wet the subgrade or formwork before placing concrete to avoid excessive water loss from the base of the concrete.</p> <p>Set all formwork accurately and rigidly so that it will not move during concrete placement</p> <p>Place concrete in the deep sections (beams or columns) first and let it settle prior to placing and compacting the top layers (ensuring two layers blend together)</p> <p>Fully compact the concrete</p> <p>Follow the requirements of hot weather concrete placement specified in the Specifications.</p> <p>Cure the concrete promptly and properly.</p>		



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	purposes, example RFI 490. Should the typical mat slab reinforcing when laid out at 8" O.C.E.W. or some other reinforcing designed within the mat slab conflict with the micropile asbuilt, is it acceptable to displace the reinforcing from the designed spacing layout such that it is repositioned to either side of the micropile? Additionally, please confirm if reinforcing in direct contact with the micropile is acceptable? Should the displacement of the reinforcing to either side of a micropile not be acceptable please provide direction.			said shift will not cause unforeseen conflicts that impact the placement of column dowels, mat headed shear reinforcement, or any other mat or wall reinforcement detailing. Where such a shift will impact the placement of other reinforcement, contractor shall not shift the mat bar out of typical spacing, and instead may resolve the conflict by either of the following methods:  a) Treat the micropile obstruction sim to a typical opening per the Typical Slab Opening Detail found on 1/S1-3501 (i.e. add 2 bars of same dia and grade as the bar being interrupted, one to either side of the conflicting micropile).  b) Shift the conflicting bar only locally, up to +/- 4" from the typical as permitted above, splicing back to typical spacing (with non-contact splice either side of micropile) as required to avoid any conflicts with other mat reinforcement that may occur due to the shift.  Mat rebar shall not be in direct contact with the micropile or gage steel boot that functions as part of the waterproofing assembly, but rather achieve min 1.5" clear btwn rebar and micropile steel. Refer to 2/A1-8711 for waterproofing assembly info.			

T-0632	BGP - Geothermal Field 7 & 8 Manifold Riser Layout		Closed	07/02/2013	07/12/2013	07/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch			
Co-Author: Shimmick Construction Company, Inc Ben Gordon								
REQUEST:			SUGGESTION:			ANSWER:		
Reference: Attached Photos						Accept Suggestion: <input type="checkbox"/>		
The initial geothermal riser/manifold layout for Fields 7 & 8 placed the field 7 & field 8 risers between soldier piles 176-177 and 177-178 respectively. To avoid conflicts with the riser install and the temporary 1st bridge, is it acceptable to move the field 7 riser to the CDSM wall panel between piles 172 and 173 and the field 8 riser to the CDSM wall panel between piles 173 and 174? See						It is not acceptable to locate the risers for fields 7&8 as suggested between soldier piles 172-173-174. Riser for field 7 can be located between piles 174 and 175. Riser for field 8 can be located between piles 175 and 176.		
						It is not acceptable to re-locate temperature probe pipe between 171 and 172. It is acceptable to locate the probe east of risers 7 and 8 between soldier piles		



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	attached photos. Additionally, SCCI is looking to relocate the temperature probe to the CDSM wall panel between soldier pile beams 171 and 172. Is this acceptable? Please advise.		178 and 179.				
T-0633	BGP - ASI#104 Clarifications	Closed	07/03/2013	07/13/2013	07/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: ASI 104s			See below GM/TT comments. WOJV comments included.				
SCCI is in receipt of ASI #104 on June 25th, 2013 in CR#T-071. Please clarify the following:			1.				
1) Per Sheet S-2202 to S-2211, the additional internal walls at the concourse are shown to be in solid line, for Zone 2-7, 10-11. Note 7 on S1-2022 refers us to the architectural drawings for CMU and concrete partition layout dimensions, joint locations, and CMU thickness. However, the corresponding Architectural drawings issued in ASI #104 for wall at concourse (A-2222 and A-2223), only depicts changes in Zones 2 and 3.			a. WOJV to confirm this item. JT/WOJV - Confirmed.				
a) A-2222 and A-2223 depicts the revised concourse walls to be RCW- please confirm that the internal concourse walls are not in TG-06 scope and additional scope to TG-06 contract will only be the additional couplers for added wall.			b. WOJV to confirm this item. JT/WOJV - Confirmed, same as 1a.				
b) Please confirm that there are no internal walls to be constructed in TG06's scope at concours level.			c. We assume the RFI means sheet range starting with S1-2202 and not S-2022. These lower concourse partition walls are supposed to be dashed. WOJV to confirm these are NOT part of the TG06 package. JT/WOJV - Price all internal walls below the concourse level.				
c) Please confirm that the internal concourse walls shown as solid lines in drawing S-2022 to S-2211 are supposed to be shown as 'dotted' or 'ghost' lines in ASI #104.			d. WOJV to confirm this item. JT/WOJV - Provide dowels for all CMU walls shown on the concourse level and below.				
d) In multiple drawings (e.g: S1-2204), at the middle top of the page, the word "Future" has been deleted. Original drawings show "Future CMU walls, TYP". ASI #104 structural drawings deleted the word "Future" . Please clarify if the CMU walls at the concourse are in TG06's			e. Sheets A1-2224 through A1-2231 have been issued with 100%CD Phase 1 documentation.				
			2. "manufacturer" refers to cooling tower manufacturer as the support framing is labeled for the cooling tower. JT-WOJV - An MEP subcontractor is projected to awarded in March 2014. Please remit an RFI isolating the details of the cooling tower pier, dimensions, etc.				
			3.				





George Metzger  
9/11/2013  
RESPONSE:





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	<p>As per coordination meeting on 08/26/2013, to discuss discrepancies in ASI #104, the architectural drawings for Zone 4 thru Zone 11 (A1-224-2231, A1-2844-2846, A1-2848-2851) are not included in ASI 104. The architectural drawings are critical for SCCI's coordination and pricing of interior wall layout on the concourse level in conjunction with the corresponding structural drawings released in CR T-071 - ASI #104. Although, the design team provided their response to these discrepancies in RFI T-0633 by referencing "100% CD Phase 1 Documentation," the drawings have yet to be released for construction.</p> <p>1. As per request by the design team, please release the following most-up-to date drawing sheets via this RFI : A1-2224 - 2231, A1-2844 - 2846, A1-2848 - 2851.</p> <p>2. Please confirm the aforementioned drawings are to supersede current drawings in trade group package TG06.0.</p>						
						The attached SKAs update the Architectural Drawings indicated on RFI T-0633.1	
						SKAs-2825 to 2830 based on A1-2224 to A1-2231 Wall Plans	
						SKAs- 2831 to 2834 based on A1-2844 to A1 -2847 Slab Edge Plans	
						SKA-2835 to 2836 based on A1-2850 to A1-2851 Slab Edge Plans Although requested in the RFI, drawing A1-2848 does not exist in the drawing set.	
						The information contained in the above noted SKAs supersedes the above noted Wall Plans and Slab Edge plans.	
<hr/>							
T-0634	BGP - Mass Concrete Placing Temperature	Closed	07/08/2013	07/18/2013	07/18/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu			To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger	
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Spec Section 03 30 20, Attached Letter				Contractor-proposed increase in maximum placement temperature is acceptable.			
Please reference attached CTL Group letter dated 7.3.2013, Mat Slab Mock-Up thermal monitoring graph, Mat Slab Mock-Up thermal monitoring sensor locations sketch, Mat Slab CEMEX concrete tags and BOP spec section 03 30 20.3.5.B. Shimmick proposes the Maximum concrete placing temperature for Mass Concrete be increased to 80 degrees Farenheit. Is this acceptable?							
<hr/>							
T-0635	BGP - REBAR - Clarification to Maximum Allowable Rebar Clear Cover	Closed	07/09/2013	07/19/2013	07/17/2013	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture Jackson Tukuafu			To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger	
Co-Author: Shimmick Construction Company, Inc Ben Gordon							





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shown  
on the attached sketches.  
Is this acceptable?

T-0637	BGP - CDSM Wall Encroachment Rebar Details at Spandrel and Concourse Needed			Closed	07/15/2013	07/25/2013	07/26/2013	Potentially	<input type="checkbox"/>		
From:		Webcor Construction LP	Jackson Tukuafu	To:	Turner Construction Company	Gary Krutsch	Answered By:			Turner Construction Company	Jeff Thiel
Co-Author: Shimmick Construction Company, Inc Ben Gordon											
REQUEST:				SUGGESTION:				ANSWER:			
Please refer to RFI response T-0608 and T-0448.5.								Accept Suggestion: <input type="checkbox"/>			
The approved typical CDSM encroachment wall reinforcement detail at the SW corner, West of GL 6 found in RFI T-0608 does not include the concourse level spandrel beam/wall interface.								The details provided in RFIs T-608 and T-448.5 were developed by WOJV.			
Please provide a detail depicting an acceptable configuration at the concourse level which includes the spandrel beam/wall interface.								Submit RFIs regarding CDSM encroachment at spandrel beam/wall interface for specific locations similar to prior encroachment RFIs. Include detailed backup and proposed solutions.			

T-0638	BGP - Mat Slab U Bars in Modified WR-2 Reinforcement Areas		Closed	07/16/2013	07/26/2013	07/23/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan	Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference Documents: Exhibits A - E									
The contractor has highlighted a potential conflict with the uses of #11@5"OC vertically at the areas where CDSM piles at encroaching in WR-2 reinforcement areas.									
Exhibit - A is a vertical cross section through the modified WR-2 area									
Exhibit - B is a cross section showing the potential conflict with verts @ 5"OC									
Exhibit - C is a cross section showing the original design with verts @ 6"OC									
Exhibit - D & E depicts possible solutions									



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	<p>One of the proposed solutions Exhibit - D is to have the "U" bars at the contract width of 7.41"(6"+#11 bar dia) and the vertically rebar @ 5" OC and the U bars moves horizontally to avoid any conflicts with the mat slab reinforcement.</p> <p>Another possible solution is to change the "U" bars to a bar with a standard hook "candy cane shaped bar" see Exhibit - E</p> <p>Please confirm if either of these options would be acceptable</p>						
<hr/>							
T-0639	BGP - Weld Access Hole repair	Closed	07/16/2013	07/26/2013	07/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Reference: S1-3003, Spec Section 05 50 10  Please reference attached Pile Sleeve pictures, shop drawings, and product data/MSDS for Bituthene Liquid Membrane and Sikaflex Ia. Weld access holes (see photos) allow us to weld the penetration sleeves together in a continuous vertical weld (see shop drawings). SCCI proposes sealing access holes prior to pouring the mat slab. SCCI suggests sealing access holes on the piezometer lower rings (see Photo #1) with Bituthene Liquid Membrane Coating (see attached data) prior to installing the Preprufe Detail Patch per Option C of Grace substitution. SCCI suggests filling all other access holes (typ. trestle piles & monitoring instruments) in the intermediate rings (see Photos #2 & #3) with Sikaflex Ia Premium Sealant (see attached data & MSDS) prior to mat slab pour. Please confirm this is an acceptable solution.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> All contractor means and methods holes in all locations of the steel sleeve elements are to be welded watertight closed. The waterproofing details are to follow the waterproofing manufacturer's instructions.			



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T-0641	BGP - Level D Internal Bracing Removal	Closed	07/16/2013	07/26/2013	07/19/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Michael Spillane			To: Turner Construction Compan   Gary Krutsch			Answered By:Adamson Associates, Inc   George Metzger	
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Document: Exhibit A					Accept Suggestion: <input type="checkbox"/>		
Level D internal bracing removal in areas where walers are not connected together.					This work should be coordinated between the internal bracing designer and the structural engineer.		
Due to the curing requirements of the concrete in the mat slab, the contractor is proposing to have a "hopscotch" sequence to the mat slab pours, as an effort to mitigate delays. The removal of the level D bracing will follow the pour sequence, however as shown in Exhibit A which is a north wall elevation, what is the maximum clear distance horizontal between the construction joint in the mat pours and the next level D internal bracing strut/waler. This becomes an issue when trying to schedule the bracing removal with the mat and wall pours. WOJV understands that this is for areas where the walers are not connected together.							
Once the parameters for the bracing removal have been established the contractor will create a plan and sequence for each pour area on the removal of the internal bracing where the walers have being connected together.							
<hr/>							
T-0642	BSE - Steel Plates at CDSM Piles 167-168	Open	07/17/2013	07/27/2013	07/18/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Robert Kjome			To: Turner Construction Compan   Gary Krutsch			Answered By:Turner Construction Comf Stacy Wilson	
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Spec Section 31 56 13					Accept Suggestion: <input type="checkbox"/>		
During leak grouting at level 5 excavation, a section of the CDSM wall panel between soldier piles 167-168 became dislodged, resulting in a high volume leak. In an effort to stabilize the damaged CDSM panel and stop the leak, BBII installed a steel road plate between soldier piles 167-168 and injected grout behind it.					W/O to resubmit once the encroachment requirement is determined.		
BBII is concerned that removing the plate will likely cause the panel to become destabilized and could reopen the flow of water. BBII surveyed the face of the plate and found that at pile #167, the face of plate is 1/2" out from							



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	<p>the theoretical face of pile, and at pile #168 the plate is 1-1/2" out from the theoretical face of pile. BBII proposes leaving the steel plate in place to maintain integrity of the CDSM panel. The edges of the plate may be grouted to provide a smooth transition to the CDSM wall for waterproofing.</p> <p>Please confirm this is acceptable.</p>						
T-0643	BGP - ASI#104 - A1-2122 Added Line	Closed	07/17/2013	07/27/2013	07/19/2013	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP Jackson Tukuafu</p> <p><b>To:</b> Turner Construction Compan Gary Krutsch</p> <p><b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon</p>		<p><b>Answered By:</b> Adamson Associates, Inc George Metzger</p>					
<p><b>REQUEST:</b></p> <p>Reference: Drawing A1-2122, ASI#104</p> <p>Please find attached A1-2122 issued in ASI#104. Please clarify what do the highlighted lines represent.</p>		<p><b>SUGGESTION:</b></p> <p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>The highlighted line indicated in this RFI, is a 3" concrete topping with slope that will added later. It is not part of the Below Grade Package and should not have been shown on this Wall Plan Drawing. The attached SKA-2771 shows A1-2122 without the topping line.</p>					
T-0644	BGP - Plumbing Scope Clarification ASI 104	Closed	07/17/2013	07/27/2013	07/26/2013	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP Jackson Tukuafu</p> <p><b>To:</b> Shimmick Construction Comp Ben Gordon</p> <p><b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon</p>		<p><b>Answered By:</b> Webcor Construction LP Jackson Tukuafu</p>					
<p><b>REQUEST:</b></p> <p>Reference: Drawing P1-6001, Spec Section 22 13 01</p> <p>See attached marked up Rev 0 and Rev 1 Drawings P 1-6001. PI-6001 Rev 1 is a revision per AST 104. Rev 1 of the noted drawing does not have any "for reference only" notations in the details.</p> <p>Is the intent of the Designers to significantly change the scope of TG06 work?</p> <p>Please clarify the scope of work, i.e. applicable and non</p>		<p><b>SUGGESTION:</b></p> <p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>As per the attached drawing:</p> <p>1. Detail 1, 2 and 5 of drawing sheet P1-6001 (ASI #104) depict typical standpipe details. These details are not applicable to the TG06 package.</p> <p>2. Detail 4/P1-6001 (ASI #104) depicts a change in the floor clean-out cover. This detail is applicable to the TG06 package where the floor drains are either at the concourse and mat slab level and the specific detail is called-out for "floor cleanout detail."</p> <p>3. Detail 6/P1-6001 is applicable if below the</p>					







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	<p>However, based on criteria for wall piers as shown on S1-9050, the wall pier should be 2'0" wide by 1 '6" thick.</p> <p>Please confirm if the two wall piers identified in the attached A 1-9215 should be 1 '4" thick or 1 '6" thick.</p> <p>If the wall is to be 1 '6" thick, please provide direction as to which side of the wall pier is to be maintained flush with adjacent wall.</p>						<p>drawing as the pier dimensions are obtained from S1-9050 as noted above.</p>
T-0647	BGP - Area 3 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	07/19/2013	07/29/2013	07/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference Documents: Exhibits A - G			The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit B of this RFI is acceptable. We note that the reference to RFI T-0448.5 in Exhibit B in is incorrect. RFI T-0448.5 is not relevant to this zone.				
Further to response to RFI T-609 (see exhibit - F) this RFI shows the areas of foundation wall in pour area 3, north and west walls which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A & C							
Exhibit - B & C depict the amount and location of the foundation walls which will have greater than 6" of clear cover to the vertical reinforcement							
Area of concern is the west wall along gridline 1 where the alignment of the foundation wall was moved by 3-1/8" per RFI T-576 see exhibit - E due to encroachment issues on CDSM piles see exhibit - G for information on the encroaching piles in this area as a result of this move there are large areas which will have greater than 6" of clear cover.							
This RFI assumes that the solution to encroachment on the north wall Area 3 RFI T-621.1 (see exhibit D) is to move the wall 2-3/8" to offset the encroachment is acceptable.							
Please confirm that the clear cover between the waterproofing system and the vertical reinforcement							





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	outlined at these locations is acceptable						
T-0648	BGP - Area 1 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	07/19/2013	07/29/2013	07/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Documents: Exhibits A - G					Accept Suggestion: <input type="checkbox"/>		
Further to response to RFI T-609 (see exhibit - F) this RFI shows the areas of foundation wall in pour area 1, south and west walls which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A & C					The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit B of this RFI is acceptable.		
Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement							
Areas of concern are the west wall along where the alignment of the foundation wall was moved to per RFI T-576 see exhibit - E due to encroachment issues on CDSM piles, however this has resulted in large areas which will have greater than 6" of clear cover. On the south elevation see Exhibit - D (RFI T - 448.5) which shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment.							
Exhibit - G shows the information on encroaching CDSM pile in this area for your review.							
Please confirm that the clear cover between the waterproofing system and the vertical reinforcement outlined at these locations is acceptable							

T-0649	BGP -Area 2 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	07/22/2013	08/01/2013	07/31/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							



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	<div><div>REQUEST:</div><div>Reference Documents: Exhibits A - G</div><div>Further to response to RFI T-609 (see exhibit - F) this RFI shows the areas of foundation wall in pour area 2, south wall which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A &amp; C</div><div>Exhibit - B &amp; C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement</div><div>Exhibit - D &amp; E (RFI T-448.5 and RFI T-608) which shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in area 2.</div><div>Exhibit - G shows the information on encroaching CDSM pile in this area for your review.</div><div>Please confirm that the clear cover between the waterproofing system and the vertical reinforcement outlined at these locations is acceptable</div></div>	<div><div>SUGGESTION:</div></div>	<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit B of this RFI is acceptable.</div></div>				
T-0650	BGP - Fire Management System Layout Conflicts with Class A Design	Closed	07/19/2013	07/29/2013	07/24/2013	Potentially	<input type="checkbox"/>
<div><div>From: Webcor Construction LP</div><div>Jackson Tukuafu</div><div>To: Turner Construction Compan</div><div>Gary Krutsch</div><div>Answered By:Adamson Associates, Inc</div><div>George Metzger</div></div>							
	<div><div>REQUEST:</div><div>Reference: Drawing E1-2026, Spec Section 28 30 01, Attached Drawing</div><div>Review of the fire management system device layout appears to not meet the minimum candela rating of the NFPA code; refer to the attached drawing (dwg. #1, shaded) showing the areas of the platform that are deficient. Please confirm the candela rating set forth in the NFPA code are met with the current layout on drawing E1-2026 or provide a new layout that comply with NFPA candela rating requirements.</div></div>	<div><div>SUGGESTION:</div><div>The revised device layout shown in drawing #2 will greatly decrease the candela rating to meet the NFPA requirements. This layout would require additional devices.</div></div>	<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>The fire management system design is a performance based design as per Section 28 30 01-1.1C of the contract documents. The Contractor is responsible for the design of the system as required to meet NFPA 72 and provide additional visual alarm strobes in addition to those shown on the drawings to meet NFPA 72 (Section 28 30 01-2.6P).</div></div>				

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T-0651	BGP - Area 3 Partition Wall Clarification	Closed	07/19/2013	07/29/2013	07/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: Drawing A1-2122,S1-9050, Spec Section 03 20 00, Gerdau's RFI#58  Please clarify if the highlighted portions within the outline of the Partition Walls should be denoted as a different structural element i.e: a column, pilaster ,or a thickened wall that is different than the typical 12" thick partition wall per detail 3/S19050.  If the answer is yes, please reference or provide the correct reinforcing detail that is to be applied at each location.			<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The intent for the partition wall at gridline C.3 to the right of gridline 1.4 is to apply the 9/S1-9050 pier reinforcement & pier thickness required for the door width and pier height at each end of the partition wall and extend to result in a uniform thickness wall to simplify construction.  The intent for the partition wall at gridline E to the left of gridline 2 is to apply the 9/S1-9050 reinforcement & pier thickness required for the elevator door width and pier height and apply along the full length of this wall.  The intent for the partition wall at gridline E.6 to the left of column at gridline 2 is to apply the 9/S1-9050 pier reinforcement for the 12" thick pier.	
<hr/>							
T-0652	BSE - Zone 4 Excavation Sequence	Closed	07/22/2013	08/01/2013	07/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Based on the 7/18/2013 OAC Meeting please confirm it is acceptable to excavate level 2 West of Gridline 31 once level A cross lot bracing has been stressed.			<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> ARUP Response:  Confirmed. Excavation east of gridline 31 is contingent on connection of the level A walers on the east end and prestressing of the diagonal braces on the east end. A 3:1 slope for the excavated face is required per the specifications 31 00 00 Section 3.8 D. The top of this slope should be at gridline 31.	
<hr/>							
T-0653	BSE - Fremont Bridge Pier 6 Near Mat Depression	Closed	07/22/2013	08/01/2013	07/23/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Turner Construction Company Stacy Wilson				
<b>Co-Author:</b> Balfour Beatty Infrastructure, Inc. Brandon Miller							
<b>REQUEST:</b> Reference: Attached Autocad Drawing			<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Correction: This location is at the First Street Bridge,	





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	<p>Zone 1 - Area 03 Mat Slab placement, our fabricator (Gerlinger Steel) used the fillet weld method performed under the attached Welding Procedure Specifications (WPS) to attach studs to the angle(s). The welding was witnessed by the dispatched (IR #001459) ISI Shop CWI. Attached for the readers information and use are the shop fabrication drawing, the employed WPS, and photographs of the finished fabrication.</p> <p>Is the alternate means of attaching the Nelson Studs to the angle, using the fillet weld method in lieu of the fusing method, acceptable?</p>					references AWS D1.1-2010 (Paragraph 7.8 for testing requirements).	
T-0656	BGP - Shear Wall Dowel and Shoring Pipe Bracing Conflict	Closed	07/24/2013	08/03/2013	08/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:			
Reference: Drawing S1-3001, Spec Section 03 30 20				Accept Suggestion: <input type="checkbox"/>			
A few potential conflicts exist between the typical shear wall vertical dowels and the 36" OD shoring Pipe Struts in Area 1. See attachment for locations of conflict.				The contractor proposed lap splice length is acceptable only at locations where the conflict exists.			
Based on Detail A shown in S1-3260, the typical shear wall verts will be lap spliced.							
Per the schedule in Detail 1-S1-3001, the #9 vertical shear wall reinforcement requires a 63" lap splice, which places the top of dowel at elevation -30'-5".							
The centerline of Level D diagonal bracing atop Area 1 is shown to be at EL -29'-0" and the bottom of the 36" OD pipe strut at level D is at EL -30'-6".							
The pipe strut will potentially encroach on the shear wall dowels since the vertical spacing is #9 at 10" OC.							
Please confirm that a 60" lap splice is acceptable at locations where conflicts exist, if not please provide soultions.							



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T-0658	BGP - Embedded Conduits in Mat Slab for the Light Column	Closed	07/25/2013	08/03/2013	08/02/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Please reference attached drawing E1-2205 and E1-4105.  Per the attached lighting plan drawings, there are no electrical conduits shown to be embedded exclusively for the Light Column on drawing S1-6005.  Please confirm that there are no conduits required for the light column in both the concourse slab and mat slab or provide the location, route and size of the conduit at each level.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> No, there are no embedded conduits required in lower concourse slab or mat slab.				
T-0659	BGP - Mat Slab Conduits	Closed	07/30/2013	08/09/2013	08/13/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: A1-9204, E1-6001  The electrical conduit details on sheet A1-9204/Detail 1 and Detail 5 on E1-6001 regarding the electrical conduits on the columns are in conflict. Detail 1 on A1 -9204 indicates an embedded junction box in the long portions of the columns at Line D.8 above the Train Platform Level. Detail 5 on E1- 6001 indicates all conduits are to be stubbed up 12" at the face of the column. This Detail 5 shows all conduits (shown dashed) above the 12" stub up in the Mat Slab are to be installed in future phases outside of the TG06.0 contract. The columns are part of the TG06.0 scope.  1. Please clarify if these junction boxes and conduit are to be embedded in the columns or stubbed up through the slab at the face of each column at all four (4) locations..  2. If the conduits and boxes are to be embedded in the columns please provide a revised embedded conduit detail indicating conduits as part of TG06 Below Grade Scope.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The embedded junction box details on A1-9204 applies only to the flat surfaces (north and south sides) of the columns along GL D.8 of Platform 2 (refer to note on details 1 & 2 on A1-9204) and shall have embedded boxes and conduits. Locate the conduit and boxes such that the device faceplates will be finished flush to the finished column cladding.  The east and west sides of the columns indicated on the note shall have surface mounted junction boxes and conduits (refer to detail 1 on A1-9204).  For all other columns in the BGP, the junction boxes and conduits are typically surface mounted (refer to detail 5 of E1-6001).				



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T-0660	BGP - Clear Cover to Mat Reinforcing at CDSM Pile Encroachment	Closed	07/30/2013	08/09/2013	08/07/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: Drawing S1-3201, Spec Section 03 30 20  Per Section 1 on S1-3201, the mat slab reinforcing is shown with 6" of clear cover from the outside face of the concrete wall. When the outside face wall and mat foundation step in and out due to CDSM encroachment, the 6" clear dimension shown on 1/S1-3201 will be encroached upon.  Please confirm this is acceptable. This would apply in any area where the wall thickness is being reduced due to encroaching CDSM Pile.			<b>SUGGESTION:</b>          <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Encroachment into the 6" clear dimension is acceptable as long as mat rebar does not conflict with the foundation wall vertical reinforcement at the outer face. To avoid this conflict, clear dimension between the mat slab reinforcing and outer face of the concrete wall shall not be less than 4". For future reference, note that the condition at the embedded columns within the foundation walls is different. That condition is illustrated in detail 1/S1-3302 of the construction drawings and the question included in this RFI does not cover that condition.				
T-0661	BSE - Access trestle penetration sleeve	Closed	07/30/2013	08/09/2013	08/26/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawings: 4/A1-8711, Attached Sketch  2 bump outs have been installed onto the South side of the access trestle in Zone 2 (see attached sketch). Each bump out has 4 trestle piles identical to the trestle piles supporting the rest of the access trestle. Please confirm it is acceptable sleeve and waterproof the 8 piles (2 bump outs - 4 trestle piles ea.) per detail 4/A1-8711. The bump outs will be removed prior to the concourse slab.			<b>SUGGESTION:</b>          <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It is acceptable to sleeve the 8 piles for the access trestle extensions (bump outs) as shown in detail 4/A1-8711.  Part of this RFI is for a waterproofing system proposed by the Contractors, not the system designed by the Architect. The Contractors should have their engineer who prepared this waterproofing system design respond to this RFI. Until that is done, the Contractor should confirm all waterproofing system questions and details with the waterproofing manufacturer (with copies to the TJPA and its consultants and the Architect).  Contractor shall submit dimensioned locations of bump out piers and size for review of introducing sleeved penetrations into the mat.  Prior to submitting dimensioned locations, Contractor shall review for, including but not limited to, mat conflicts with other work and mat exclusion zones.				





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T-0662	BGP - Clarification for the Response to RFI T-0631 Micropile Conflict	Closed	08/01/2013	08/11/2013	08/05/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: Spec Section 03 30 20, Attached sketches				1. Confirmed.			
Per discussions on 7/31/13 between members of TT, Webcor, Shimmick and Gerdau please confirm the following clarifications and intent of method "B" as it relates to the response issued for RFI 631 reviewed via teleconference.				2. Confirmed.			
1. The clear cover of 1 1 /2" as described in the response to RFI 631 has been eliminated. The reinforcing bars may come into contact with the micropile and the waterproofing wrapped around the lower portion of the micropile.				3. Confirmed.			
2. At the contractor's discretion, he/she may displace the typical contract bar +/- 4" from the called out spacing as required to avoid clashes with the installed micropile. The displacment of the typical reinforcing may be either for the full length of the bar or weaved around the clashes depending on the specific condition. If this solution is incorporated and results in the typical reinforcing being displaced such that the end of the bar is not in the typical alignment a non-contact lap splice with the next adjacent designed/detailed bar is acceptable. Should the displacement of the typical contract bar to resolve the clash with the micropile result in another clash with another element of the reinforcing design this condition will be addressed through the RFI process upon recognition. See attached sketch #1 for reference.							
3. At the contractor's discretion, he/she may cut the typical contract bar creating a gap in the bar to allow for the clashing micropile. Should this be the selected method to resolve the clash a lap splice bar of the same grade and bar size will be required at either side of the gap. The splice bar may be a non-contact lap splice. See attached sketch #2 for reference.							

T-0663	BSE - Micropile Tie-Down detail		Closed	08/05/2013	08/15/2013	08/09/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch		Answered By: Adamson Associates, Inc		George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>	





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	<div>Reference Drawing: S1-3003 Reference Submittal: TG0300-620.1</div> <div>Detail 1 on S1-3003 shows a 12"x12"x2" plate under the domed nut on top of the micropile. Note 1 on S1-3003 states that "the contractor is responsible for the design of the pile to meet the design load requirements ... as stated in the project specifications." Submittal No. TG0300-620.1 was returned "No Exceptions Taken" and did not include the plate under the domed nut as it was not a part of BBII's micropile design. Please confirm that it is acceptable to move forward with approved Submittal No. TG0300-620.1 without the 12"x12"x2" plate.</div>						Confirmed that contractor-designed micropile without the plate is acceptable.
T-0664	BGP - Conflict Between Pit Reinforcing & Trestle/Pin Piles	Closed	08/05/2013	08/15/2013	08/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
Reference: Drawing S1-2022, Attached Photos			Accept Suggestion: <input type="checkbox"/>				
During the installation of the pit reinforcing between GL 1.4-2.3 and D.4-F a conflict was discovered between trestle/pile and the tail of the #11 pit reinforcing that extends beyond the limit of the pit out and into the main mat slab. Gerdau proposes to trim the tails of the conflicting rebar (Flame Cut) such that clearance can be maintained to the sleeve around the piles.			The tails of pit reinforcement that are extending beyond limits of pits and are in conflict with trestle/pin piles may be trimmed for only the 4 of the 5 locations identified in the RFI.				
Please confirm this is acceptable or provide direction on how to proceed. This conflict is expected to occur at future pits too.			For the 5th location at trestle pile located at D.4-4.4 (which is within the pit depression), see attached SKS-0281.				
			Note that flame-cutting that has been allowed is limited to applications of this RFI only.				
			For future pits within the remainder of the Project, when the tails of pit reinforcement that extend beyond the limits of the pits that conflict with trestle/pin piles/bridge piers, Contractor shall coordinate with as-built locations and apply detail similar to 1/S1-3007 (where bars interrupted by trestle/pin/bridge pier shall turn up).				



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T-0665	BGP - Locations of Electrical Outlets, Equipment, and Fixtures	Closed	08/05/2013	08/10/2013	08/07/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon <b>ANSWERED BY:</b> Adamson Associates, Inc George Metzger							
<b>REQUEST:</b> Reference: Spec Section, 26 05 34  Per Specification Section 26 05 34, 3.2 B., the dimensions of the equipment fixtures and outlets are to be submitted via RFI for clarification pre pour. Attached is the layout for Electrical Room B2221 in the first Mat Slab pour.  Please confirm that these dimensions are acceptable so that the conduit can be laid out correctly.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Layout does not match architectural wall dimensions. Contractor to revise and resubmit layout as coordinated with ASI-102, dated 04/29/2013. Refer to sheet A1-9215 markup attached and coordinate with architectural wall dimensions.  Submitted sketch does not show wall details. Future layouts to be submitted on current CAD backgrounds and all dimensions must be based on interior clearances.  All electrical rooms will be lined with 3/4" plywood backboard. Contractor to coordinate layouts to accommodate.  Due to potential conflict with door, FATC to be relocated to south wall, 9" from west wall, as shown in sheet E1-3101 markup attached. Dimensions added for clarity.			
T-0665.1	BGP - Electrical Locations of Outlets, Equipment, and Fixtures in Electrical Room	Closed	08/23/2013	09/03/2013	08/27/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc Chris Williams <b>ANSWERED BY:</b> Adamson Associates, Inc George Metzger							
<b>REQUEST:</b> Please refer to drawing A1-9215, 1/E1-3101 and attached sketch SK-SCCI-0204.2.  Please find a revised electrical conduit layout for Electrical Room B2221 as requested in RFI T-0665. Please confirm the conduit layout and outlet, equipment and fixture locations shown in the attached sketch SK-.SCCI-0204.2 is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> WSP notes revised location of FATC per original RFI response; however, the following items are still outstanding: Layout does not match architectural wall dimensions. Contractor to revise and resubmit layout as coordinated with ASI-102, dated 04/29/2013. Submitted sketch does not show wall details. Future layouts to be submitted on current Contract Document backgrounds and all dimensions must be based on interior clearances. All electrical rooms will be lined with 3/4" plywood backboard. Contractor to coordinate layouts to accommodate.			



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T-0665.2	BGP - Locations of Electrical Outlets, Equipment and Fixtures in Electrical Room I	Closed	09/12/2013	09/22/2013	09/19/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Kruttsch							
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Please refer to drawing A1-9215 dated 04/29/2013, E1-3101 dated 05/31/2013 (RFI T-0665) and attached shimmick sketch SK-RFI204.4.  The attached layout for Electrical Room B2221 shows the dimensions of the conduit locations in respect to the interior walls which are lined with 3/4" plywood per RFI T-0665. In addition, the room is located from grid lines, respectively..  Please confirm the layout as shown in the attached Shimmick sketch is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> George Metzger 9/19/2013 <b>RESPONSE:</b> Layout as shown is acceptable. Conduit provisions for pumps connected to LPH-B2-A-12 are not shown. Please submit for review.		
T-0665.3	BGP - Locations of Electrical Outlets, Equipment and Fixtures in Electrical Room I	Closed	09/23/2013	10/03/2013	09/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Kruttsch							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference E1-3101  Confirm that the conduits for circuits to panelboard LPH-B2-A-12 are not included in the TG06 scope of work.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> George Metzger 9/24/2013 <b>RESPONSE:</b> WSP Response: This statement is correct. The circuits to this panelboard are in the main project package and are not applicable for this phase.		
T-0666	BSE - Elevator Pit Dimensions between GL 1.4 and GL 2	Closed	08/05/2013	08/15/2013	08/08/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Company Gary Kruttsch							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawings: ASI #104, A1-9214 / A1-2122  Since the elevator manufacturer has not been selected, please confirm that the size of the elevator pit located between GL 1.4 and GL 2 is to be 10'-8" by 8'-10" as depicted in ASI #104 sheet A1-9214.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> CMGC shall confirm the pit dimensions noted on the contract documents are acceptable to all the elevator subcontractors on the CMGC approved bidder shortlist. CMGC shall schedule hiring of subcontractors as required to allow CMGC coordination between the trades.		



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T-0666.1	BGP - Mat Slab Clarification to Elevator Pit and Slab Opening Dimensions	Closed	08/21/2013	09/03/2013	08/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu			To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
<p>Webcor/Obayashi (W/O) is in receipt of attached Adamson Associates, Inc. (AAI) response to RFI T-0666 - BSE - Elevator Pit Dimensions Between GL1.4 and GL 2.</p> <p>This response is unacceptable. The Architect has sole responsibility for confirming that the pit dimensions of all elevators and escalators will accommodate the Architect's proposed elevator and escalator systems.</p> <p>Until a 100% IFC set is completed by the Architect, W/O has no definite knowledge of the Architect's proposed elevator and escalator systems. This issue has been discussed verbally for over 2 years, during which the Architect has maintained that they have full responsibility for designing all pits and openings to fit their proposed elevator and escalator systems. W/O is unable to even start the RFQ/Bidding process for hiring sub-contractors until the 100% IFC Contract Drawings are finalized by the Architect and approved by the owner; therefore, it is impossible for W/O to hire/coordinate sub-contractors prior to pouring of the elevator pit in the mat slab.</p> <p>The same applies to all pits and openings throughout the design documents, only the Architect is capable of confirming that these dimensions are acceptable for all of the Architect's proposed elevator/escalator systems.</p> <p>Please confirm all elvator pits and slab openings are acceptable as currently shown on the contract documents.</p>					<p>The design team believes the elevator pit dimensions noted in the contract documents are coordinated with the requirements of the alternate elevator manufacturers noted in the specification. The CMGC shall confirm the work of adjacent trades have been coordinated between shop drawings and existing field conditions. The CMGC shall coordinate with the TJPA to hire Sub-contractors at the required times to ensure that construction work and shop drawings of adjacent trades are completed in time to coordinate between trades.</p>		

T-0667	BGP - Geothermal Loop Excavation in Zone 4		Closed	08/05/2013	08/09/2013	08/07/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch		Answered By:Adamson Associates, Inc	
Co-Author: Shimmick Construction Company, Inc		Ben Gordon						
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference: Spec Section 31 23 34.				ARUP Response:				
Please refer to attached WOJV and SCCI internal correspondence in RFI #SHIMM000-0038.				The question asked is Contractor's means and methods.				



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	<p>SCCi is aware of the CDSM wall excavation required for the geothermal field risers, but is not aware of a geothermal specification requiring buttress shaft demolition for the geothermal loop trenches. Specification 31 23 34, Section 3.2 is very clear in the full scope of the ground excavation in soil and wall riser excavation in the CDSM, but it does not cover trenching in buttress shaft concrete.</p> <p>Please provide a design defining the geothermal fields within the buttress shafts. Please include slot excavation, back-fill and compaction requirements in the the affected buttress'.</p>						
T-0668	BGP - CIDH Temporary Bridge Pier Sleeve Detail	Closed	08/05/2013	08/04/2013	08/08/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please refer to drawing S1-3003, A1-8711, SCCI RFI #269 with asbuilt information of CIDH Piles at First Street, and ACI 117-90 section 3.4.1.2			Utilization of concrete piles for the bridge piers was chosen by the contractor to suit their means and methods. The sleeve shown on the architectural and structural drawings provide details of sleeving penetrations to permit expected movement and provide a waterproofing interface. Sleeves at bridge piers were indicated on the Bridge shop drawings and the requirements for field measurements before fabrication were indicated on the metal sleeve shop drawings.				
The typical 48" diameter bridge pier detail (6/S1-3003) and waterproofing detail (4/A1-8711, 5/A1-8711 and 6//A1-8711) are designed for a steel assembly i.e. bridge pier, piles for shoring, bracing and trestle columns, pin piles and dewatering wells. As a result, the means of achieving the shown steel pipe sleeve is attainable.			New details will not be provided. CM/CG to provide means and methods of adapting concrete pier to suit mat slab waterproofing metal sleeve details.				
As per submittal package TG0300-201.3, the 48" temporary bridge piers are designed as CIDH (cast-in-drilled piles) piles and not steel. Specifications for concrete construction tolerances in ACI 117, section 3.4.1.2 allow for horizontal dimension of unformed members cast against soil for greater than 2 ft. but less than 6 ft. allow for +6" and -1/2".							
The penetration sleeves for these piles have been fabricated.							
Proposed Solutions:							



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	<p>1. Remove extra concrete from the outside diameter of the CIDH pile to allow the fabricated 48" penetrations to fit through means of bushing or grinding the concrete as necessary and utilize sleeves as originally intended.</p> <p>2. Please provide a detail drawing with the 48" temporary bridge pier condition as CIDH pile. Please include a sleeve detail allowing for the aforementioned tolerances and waterproofing. Please note, as typical of CIDH piles, the surface profile varies much greater than the 1/2" gap tolerance required for steel assemblies shown in 6/S1-3003.</p>						
<hr/>							
T-0669	BGP - Foundation Wall Vertical CJ	Closed	08/06/2013	08/16/2013	08/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Company Gary Krutsch		Answered By: Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Spec Section 033020, Attached Drawings		Option 2 will be acceptable (reduce the depth of the foundation wall vertical construction joint to 1.5").					
See attached sketch of the vertical foundation wall CJ.							
During construction of the high congestion mockup SCCI has discovered a constructibility issue with the construction of the foundation walls, more particularly, the vertical construction joints. Vertical construction joints are to be constructed as prescribed on Detail 2 of the S 1-3001 CD.							
The designed vertical reinforcement consists of the following:							
a. WR-1 with #11 vertical bars 8" OC, haunch #10 bars 8" OC, and #4 cross ties 6" or 12" OC.							
b. WR-2 with #11 vertical bars 8" OC, haunch #10 bars 8" OC, and #4 cross ties 6" or 12" OC.							
c. WR-2MOD (CDSM Encroachments) with #11 vertical bars 5" OC, haunch #10 bars 8" OC, and #4 cross ties 5".							
When rebar configurations noted above are implemented, even with ACI allowed tolerances included, it will conflict							



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	with construction ofthe waterstops, hydrophilic hoses and forming of the vertical CJ.  As a possible solution to this issue SCCI suggests the following: 1. Eliminate a column of cross ties at the construction joints to allow constuction of the vertical CJs per Det. 2 on SI-3001 2. Reduce the depth of the vertical construction joint to 1.5" (similar to horizontal CJ).  Please advise.						
T-0670	BGP - Mat Slab Control Joints 2	Closed	08/06/2013	08/16/2013	08/20/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Turner Construction Comp Stacy Wilson			
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST: Reference: Attached Drawing  Please see attached drawing of Zone 1 control joints. SCCI would like to move the green clouded control joint around the pit with a typical 2' offest.  Please verify this change to be acceptable.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Reference RFI T-0670.1 for response. Contractor submitted RFI T-0670.1 while RFI T-0670.0 was still in review and the Rev 1 RFI contains the same request included in Rev 0 along with an additional location.			
T-0670.1	BGP - Mat Slab Construction Joint Conflicts	Closed	08/19/2013	08/29/2013	08/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Reference: Spec Section 03 30 20, Attached Sketches  Please see attached sketches of mat slab CJ layout. SCCI has discovered conflicts between the CJ formwork and reinforcing steel, pin pile. SCCI proposes to modify the mat slab construction joint to clear the conflicting reinforcing steel and pin pile, as shown on the attached sketches.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Contractor-proposed CJ layout as presented in the RFI is acceptable.  Although the contractor has not inquired yet, one N-S line of shear reinforcement for the column at F-4 will conflict with the joint key. Contractor may shift this one conflicting line of shear reinforcement max of 3" to clear the key.			





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Is this acceptable?							
T-0671	BGP - Control Joint Amplitude	Closed	08/08/2013	08/18/2013	08/12/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Drawing S1-3001		For vertical and horizontal control joints at the foundation wall, see response to RFI T-0630.					
See attached contract drawing S1-3001 regarding vertical and horizontal control joints of the foundation walls. SCCI is requesting acceptance to eliminate amplitude on the face of the control joint keyway where hydrophilic waterstop and injection hose is to be installed. Amplitude will remain on the diagonal portions of the CJ. This RFI is intended to clarify the use of this procedure for foundation walls only.							
T-0672	BGP - Fire Management Device Layout	Closed	08/08/2013	08/18/2013	08/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
As discussed in the fire management coordination meeting on Monday 8/5, the contract plan device layout does not meet code for current draw. The stub ups from the mat slab to the devices shown on the contract plans at every other column will not be sufficient enough to meet code requirements for the future fully occupied space. If stubbed up at every other column, the consequences are having circuit runs that will end up doubling when the devices are added in the future. Siemens recommends that the stub ups are made at every column which will reduce the total current draw when devices are added in the future.		The fire management system of design is a performance based design as per Section 28 30 01-1.1C of the contract documents. The contractor is responsible for the design of the system, including stub ups and device layout, as required to adhere to all applicable code requirements.					
Please advise.							





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<b>T-0673</b>	<b>BGP - Displacement of Cap Bar for Support</b>	<b>Closed</b>	<b>08/12/2013</b>	<b>08/22/2013</b>	<b>08/13/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon <b>ANSWERED BY:</b> Webcor Construction LP Jackson Tukuafu							
<b>REQUEST:</b> Reference: S1-3600, Attached RFI 069  See attached Gerdau's RFI#069  At the contractors option, Gerdau is requesting to displace one top cap bar every 5' OC within the moment frame beams for support. Allowing the displacement of one top cap bar would reduce congestion near the top of the beam.  Please confirm that this is acceptable.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> RFI was retracted in Constructware. This RFI will be responded to internally. Per meeting between TT, WOJV and SCCI on 08/08/2013, TT rejected the proposed alternative.			
<b>T-0675</b>	<b>BGP - 400 Series HRC Couplers Assembly Procedure</b>	<b>Closed</b>	<b>08/12/2013</b>	<b>08/22/2013</b>	<b>08/16/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon <b>ANSWERED BY:</b> Adamson Associates, Inc George Metzger							
<b>REQUEST:</b> Reference: Spec Section 03 30 20  SCCI is in receipt of the approval to SCCI's Request for Substitution TG0600-077 .1 to approve the use of HRC 400 Series Couplers at Vertical Walls. The comment on the approved Request for Substitution noted that assembly of the couplers is to be completed using strict adherence to the manufacturer's installation procedures.  HRC, the manufacturer of the couplers has provided installation instructions, video footage of performance testing, test result and an operator qualification procedure, all supporting the assembly of the of the 400 serious couplers installation is acceptable with "hand tightened" procedure.  Please confirm that the assembly of the 410/420 couplers "hand tight" is acceptable based on this manufacturer's recommendation as it was not directly addressed in the returned submittal comments.  Video of the performance testing can be viewed : <a href="http://youtu.be/M5pFkjOgdN8">http://youtu.be/M5pFkjOgdN8</a>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> As previously stated in response to the Request for Substitution, the assembly of the couplers shall be per manufacturer's installation procedures.  The manufacturer has stated that hand tightening is allowed with the use of qualified operators, therefore it is confirmed that hand tightened procedure is acceptable. Contractor shall submit operator qualifications for personnel that will be performing the hand tightened procedure.			



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T-0676	BGP - Mat Slab Construction Joint at 3ft Chamfer	Closed	08/13/2013	08/23/2013	08/22/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference: Drawing S1-3201, Spec Section 03 30 20  See attached sketch of the mat slab wall CJ interface, reference Contract Drawing S 1-3201 , and RFI T- 0669. During layout of the bulkhead for the mat slab SCCI has discovered a constructibility issue with the construction of the mat slab CJ keyway as depicted on Detail 3 on SI-3001 , at the mat slab interface with the foundation walls.  Reinforcement bars that are in conflict with the 10" deep keyway are: a.# 4 U-bars as depicted on detail3 on SI-3201. These bars are spaced 6" OC vertically and 5", 6" or 8" OC horizontally with the respect of the type of wall (i.e. WR-1, WR-2, or WR-2MOD) b. 3ft chamfer face bars- #10 at 8" OC per detail 1 on SI-3201  When rebar configurations noted above are implemented, even with ACI allowed tolerances included, it will conflict with construction of the waterstops, hydrophilic hoses and forming of the mat slab CJ.  As a possible solution to this issue SCCI suggests the following: 1. Eliminate a section of #4 U-bars and 3' chamfer face bars to allow constuction of the vertical CJs per Det. 3 on SI-3001 2. Transition mat slab keyway to match the foundation wall vertical keyway at 1 1/2" depth (reference RFI T-0669).  Please advise.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Contractor-proposed Option 2 is acceptable (transition mat keyway depth for extent shown on RFI sketch).		

T-0677	BGP - Sand Oil Interceptor and Baffle	Closed	08/13/2013	08/23/2013	08/23/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Reference specification section 22 13 01 2.5, CD PI-6001 Rev 1 (ASI 104), and SCCI's RFI 255. Drawings do not call out nor provide details for the sand oil interceptor and baffle wall that is called out			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The pit baffles are post-installed and will be part of the TG07.2 Superstructure Concrete Package.		



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	<p>in SP 22 13 01 2.5.</p> <p>Please provide details for the sand oil interceptor and baffle wall.</p>						
				</			



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T-0680	BGP -Area 7 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	08/14/2013	08/24/2013	08/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Documents: Exhibits A - D					Accept Suggestion: <input type="checkbox"/>		
Further to response to RFI T-609 (see exhibit - D) this RFI shows the areas of foundation wall in pour area 7, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A					The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.		
Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement							
RFI T - 628.1 which shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 7.							
Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.							
T-0681	BGP - Area 6 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	08/16/2013	08/26/2013	08/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Documents: Exhibits A - D					Accept Suggestion: <input type="checkbox"/>		
Further to response to RFI T-609 (see exhibit - D) this RFI shows the areas of foundation wall in pour area 6, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A					The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.		
Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement							
RFI T - 627.1 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 6.							



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Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.

<b>T-0682</b>	<b>BGP -Area 5 Clear Cover to the Vertical Reinforcement on the Foundation Wall</b>	<b>Closed</b>	<b>08/16/2013</b>	<b>08/26/2013</b>	<b>08/22/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Michael Spillane      **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

Reference Documents: Exhibits A - D

Further to response to RFI T-609 (see exhibit - D) this RFI shows the areas of foundation wall in pour area 5, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A

Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement

RFI T - 626.1 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 5.

Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.

<b>T-0683</b>	<b>BGP -Area 4 clear cover to the vertical reinforcement on the foundation wall</b>	<b>Closed</b>	<b>08/16/2013</b>	<b>08/26/2013</b>	<b>08/22/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Michael Spillane      **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

Reference Documents: Exhibits A - C

Further to response to RFI T-609 (see exhibit - C) this RFI

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Information noted. See the response to RFI T-0609.



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	<p>shows the clear cover to the vertical reinforcement on the foundation wall in pour area 4 for location plan see exhibit - A</p> <p>Exhibit - B depict the amount of clear cover to the vertical reinforcement on the foundation wall in area 4, however there are no areas which will have greater than 6" of clear cover so this RFI is for information only.</p> <p>RFI T - 622.1 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 4.</p> <p>Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.</p>						
T-0684	BGP - Couplers for Future Construction	Closed	08/19/2013	08/29/2013	08/28/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Drawing S1-3206, Spec Section 03 30 20							
See attached photo of the form savers that are going to be used for the coupler for future construction as depicted on Detail 4 of S1-3206, and Detail 6 of S1-3001.							
SCCI believes that Detail 6 on S1-3001 is not applicable due to the following:							
1. As shown on the attached photo, epoxy coated form savers have tin cap incorporated into the coupler body. This tin cap will protect the rebar until the future construction.							
2. Whatever tar is intended to be used with form savers in not compatible with the Grace waterproofing.							
3. Detail 6 on S1-3001 is a detail for the slabs, where future walls are to be constructed.							
SCCI proposed to install the coupler for future construction as shown on Detail 4 S1-3206 with form savers set							
		Thornton Tomasetti does not object to the contractor's proposal, contained in RFI T-0684 BGP, regarding couplers for future construction. The proposal contained in this RFI also concerns a waterproofing system proposed by the Contractors, not the system designed by the Architect. The Contractors should have their engineer who prepared this waterproofing system design respond to this RFI. Until that is done, the Contractor should confirm all waterproofing system questions and details with the waterproofing manufacturer (with copies to the TJPA and its consultants and the Architect).					



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<div>against the waterproofing membrane. Care shall be taken to ensure that waterproofing is not damaged.</div> <div>Is this acceptable?</div>							
T-0685	BGP - North Shear Wall Concrete Mix	Open	08/09/2013	08/23/2013	08/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Marina Rosso		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: See attached drawing regarding the North shear wall.  Due to the monolithic pours at the intersection of the shear wall, foundation wall and mat slab chamfer, there will be differentiating concrete mix uses. The attached drawing assigns the portions of this intersection with its corresponding concrete mix.  Please verify the use of these concrete mixes at this location as acceptable.		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> Contractor-proposed concrete mix use at north shearwall is acceptable.				
T-0686	BGP - Drain Line Conflict with Micro Piles	Closed	08/22/2013	09/01/2013	09/04/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Marina Rosso		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: See attached photo and CD PI-2030.  After performed layout of the drainage line system around GL K5 SCCI has discovered that a row of micro piles is in conflict with the 4" cast iron pipe drain line. SCCI suggest shifting the drain line run to clear the micro piles.  Is this acceptable?		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> In order to avoid the conflict between micropiles and drainage piping, the catch basin indicated in RFI T-0686 BGP has been relocated slightly north. The drainage piping will run straight from the catch based as it did before. Refer to the attached PSK-2030 and SKA-2822.				
T-0687	BGP - Drain Line Conflict with Reinforcement	Closed	08/22/2013	09/01/2013	09/03/2013	Potentially	<input type="checkbox"/>







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**REQUEST:**

Reference Sketch: attached  
Reference Email: attached

The micropile designer has confirmed that it is not necessary to extend the micropile to within 6" of the top of concrete and that the 5' embedment in the sump pit is adequate. Please confirm that this is acceptable to the design team.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

This is acceptable with the design team.

**T-0690****SSS - Stainless steel welded to cast iron****Closed****08/23/2013****09/02/2013****09/05/2013****Potentially**☐**From:** Webcor Construction LP

Robert Kjome

**To:** Turner Construction Compan Gary Krutsch**Answered By:** Adamson Associates, Inc George Metzger**Co-Author:****REQUEST:**

Reference Drawing: 1/S1-6056

A number of details throughout structural steel drawings indicate stainless steel welded to cast iron or mild steel, see detail 1, 2/S1-6056 as one example. If two metals are fused, cast iron welded to stainless steel results in carbon migration. The chromium in the stainless and carbon in the steel have affinity for each other at elevated temperatures that results in carbon and chromium combining to form chromium carbide. This turns the welded area into hard and brittle material with a potential for rust that overtime has a high possibility to crack and fail.

For Det. 1 and 2 on S1-6056 the added tension from cables may contribute to failure. The proposed solutions include:

1. Use stainless steel instead of mild steel for the bottom connection plate thus welding stainless steel to stainless steel. Where the bottom plate has to connect to structural steel use bolted connection with thin dielectric isolator between two surfaces.

2. Replace welded connection to bolted connection with an isolator.

3. Use galvanized and painted plate instead of stainless

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

The inquired connection can be executed in the way shown. Welding stainless steel to carbon steel is an established method, which can be done using an appropriate welding method. As with all welding methods, there are certain points to be considered, such as:

- The fabricator to be approved for welding stainless steel to carbon steel and/or cast steel (qualification submittals)

- The welder to be approved for welding stainless steel to carbon steel and/or cast steel (qualification submittals)

- Surface preparation before welding necessary (welding procedure submittals)

- Selection of weld filler material (welding procedure submittals in combination with structural design verification)

- Surface preparation after welding (welding procedure submittals)

- Coating of weld and stainless steel member 30mm beyond weld (welding procedure submittals)



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	steel plate.  Please advise.						- etc.  However, the contractor in collaboration with his engineer and fabricator are free to propose alternative solutions. Since that specific connection is a design-built detail, the contractor can submit an alternative detail with supporting documentation (structural analysis, etc.) for review by the design team.
T-0691	BGP - FF&FL Values for Mat Slab and Concourse Slab	Closed	08/23/2013	09/03/2013	09/03/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Don Muns							
REQUEST: 1. Please confirm the contract documetns (TG06.0) do not specify a FF value for the Mat Slab.  2. Also, please reference ACI 302.1R and contract specification 033020.3.6.B. ACI 302.1R does not provide any recommendations on F-numbers for broomed surfaces. Furthermore, table 8.15.3.b of ACI 302.1R (page 46) demonstrates to achieve FF value of 20 for a slab on grade, it must be a smooth, floated surface.  Please clarify if the designer intends to have a rough broom/rake finish, or intends to have the concourse slab finished to a value of 20.  3. Please confirm the concrete finish within the train box.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> 1. Confirmed.  2. (Due to the impending first mat pour, only the mat slab is addressed in this RFI response. For this particular RFI, please separate the Mat and Lower Concourse topics.)  3. See responses to 1 & 2 or identify other specific surfaces of inquiry.			
T-0692	BGP - Rebar Configuration at Moment Beam with Incorporation of S-3 vs T-9 Ties	Closed	08/23/2013	09/03/2013	08/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please refer to attached detail 3 on drawing S1-3603 and attached Gerdau Sketch SK-Gerdau RFI 070.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Contractor proposed reinforcement configuration for the lower concourse moment frame beam transverse reinforcement is acceptable.			



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Please confirm it is acceptable to install S-3 stirrups and one T-9 tie as shown in the attached sketch for the vertical ties in the moment frame beam in lieu of installing all T-9 ties as depicted in detail 3/S1-3603. The proposed concrete reinforcement configuration is needed to avoid the constructability issues associated with alternating the hooks under the 1.5" of clear cover beneath the bottom beam bars.

<b>T-0693</b>	<b>BGP - Conduits in Columns</b>	<b>Closed</b>	<b>08/23/2013</b>	<b>09/02/2013</b>	<b>08/27/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome		<b>To:</b> Turner Construction Company Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**Co-Author:**

**REQUEST:**

From discussions with the Design Team, we have been informed that a number of columns will have post installed steel jackets. Columns with Fire Management and steel jackets will require the conduits and j-boxes to be embedded. It is noted that the jackets will not be full height, so the j-boxes will be flush with the concrete face.

Please provide the locations of the affected columns and a height for the boxes.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

AAI response: Refer to the attached sketches SKA-2808R1, SKA-2809R1, SKA-2811R1 showing the locations of the West End B2 level concrete columns which will receive post installed steel jackets and embedded conduits. The attached SKA-2817R2 shows the mounting height of the surface mounted electrical boxes for these columns.

WSP response: On the steel jacketed columns, backboxes will be surface mounted with conduit routed within the column. Conduit will exit the column terminating into the back of the surface mounted box. Contractor shall lay out and route the embedded conduits such that the number of bends between boxes does not exceed code (360 degrees between boxes). These embedded conduits shall not be required to follow building column lines, and direct runs between devices shall be acceptable to avoid intermediate junction boxes.

<b>T-0693.1</b>	<b>BGP - Embedded Conduits in Columns</b>	<b>Closed</b>	<b>09/04/2013</b>	<b>09/14/2013</b>	<b>09/05/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Marina Rosso		<b>To:</b> Turner Construction Company Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				



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**Co-Author:** Shimmick Construction Company, Inc Chris Williams

**REQUEST:**

In the MEP meeting on 9/4/13, the response to RFI T-0693 was clarified. To confirm conversations with the WSP Electrical Design representative, the only conduits to be embedded in columns per the RFI T-0693 response are to be fire management conduits per the locations depicted in the response. All other conduits (power recepticals etc) are to be stubbed up on the face of the columns and are not to be embedded in the column.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

With reference to RFI T-0693, all other conduits (power receptacles etc.) are to be stubbed up adjacent to the face of the columns and are not to be embedded in the columns. The conduits and receptacles will be surface mounted on the post-installed steel jackets.  
Note that the conduits are to be stubbed up with 5" between the conduit face and the concrete column face, to allow for the post-installation of the steel jackets. There are also plumbing risers on a number of the steel jacketed columns. The pipe risers should be positioned relative to the columns in accordance with the plumbing documents, but should not be closer than 5" to the concrete column, to permit post installation of the steel jackets.

<b>T-0694</b>	<b>Additional Rebar Conflict for Plumbing Trim at GL2/D.4</b>	<b>Closed</b>	<b>08/26/2013</b>	<b>09/03/2013</b>	<b>08/27/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP Jackson Tukuafu **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Please refer to drawings 1/A1-2122, 1/S1-3501 and attached Gerdau sketch SKS-1

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Contractor-proposed option to omit additional trim bars to the east of the trimmed opening is acceptable for the cut plumbing opening at Grid 2/D.4. Added trim bars to the west of the opening will remain as placed.

Due to the density or the typical N-S top mat bars (#10) and additional bars (#11) near the elevator pit at Gridlines 2 and D.4, the additional trim rebar per 1/S1-3501 for interrupting the bars over the plumbing opening cannot be installed to the East of the plumbing opening within 3" of the opening. The alternative solution would be to install the additional steel in a new layer below the top mat; however, due to proximity of the piping to the steel the bars cannot be placed below the top mat. Gerdau proposes the folloing options:

- A. Omit the additional trim bars to the East of the trimmed opening.
- B. Relocate the additional trim bars approximately 3'-0" East of the opening where the rebar spacing would allow for additional steel.

Please advise if proposed options are acceptable.



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(see attached SKS-1)							
T-0695	BGP - Additional Rebar Conflict for Floor Sink Trim GL B.7/2.7	Closed	08/26/2013	09/02/2013	08/27/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
See attached Gerdau's RFI #72, 1/S1-3501, A1-2122, attached Gerdau sketch SKS-1				Per SKS-0282 (attached),			
Due to the density of the typical N-S top mat bars (#10), additional N-S top mat bars (#11) and pin pile trim steel (#11 with lap splices directly over floor sink) near the floor sink at Gridlines 2.7 and B.7, the additional trim rebar per 1/S1-3501 for interrupting the bars over the plumbing opening cannot be installed on either side of the plumbing opening. The alternative solution would be to install the additional steel in a new layer below the top mat; however, due to the proximity of the plumbing piping to the steel the additional bars cannot be placed below the top mat. Also, the additional bar to the East of the opening would conflict with the pin pile. Gerdau proposes to cut top mat bars to allow for the floor sink installation and omit the additional trim bars.				Pin pile add bars will be calculated as ½ the number of interrupted bars each side in lieu of ½+1 bars. This eliminates (2) pin-pile add bars being interrupted by the drain.			
Please advise if the proposed solution is acceptable.				One wall add bar interrupted by the drain will be cut short at the northern limit of the drain and not be considered interrupted by the drain.			
				Reinforcing west of the drain centerline, but within the cut zone, will be jockeyed west so that no bars are required to be cut.			
				Reinforcing east of the drain centerline, but within the cut zone, will be jockeyed east so that no bars are required to be cut.			
				A single typical mat bar will remain within the cut zone and may be cut.			
				Congested reinforcing east of the cut zone will be jockeyed east aided by the partial (or complete) removal of a plumbing add bar.			
				Clear spacing of 1db to be maintained between all bars except where lap spliced.			
				In displacing bars to achieve the configuration shown in the SKS, resulting non-contact lap splices will be tolerated up to 6".			



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T-0696	SSS - Type 1 Drag Connection Angles	Closed	08/26/2013	09/05/2013	08/29/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>ANSWER:</b>				
Reference Drawings: S1-2502, S1-2503, S1-2504, S1-2505, S1-2506, S1-2507			<b>Accept Suggestion:</b> <input type="checkbox"/>				
The angles shown in the bus deck plan views (drawings S1-2502 through S1-2507) for the Type 1 drag connections to the bus deck cast nodes do not appear to match with the corresponding angles shown on the casting drawings (drawings S1-5121 through S1-5125).			Beam plan angles (Sheets S1-2502 through S1-2507) and Bus Deck casting angles (S1-5121 through S1-5125) will not match in all cases because some casting types are used at multiple locations as indicated in Sheet S1-5120. The design intent was to minimize the number of unique castings in the structure which is more cost effective than developing unique casting geometry for every joint. For example, as indicated Sheet S1-5120, Casting 21A is used at various different joints at which joining beam angles vary in a certain range. The pad widths on the castings have been designed to be wide enough so that beams with different plan angles can be connected to the casting.				
The attached mark-ups show our fabricator's (Oregon Iron Works) attempt to calculate the angles on the bus deck plan views and compare them to the corresponding angles of the castings.			In some other cases, the casting angles were revised during cast node shop drawing review. For example, for Casting 35B one of the plan angles was changed from 42.25 to 26.14 degrees to match the beam angle. Contractor shall coordinate the information in the drawings with those in cast node shop drawings.				
Please clarify.							
T-0697	BGP - Moment and Spandrel Beams 180 Degree Hooks Versus 135 Degree Hooks	Open	08/26/2013	09/06/2013	08/30/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc      Ben Gordon							
<b>REQUEST:</b>			<b>ANSWER:</b>				
See attached Gerdau's RFI#068, S1-3600, S1-3410			<b>Accept Suggestion:</b> <input type="checkbox"/>				
At the contractor's option, Gerdau is requesting to change the 135 degree hooks on the Moment Frame and the Spandrel Beam stirrups to 180 degree hooks.			Contractors proposal to replace the 135 degree hooks with 180 degree hooks on the Lower Concourse Moment Frame Beam and Spandrel Beam Perimeter Stirrups is acceptable.				
Please confirm this is acceptable.							
T-0698	SSS - Clash Between Slab on Deck and Transfer Girder	Closed	08/26/2013	09/05/2013	08/28/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							



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	<div><div>REQUEST:</div><div>Reference Drawings: A1-2863, S1-2303, S1-5000 Reference Sketch: attached</div><div>There are many conflicts in the plans where the top of concrete and the top of the transfer girder in that given area does not leave the amount of space required under the Metal Deck Schedule on 2/S1-5000.</div><div>For Example: Using the Top Of Concrete (TOC) and Top Of Steel (TOS) elevation from sheet S1-2303 a clash occurs between the slab (S3 - TOC: 19.00') and Transfer Girder TR9 (TR9 - TOS: 18.37'). The 10" that the S3 deck requires in the Metal Deck Schedule on 2/S1-5000 cannot be maintained over the Transfer Girder. Please clarify.</div></div>	<div><div>SUGGESTION:</div><div></div></div>					
			<div>ANSWER:</div>	<div>Accept Suggestion: <input type="checkbox"/></div>			
			<div>Refer to details that have been cut on plan across the transfer girders as applicable in the Superstructure IFC/ASI 105 issue.</div>				
			<div>Example: See section detail 8/S1-3705 that is cut at gridline 9 &amp; D.4 on S1-2303 (included in the RFI).</div>				
T-0699	BGP - Catch Basin Requirements	Closed	08/27/2013	09/06/2013	09/30/2013	Potentially	<input type="checkbox"/>
	<div><div>From:</div>Webcor Construction LP Jackson Tukuafu</div> <div><div>To:</div>Turner Construction Compan Gary Krutsch</div> <div><div>Co-Author:</div>Shimmick Construction Company, Inc Filip Filipic</div>		<div>Answered By:</div> Adamson Associates, Inc George Metzger				
	<div><div>REQUEST:</div><div>See attached page from DBI's standard catch basin detail, and reference drawings P1-6001 and P1-2022 thru 2030.</div><div>On 08/26/2013 during pressure testing inspection of the drainage lines in mat slab areas 1 and 2, the SFDBI Plumbing Inspector pointed out that all catch basins in the mat slab should be constructed per city standard catch basin details. However, the contract drawings do not show catch basins details with cleanouts, vents and trap primer connections per the City Standard details.</div><div>Please confirm the attached SFDBI city standard catch basin detail is to supersede all catch basin details currently shown in trade group package TG06.0 drawing set. Please include revised plumbing drawings incorporating the Clty Standard details.</div></div>	<div><div>SUGGESTION:</div><div></div></div>	<div>ANSWER:</div>	<div>Accept Suggestion: <input type="checkbox"/></div>	<div>As discussed in our review meeting with the SFDBI Plumbing Inspectors, the catch basin which are actually points of collection, will be installed as shown on contract documents.</div>		
T-0700	BGP - Vehicle/Bike Beam End Support Embed	Open	08/27/2013	09/09/2013	08/28/2013	Potentially	<input type="checkbox"/>
	<div><div>From:</div>Webcor Construction LP Jackson Tukuafu</div> <div><div>To:</div>Turner Construction Compan Gary Krutsch</div>		<div>Answered By:</div> Adamson Associates, Inc George Metzger				





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**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

Please reference attached drawing S1-3411 .

The corbel section detail I of sheet S1-3411 calls for a 3/4"x4"x 18" embed plate at the toe of the corbel. However, the embed detail in 1D/S1-3411 shows the embed width at 24".

Please clarify the embed width dimensional discrepancy: 3/4"x4"x18" or 3/4"x4"x24". Please advise.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The inquired embed width is 24" as shown in detail 1D.

<b>T-0702</b>	<b>BGP - Chamfer Bar Top Hook</b>	<b>Open</b>	<b>08/29/2013</b>	<b>09/08/2013</b>	<b>08/29/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Ben Gordon

**REQUEST:**

See attached Gerdau's RFI#74.  
See attached SKS-74

In an effor to prevent the chamfer bar from encroaching on the existing shoring waler beams, Gerdau would like to propose over bending the top hook and turning it into a standard 180 degree hook as shown on the attached sketch.

Please advise if this is acceptable

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Contractor-proposed 180 degree hook for the chamfer bars that are in conflict with double shoring walers is acceptable for bars that have not been fabricated. The radius point for the bend shall remain located as originally detailed on 1/S1-3201.

<b>T-0703</b>	<b>BGP - Drainage Conflicts with Reinforcement</b>	<b>Closed</b>	<b>08/29/2013</b>	<b>09/08/2013</b>	<b>09/05/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Filip Filipic

**REQUEST:**

See attached marked up contract drawings PSK-2022 and S1-3005

Some of the drainage lines and fixtures are designed to be constructed in close proximity of the concrete columns, similarly S1-3005 depicts typical mat shar reinforcement schedule and details. Some of these shear reinforcement bars will be interfering with the drainage lines and fixtures.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

General guidelines for displacement of headed reinforcing at plumbing conflicts are as follows:

Lines refer to heads that are perpendicular to a column face.

1) Any head in line can be displaced 4" in any direction provided that it is not the first head. First





T-0704	SSS - Domestic Manufactured W40x503	Closed	08/29/2013	09/08/2013	09/03/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Robert Kjome	To:	Turner Construction Compan	Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Reference Drawings: S1-2505, S1-2506, S1-2507, S1-5050				W40x503 may be replaced by a built-up wide flange with steel plates. The plates shall match the dimensions of the rolled shape.			
We have determined that W40x503 is not produced Domestic melted and manufactured. This size girder occurs in 12 locations at the Perimeter Bus Deck Level between grid lines 21 and 33.				Please be noted that the W40x503 are not only used at Bus Deck between Grid 31 and 33. They are also used at the ground level drag beam along Grid C & G.			
This beam is available from import sources, or it can be				Skanska and W/O please provide information on how			



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	built up from domestic plate.  6/S1-5050 gives an option for W14 built up columns but does not give an option for W40 columns.  please advise					the bid was certified to conform to the Buy America clause.	

<b>T-0704.1</b>	<b>SSS - Built Up Plate Fabrication for W40x503</b>	<b>Closed</b>	<b>09/16/2013</b>	<b>09/26/2013</b>	<b>09/26/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>			
Reference RFI: T-0704				<b>Accept Suggestion:</b> <input type="checkbox"/>			
The built up beam will consist of 1 9/16" webs and 2 3/4" flanges. Please confirm that these plate sizes are appropriate.				Flange and web thicknesses are confirmed. The beams shall be 42" deep, the flanges shall be 16-3/8" wide. The plates shall be ASTM A572, GR 50 per General Notes SS-1. Web to flange welding shall be with double 5/8" fillet welds for 4 ft from each end of each flange plate and double 3/8" fillet welds in between.			
The web to flange weld was not addressed on returned RFI T-0704. We would suggest a 3/8" double fillet weld to join the web and flanges.				W40X503 are also used at Roof and Ground Levels. W/O to coordinate RFI T-0704-SSS and T-0704.1-SSS responses with other sub-contractors, as needed.			
Please confirm or provide an alternate detail.							

T-0705	BGP - Haunch Reinforcement at Double Waler Condition		Closed	08/29/2013	09/08/2013	09/02/2013	Potentially	<input type="checkbox"/>	
From:	Webcor Construction LP	Jackson Tukuafu	To:	Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc			George Metzger
Co-Author: Shimmick Construction Company, Inc John Berggren									
REQUEST:			SUGGESTION:			ANSWER:			
Please refer to attached drawing 1/S1-3201 attached Photo SCCI-RFI 305.						Accept Suggestion: <input type="checkbox"/>			
As per field coordination, the double shoring waler condition, where the waler web is lower than that of a single waler, the tail of the #10@8" (reference attached excerpt drawing BM-3t of submittal package TG0600-301.1) haunch reinforcement interferes with the web of the shoring waler.						The revised haunch reinforcement clear cover as described in the RFI per field coordination is confirmed.			



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The condition was observed at Grid 2/ A and will likely repeat at other double waler locations. The typical resolution to the condition shall be to adjust the position, where required, so that the interfering tail clears the double waler web. As a result the 1-1/2" clear cover will deviate up to 4-112" of clear cover. The plan location of the tail shall remain as close as possible per the placement drawings. See the attached Photo for further details.

The 1-1/2" clear spacing shall remain at locations unaffected by the reduced clearance of the double-wlaer. For pieces not yet fabricated and delivered, please refer to RFI T-0603 as the proposed solution to conform to the 1-1/2" clear cover.

Plases confirm the revised haunch reinforcement clear clover as coordinated in the field is acceptable.

T-0706	BGP - Locations of Electrical Outlets, Equipment, and Fixtures			Closed	08/30/2013	09/09/2013	09/13/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Company		Gary Krutsch				
Co-Author: Shimmick Construction Company, Inc		Chris Williams							
REQUEST:		SUGGESTION:			ANSWER:				
Per the RFI response, please find attached the revised layout for the Electrical Room B2221. This revised layout shows the dimensions off of the interior walls as requested.					Accept Suggestion: <input type="checkbox"/>				
Please advise if it is acceptable.					Per the Pour #1 RFI coordination meeting on 9/5/13, W/O is to resubmit RFI with revised sketch. Refer to RFI T-0665.2 submitted on 9/12/13.				

T-0707	BGP - Spandrel beam modifications in Area 1 & 2		Closed	08/30/2013	09/09/2013	09/10/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc			George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Documents: Exhibits A - C						George Metzger 9/9/2013			
Further to response to RFI T-637 please find attached						RESPONSE:			



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	<p>proposed changes and details to the spandrel beams in pour area 1 &amp; 2 for location plan see Exhibit - A and B</p> <p>Exhibit - B shows the extent of the modifications necessary due to the foundation wall offset and changes made to wall reinforcement due to CDSM encroachment.</p> <p>Exhibit - C shows the transition between modified reinforcement to contract reinforcement at spandrel beam as well as cross sections of the original design and the proposed modified beam detail.</p> <p>RFI T-448.5 and T-608 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 1 and 2.</p> <p>RFI T-576 shows the revised location of the foundation wall on the west elevation of area 1.</p> <p>Please confirm that these modification as outlined at these locations are acceptable.</p>						
Contractor proposed modifications to the Lower Concourse spandrel beams within Area 1 and 2 are acceptable.							

T-0708	BGP - Spandrel Beam Modification in Area 3	Closed	09/03/2013	09/13/2013	09/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc	
George Metzger							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Documents: Exhibits A & B				George Metzger			
				9/11/2013			
Further to response to RFI T-637 please find attached proposed changes to the spandrel beams in pour area 3 for location plan see Exhibit - A				RESPONSE:			
				Contractor proposed modifications to the Lower Concourse spandrel beams within Area 3 are acceptable.			
Exhibit - B shows the extent of the modifications necessary due to the foundation wall offset due to CDSM encroachment.							
RFI T - 621.1 shows the revised location of the foundation wall on the north elevation of area 3 due CDSM pile encroachment.							



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RFI T - 576 shows the revised location of the foundation wall on the west elevation of area 3 again due CDSM pile encroachment.

Please confirm that this modification as outlined at these locations is acceptable.

T-0709	BGP - Mat Slab Added Steel Interference	Closed	09/03/2013	09/16/2013	09/04/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST: Reference Drawing S1-3003 and Spec Section 03 20 00 See attached Gerdau Sketch SK-77, BM-3b, BM-3t  Due to the location of select trestle and pin piles, the #9@16" (bottom mat) and #11@16" (top mat) added North-South layer reinforcement cannot be installed at the desired spacing. The proposed solution is to cut the added #9 or #11 bars, where interrupted by a pile, and add a hook of equal size or greater (#11 hook max) with a lap splice similar to the hooks used for the trestle and pin pile trim steel.  Please confirm if this is acceptable.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> The rebar conditions for bars at pin/trestle piles are addressed in typical details 2 & 3 on S1-3003 as well as details 4 & 7 on S1-3009 - these also apply to the inquired add bars in the RFI. The contractor-proposed use of spliced hook at these locations is acceptable.				

T-0710	BGP - Haunch Reinforcement Alternative Detail at Dewatering Well in Area 3			Closed	09/03/2013	09/16/2013	09/04/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger
Co-Author: Shimmick Construction Company, Inc										Filip Filipic
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Drawing: S1 -3201						At conflicts with dewatering wells, the tail of the				haunch bar may be terminated as shown in Gerdau
Reference Spec: 03 20 00						SKS-76.3 contained in the RFI. The embedment				length for #10 headed bar shall be 18". Alternatively,
Attached Gerdau Sketch: SKS-76.1, SKS-76.2, SKS-76.3						the embedment may be a straight development, either				
A portion of the #10 @ 8" haunch bars cannot be installed										



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as fabricated due to conflicts with overhead obstructions (shoring walers and struts) and the dewatering well sleeves. Per discussions with Sean McNeil where bars cannot be installed due to the obstructions, a modified #1 0 haunch bar with an HRC 555 head can be installed in place of the typical haunch bar. The attached sketches (SKS-76.1 and SKS-76.2) depict the magnitude of the obstructions at the dewatering wells in Area 3.

Please confirm if this is acceptable.

Additionally, please provide the required embedment length for the headed tail of the modified haunch bar.

inclined or vertical, of 42°. The 180 degree hook at the top of the bar shall comply with the RFI T-702 BGP response regarding the location of the radius point.

T-0711	SSS - Radius Change Request for LC301		Closed	09/03/2013	09/13/2013	09/04/2013	Potentially	<input type="checkbox"/>		
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc				George Metzger	
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion:	<input type="checkbox"/>
A design change on the light column critical type LC301 (CN0058) node has changed the radius between the body and the lifting bracket from the original two inches to one inch. We would like to formally request a change to a minimum of a two inch radius in this location. A one inch radius on the 301 bracket creates the following manufacturing challenges:						Proposed 2" fillet radius between the main body of casting LC301 and its side fin is acceptable.				
A. The sand in the 1 inch radius in the mold will superheat and cause burn in/on sand adherence to the casting causing additional grinding and work in the finishing department to meet visual acceptance criteria.										
B. The sharper radius will create a hot spot and solidification challenges - liquid metal contracts % inch per foot and silica sand expands 1.2% during solidification and as cast hot tear potential in the radius may occur causing welding, grinding and blending. This again will be to meet the visual acceptance criteria.										
C. With a 2 inch radius the appendage (lifting bracket) will be much closer to thermally neutral reducing solidification stresses and potential shrinkage in the section radius.										



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	<p>D. Cosmetically a 2 inch radius will look much more presentable in the as cast state.</p> <p>E. The 1 inch radius will require either chill sand in the radius, a metal chill made in the mold, or solidification cracking brackets as heat sinks to equalize the solidification temperatures and add strength to prevent hot tearing during solidification. Additional grinding of these areas will be necessary to meet visual acceptance criteria.</p> <p>F. Items A, B, and E will add costs to the manufacturing process of the casting.</p> <p>Our purpose is to point out the effects of the 1 inch radius design request and make sure that the designers are aware of the potential impact of having the smaller radius versus the 2 inch radius in the original designs that were reviewed. Bradken Atchison can certainly produce the 1 inch radius and manage the effects the 1 inch radius causes, but producing that design will have cost impacts to the casting process.</p>						
T-0712	<b>BGP - Jitter Bug Finish on Mat Slab Surface</b>	Open	09/03/2013	09/13/2013	09/04/2013	Potentially	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP Jackson Tukuafu	<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				
	<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon						
	<b>REQUEST:</b> <p>Reference Spec Section 033020.3.6.B.I.c. See attached photos for a visual reference.</p> <p>Please reference TG06.0, BGP contract specifications 033020.3.6.B.I.c. SCCI is proposing to finish the top surface of the Mat foundation Slab, as a "Jitter Bug" finish. All other finishing requirements will remain the same.</p> <p>Is this acceptable?</p>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> <p>The proposed ζJitter Bugζ finish is not acceptable. Future requirements for the train bed are unknown and the proposed finish may not be acceptable in some instances. Use the stiff broom finish per specification section: 03 30 20.3.6.B.1.c</p>				
T-0713	<b>BGP - Spandrel Beam Modifications in Area 4</b>	Closed	09/05/2013	09/15/2013	09/16/2013	Potentially	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP Michael Spillane	<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				



Contractor proposed modification to the Lower Concourse spandrel beam within Area 4 is acceptable. Proper lap splices shall be provided where the beam rebar is transitioned from 7-1/16 inch spacing to 6-1/2 inch at each side of the encroached wall region.

Non-corner vertical bar dowels within the pier that are in conflict with the pipe may be shifted to clear the pipe.





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T-0715	BGP - Adjustment to CB location	Closed	09/03/2013	09/13/2013	09/04/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> We understand from Design Team small adjustment to the locations of CBs at GL 1.8, J ; GL 7.2, C.3 and GL 10.2, B.5 are required.  Please provide dimensions for the modified locations.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to the attached SKA-2820 and SKA-2821 for the modified locations of the CBs indicated in RFI T-0715 BGP.		
T-0715.1	BGP - Adjustment to CB location	Closed	09/04/2013	09/14/2013	09/05/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Spencer Sayles <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please refer to attached drawing SKA-2820 and A1-2812 dated 04/29/2013.  As per design coordination meeting between SCCI, WOJV, AAI and TT, please confirm it is acceptable to omit SKA-2820 provided in RFI T-0715. Due to the timing of the issuance of this change, the Area 3 mat slab pour would be delayed by at least a week because the catch basin is already installed per drawing A1-2812, tested and inspected by DBI.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It is acceptable to omit SKA-2820 provided in RFI T-0715.		
T-0716	BGP - Haunch Reinforcement Alternative Detail	Closed	09/03/2013	09/13/2013	09/03/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Marina Rosso <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Webcor Construction LP      Jackson Tukuafu							
<b>REQUEST:</b> See attached Gerdau's RFI #79.  The RFI Response to RFI T -0702 stated that the 180 degree hook chamfer bars are acceptable where the bars conflict with the double shoring walers. The intent of the RFI was to request the use of the 180- degree hook for the chamfer bars throughout the structure regardless of whether or not the bars were below a double or single walers.  Please confirm that this is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per RFI 702 response, contractor-proposed 180 degree hook for the chamfer bars that are in conflict with double shoring walers is acceptable for bars that have not been fabricated. The radius point for the bend shall remain located as originally detailed on 1/S1-3201.  At contractor's option, the same bars may be used at any haunch location and are not restricted to the double walers.		





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Co-Author:

**REQUEST:**

Reference Documents: Exhibits A - B

Further to response to RFI T-637 please find attached proposed changes to the spandrel beams in pour Area 6 for location plan see exhibit - A

Exhibit - B shows the plan view of the modification necessary to the spandrel beam on the north and south elevations due to the revised reinforcement width of the foundation wall due to encroachment of the CDSM beams as well as typical cross sections of the spandrel beam. RFI T - 627.1 shows the extent of the modification to the foundation wall on the north and south elevations of Area 6.

Please confirm that this modification as outlined at this location is acceptable.

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

George Metzger

9/18/2013

**RESPONSE:**

Contractor proposed modification to the Lower Concourse spandrel beam within Area 6 is acceptable. Proper lap splices shall be provided where the beam rebar is transitioned from 7-1/16 inch spacing to 6-1/2 inch at each side of the modified cross-section.



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T-0719	BGP - Spandrel Beam Modifications in Area 7	Open	09/16/2013	09/26/2013	09/19/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Michael Spillane <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b> Webcor Construction LP      Michael Spillane							
<b>REQUEST:</b> Reference Documents: Exhibits A - B  Further to response to RFI T-637 please find attached proposed changes to the spandrel beams in pour Area 7 for location plan see exhibit - A  Exhibit - B shows the plan view of the modification necessary to the spandrel beam on the north and south elevations due to the revised reinforcement width of the foundation wall due to encroachment of the CDSM beams as well as typical cross sections of the revised spandrel beams. RFI T - 628.1 shows the extent of the modification to the foundation wall on the north and south elevations of Area 7.  Please confirm that this modification as outlined at this location is acceptable.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> George Metzger 9/18/2013 <b>RESPONSE:</b> Contractor proposed modification to the Lower Concourse spandrel beam within Area 7 is acceptable. Proper lap splices shall be provided where the beam rebar is transitioned from the spacing in the construction drawings to the modified spacing at each side of the modified cross-section.				
T-0720	BGP - Electrical Design Intent for Typical Train Platform Drawings	Void	09/04/2013	09/14/2013	09/05/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Webcor Construction LP      Jackson Tukuafu				
<b>Co-Author:</b>							
<b>REQUEST:</b> The electrical plan drawings that are noted for reference only in the For Construction - Below Grade Package drawing set dated 08/30/2012 include, but not limited to: E1-2102, E1-2103, E1-2104, E1-2105, E1-2106, E1-2107, E1-2110, E1-2204, E1-2206, E1-2207, E1-2210, E1-3101, E1-3102, E1-3201, E1-3202, E1-3203, and E1-5201. As discussed between F&K, SCCI and WOJV on Wednesday, September 04, 2013, SCCI has not installed or accomodated for any electrical conduits that may be required for devices shown in the aforementioned drawings due to the note "For Reference Only." As requested by F&K, this RFI is being submitted to review design intent.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> As discussed internally, F&K to pursue FCR process.				
T-0721	BGP - NW Corner Wall Intersection Horizontal and Haunch - Area 3	Closed	09/04/2013	09/14/2013	09/04/2013	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon	Marina Rosso	<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger		
<b>REQUEST:</b> Reference Drawing: 3/S 1-3001 Reference Spec: 03 20 00  Per field coordination with the on-site structural engineer the following conditions are to be confirmed as acceptable:  1. In the Northwest corner of Area 3, corner bars matching the size, spacing and lap splices of typical horizontal reinforcing are installed in-lieu of bent typical horizontal bars. See Bar A in sketch FC-1  2. In-lieu of hooked haunch horizontal bars, straight bars of the same size have been installed with the required embedment. See Bar B in sketch FC-1.  3. At the intersection of the North and West haunch bars, the haunch bars along the North (Bar D) wall have been trimmed at the approximate intersection with the West (Bar C) haunch bars. Reference sketch FC-2. The observed condition is acceptable, but at future locations within the intersection of two haunches the detail for Bar E will be used unless Bar D already has 42" of embedment.		<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The field conditions as described in the RFI are confirmed as acceptable.		
<b>T-0722</b>	<b>BGP - Haunch Reinforcing Intersection with Dewatering Wells</b>	<b>Closed</b>	<b>09/04/2013</b>	<b>09/04/2013</b>	<b>09/04/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon	Marina Rosso	<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger		
<b>REQUEST:</b> Reference drawing: 1/S1-3201 Reference spec: 03 20 00  Per field coordination with the on-site structural engineer the following conditions are to be confirmed as acceptable:  1. In Area 3 along Gridline A, the haunch bars have been trimmed at the approximate intersections with the bottom mat. See sketch FC-3  2. In Area 3 along Gridline 1, (2) haunch bars have been trimmed at the approximate intersection with the top mat with no embedment. See sketch FC-4.		<b>SUGGESTION:</b>			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The field conditions as described in the RFI are confirmed as acceptable. Regarding potential future conflicts with dewatering wells, refer to RFI T-0710 BGP response.		



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At future locations where dewatering wells interrupt haunch bars, use detail for bar E in sketches FC-3 or FC-4 if the haunch bars do not have 42" of embedment into the mat slab.

T-0723	BGP - Couplers for Future Walls	Pending	09/05/2013	09/13/2013	09/05/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Marina Rosso		To: Turner Construction Compan		Gary Krutsch	
Co-Author: Shimmick Construction Company, Inc Filip Filipic							
REQUEST:				SUGGESTION:			
Reference Det. 6 on S1-3001 See attached photo of the form savers that are going to be used as couplers for future walls.  As discussed in area 3 Mat Slab meeting on 9/4/2013 SCCI is proposing to installing all formsavers for future walls in the Mat slab flush with the top of the Mat slab, to EL -35.67'. As shown on the attached photo, epoxy coated form savers have tin cap incorporated into coupler's body. This tin cap will protect the rebar until the future construction, and will substitute "tar" shown on Det. 6 on S1-3001.  Is this acceptable?							
				ANSWER:      Accept Suggestion: <input type="checkbox"/>			
				Epoxy-coated form savers shall be installed at the top of the mat slab as discussed on site in the RFI for locations where Detail 1/S1-9051 is applicable and may remain attached to the field observed 2x12 lumber, which shall be chaired to the target elevation. The form-saver/ lumber assembly is not applicable to any wall where there is a keyed joint or waterstop, such as the water tank walls. The arrangement is not acceptable for any "future wall" where the form-saver warranty will not cover corrosion protection for the construction interval without supplementary surface measures to be approved by the design team.			

T-0724	BGP - CDSM Soldier Pile Encroachment Area 8		Closed	09/06/2013	09/16/2013	09/17/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan		Gary Krutsch		Answered By: Adamson Associates, Inc		George Metzger
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			
Reference Documents: Exhibits A - I						Accept Suggestion: <input type="checkbox"/>			
This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north & south wall in mat slab pour Area 8 as well as all levels of the encroachment into the foundation wall between CDSM piles 133 to 164 on the north elevation and 618 to 650 on the south elevation for Location Plan see exhibit - A						George Metzger 9/16/2013 RESPONSE: The contractor proposed revisions to foundation wall reinforcement due to encroaching CDSM Piles 146, 158, 161 and 632 are acceptable.			



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	<p>Exhibit - B, &amp; C depict the location and degree in which the SP are encroaching</p> <p>WOJV proposal North elevation on gridline A: (See Exhibit - B &amp; Exhibit - F) Between CDSM piles 145 to 147 and 157 to 159 WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 146 &amp; 158, originally these were WR1 reinforcement area's #11@8"oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.1 (Exhibit - D).</p> <p>Between CDSM piles 159 to 162-163, WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 161. This foundation wall area was originally a WR2 reinforcement area (#11@6"oc EF vertically) and would change to #11@5"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.3 option 2 (Exhibit -E).</p> <p>WOJV proposal on the South elevation: (See Exhibit - B) Between CDSM piles 631 to 635, WOJV is proposing to decrease the specified 36" wall thickness to 33 5/8" to clear the encroaching SP 632. This foundation wall area was originally a WR2 reinforcement area (#11@6"oc EF vertically) and would change to #11@5"OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on SE stamped Detail A/Sk.3 option 2 (Exhibit - E).</p> <p>In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings.</p> <p>See Exhibit- G, H &amp; I shows details of transition between modified reinforcement to contract reinforcement.</p> <p>These solutions if approved would be incorporated into the TG06 shop drawings.</p>						



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Please confirm if these solutions would be acceptable.

<b>T-0725</b>	<b>BGP- CDSM Soldier Pile Cut-Off</b>	<b>Closed</b>	<b>09/06/2013</b>	<b>09/16/2013</b>	<b>09/18/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Michael Spillane		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**Co-Author:**

**REQUEST:**

In Detail 2/A1-8710 (see attached) it's not clear as to the final cut-off elevation for the CDSM wall shoring piles. Currently CDSM shoring piles extend up past the existing grade and future TG12.1 Civil Site Work Trade Contractor will be responsible for cutting off the CDSM wall shoring steel piles to the final elevation. WOJV propose that the cut-off elevations for the shoring piles be established at 3" above the train box lid i.e. at the top of concrete protection slab. See attached sketch SK -1.

If the shoring piles are to be cut off below the train box lid as currently shown in detail 2/A-8710, the waterproofing membrane could be compromised by the heat generated by the cutting torches which will have to be used to cut these large steel piles, also this detail does not address the instances where the shoring wall is shared with further new projects i.e. 181 Fremont street in Zone 4 and 101 1st street in Zone 3.

It is preferable that the shoring piles be cut-off 3" above the top of the train box lid to ensure that the waterproofing system isn't compromised and omits the need to pothole around 861 CDSM piles which are in close proximity to adjacent property and live traffic.

Please confirm this is acceptable.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

George Metzger  
9/17/2013

**RESPONSE:**

The soldier piles are within the City Public Right of Way. Obstructions either have to be at least 4' below the surface or be protected with 1" thick steel plates (similar to the Train Box Lid). Leaving the soldier piles in this Public Right of Way may compromise agreements that have been established with the City.

Either the piles will need to be cut down below the 4' depth entirely or the vertical flange adjacent to the Train box is left in place and the opposite (outside) flange and the web are cut down to 4' below the finished surface. Leaving the inside flange in place to the top of the Train Box Lid could facilitate support for the vertical waterproofing assembly.

<b>T-0725.1</b>	<b>BGP- CDSM Soldier Pile Cut-Off</b>	<b>Closed</b>	<b>09/30/2013</b>	<b>10/10/2013</b>	<b>10/14/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Michael Spillane		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger				

**Co-Author:**





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#### REQUEST:

Further, in response to RFI T-725, WOJV requires the cut-off elevations for the 861 CDSM piles around the perimeter of the train box taking into account but not limited to, San Francisco city requirements for beam cut off in a public right of way, the elevation of utilities entering the train box structure, bridge structures and ramps as well as pedestrian stair towers 201A and 201 B and passenger elevator 201 foundations on the west side of Zone 1.

Another item which will also need to be taken into account is where the CDSM shoring wall is shared with adjoining Projects i.e. 181 Fremont Street in Zone 4 and 101 1st street in Zone 3.

This information once provided will but used as part of the future trade packages TG07.2 Concrete Superstructure and TG12.1 Civil Sitework scopes of work.

Please provide in tabular format a list of the final cut-off elevations for each individual CDSM pile around the perimeter of the train box.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

RESPONSE: RFI T-0725.1 BGP- CDSM Soldier Pile cut-off

George Metzger  
10/11/2013

#### RESPONSE:

Per Design Review Meeting discussion on 10/09/2013, TJPA (ES) stated to reject the RFI as it is not construction related and will be addressed with W/O within the bidding documents.

T-0726	BGP- Trestle pile No 6 in conflict with beam at Lower Concourse Level			Open	09/09/2013	09/19/2013	09/20/2013	Potentially	<input type="checkbox"/>	
From:	Webcor Construction LP	Jackson Tukuafu	To:	Turner Construction Compan	Gary Krutsch	Answered By:Adamson Associates, Inc				George Metzger
Co-Author:	Webcor Construction LP	Michael Spillane								

#### REQUEST:

Following a review and discussion on the trestle pile location, it has been noted that trestle pile number 6 (see sketch attached) is in conflict with a beam (B45) at the lower concourse slab elevation between gridline 5-6, E-F. The contractor is proposing to blockout a section of slab as shown on the sketch, this blockout section would then be infilled once the trestle pile has been removed.

The contractor is to insure that the appropriate reinforcement lap splices are present between these concrete pours.

Please confirm if this option would be acceptable

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

George Metzger  
9/20/2013

#### RESPONSE:

This approach is acceptable. Please submit detailing in reinforcement submittal for review.



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T-0727	BGP - Area 8 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	09/09/2013	09/19/2013	09/18/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Webcor Construction LP      Michael Spillane							
<b>REQUEST:</b> Reference Documents: Exhibits A - E  Further to response to RFI T=0609 (see exhibit - D) this RFI shows the areas of foundation wall in pour area 8, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see Exhibit - A  Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement.  RFI T-0724 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 8.  Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> George Metzger 9/17/2013 <b>RESPONSE:</b> The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.				
T-0728	BGP - Column Shear Reinforcement and Bump-Out Pile Interference at GL G/15 in	Closed	09/10/2013	09/20/2013	09/13/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Webcor/Obayashi Joint Venture      Bob Garcia							
<b>REQUEST:</b> Please refer to attached drawing S1-2024 (dated 11/27/12), S1-3005 (dated 08/3012) and attached Shimmick sketch SK-SCCI 316.  Per field measurements, the 36" bump-out trestle pile near gridlines F.7/15 interferes with the nearby column shear reinforcement at gridlines G/15. Due to the size of trestle pile, the adjustment of the shear head locations, as provided in RFI T-0703, cannot be achieved.  Please advise.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per SKS-0283 (Attached):  To avoid the trestle pile interference with the column shear heads at Grid G/15, the heads layout shall be rotated 45 degrees about the column center.  The layout of heads in an arm shall be modified such that each of the arms contains 9 lines of heads extending to 16' from the column center.  Heads in an arm shall be placed approximately at each 8' reinforcing module intersection, such that each adjacent line radiating from the column is staggered.  The minimum number of total heads shall be 508.				



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T-0729	BGP - Typical Trim Steel Requirements for Mat Slab per Field Coordination	Closed	09/10/2013	09/20/2013	09/11/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu			<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b>		
Please refer to attached drawing S1-3009 and S1-3501.					<b>Accept Suggestion:</b> <input type="checkbox"/>		
As per field coordination between SCCI, Gerdau, WOJV and TT on 09/09/2013, to help alleviate congestion in the mat reinforcing, and in particular, congestion resulting from add bars due to openings and penetrations, please confirm the following items are acceptable:					George Metzger 9/11/2013 RESPONSE: The measures to reduce congestion described in the RFI are confirmed.		
1. Details 4 and 7 on Sheet S1-3009 in so far as they apply to trestle piles, pin piles, dewatering wells and piezometric pipes can be relaxed in terms of additional bars. For an even number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars)/2. For an odd number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars +1)/2.							
2. Detail 1 on Sheet S1-3501, which applies to sinks, can be relaxed in terms of additional bars. For an even number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars)/2. For an odd number of bars interrupted (typical bars and add bars) the number of bars added on either side of the opening can be (number of interrupted bars +1)/2. The minimum requirement of 2 bars on either side of the opening need not apply.							
3. The number of bars and maintenance of clear spacing will take precedence over 8" or 4" module spacing as to minimize the number of potential bar interruptions (and minimize resulting add bars). Any bar may be displaced to avoid conflict. The maximum center-to-center spacing of any two adjacent bars may be as large as 16". Clear spacing of 1 bar diameter shall be maintained between bars where bar relocation necessarily reduces spacing in the vicinity of relocation. Where bar relocation affects a lap splice, noncontact lap splices will be allowed up to 6" for #10 and #11 bars. This remedy shall apply in particular when seeking to avoid interruptions at small penetrations such as risers, vents, sinks and conduits.							
4. Clear spacing of 1db minimum shall be maintained in all mat reinforcing except for contact lap splices.							



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5. Measures to reduce congestion at other locations such as catch basins, sump pits, elevator pits, shoring bracing and bridge piers will be considered on a case-by-case basis during field coordination with Thornton Tomasetti's field representative.

<b>T-0730</b>	<b>BGP - Extended Time for Concrete Delivery of Protection Slab Mix</b>	<b>Closed</b>	<b>09/10/2013</b>	<b>09/20/2013</b>	<b>09/20/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Please refer to attached excerpt from specification section 033020, Article 3.3 - D.  The referenced specification section requires mixed discharge concrete "...be completed within 1-1/2 hours or before the drum has revolved 300 revolutions, whichever comes first..." However, Cemex the concrete supplier has performed the set time test to evaluate the time at which the onset of hydration occurs for mix #1557217 (Protection Slab Mix) as per the attached Cemex letter dated August 26, 2013.  As per the attached test result by Cemex, please confirm it is acceptable to extend the concrete delivery to two (2) hours in lieu of 1-1/2 hours as specified.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> It will be acceptable to extend the concrete delivery time as proposed in the RFI.  The contractor shall be responsible for providing an end concrete product that meets the specifications.		

<b>T-0731</b>	<b>BGP - Conduit Termination Location for Sump Pumps Between Grid Lines 1 &amp; 12 - Closed</b>		<b>09/12/2013</b>	<b>09/22/2013</b>	<b>09/23/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc Chris Williams							
<b>REQUEST:</b> Please refer to drawing E1-6001, A1-2102, A1-2103, E1-2023 and E1-2022.  Per Detail 7 on plan sheet E1-6001, the sump pump conduits for the below grade package are to be terminated 12" above the mat slab directly adjacent to the future train			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Per detail 7 on sheet E1-6001, note B reads to mount disconnect and receptacle on nearest column for zones 02 and 03. Please terminate conduit 12" above mat slab at nearest face of rectangular column		



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<p>platform wall.</p> <p>1. With the train platform wall beginning at grid line 12 and moving east, please provide the conduit termination location for the sumps installed west of grid line 12 where there is no train platform. Please include a set dimension the conduit should be set away from the sump.</p> <p>Please note that for the two sumps that have been poured in Area 3, the conduits were placed roughly 9' to the north of each sump opening to avoid the future train tracks. There are 8 total sumps west of grid line 12 with 6 of them left to be placed.</p>							
T-0732	SSS - Train Box Column Material Specification	Closed	09/13/2013	09/23/2013	09/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>	
Reference Drawings: S-0007							
After review of General notes SS-9 F on drawing S-0007 Skanskas fabricator, Thompson Metal Fab, is requesting clarification on the material grade specification for the Train Box Columns.							
Please review and update the following if needed prior to Thomson Metal Fab's material order.							
Plate: Grade ASTM A709 H.P.S. 70W Zone 1 All Train Box material to have a Charpy V Notch Impact Test with a Minimum of 25FT Lbs. @ -10 degrees. ASTM A673 Frequency "P", ASTM A6 supplementary requirement S5.						For Trainbox Steel Columns, Frequency P testing is not required. Testing at Frequency H is acceptable.	
T-0733	SSS - Transfer Girder Material Specifications	Closed	09/13/2013	09/23/2013	09/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome			<b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger	



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Co-Author:

REQUEST:

Reference Drawings: S-0007

After review of General notes drawing S-0007 Note our fabricator, Thompson Metal Fab, is requesting clarification on the material grade specification for the Transfer Girders.

Please review and update the following if needed prior to their material order.

Plate: Grade ASTM A572 GR 50 Zone 1  
All Transfer Beam Material to have a Charpy V Notch Impact Test with a Minimum of 20FT Lbs. @ 70 degree F. ASTM A673 Frequency "P", ASTM A6 supplementary requirement S5.

Or "AS Noted"

ASTM A709 Grade H.P.S. 70 W, Zone 1, CVN 25FT Lbs. @ -10 Deg. F.  
ASTM Frequency "P", ASTM A6 Supplementary requirement S5.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

No update required.

T-0734	SSS - Transfer Girder Elevations	Closed	09/13/2013	09/23/2013	09/25/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Robert Kjome	To:	Turner Construction Compan Gary Krutsch	Answered By:	Adamson Associates, Inc George Metzger		

Co-Author:

REQUEST:

Reference Documents: S1-2303 thru S1-2307,

Elevations for transfer girders shown on drawings S1-2303 thru S1-2307 are in decimal feet. Once converted to feet/inches they become 1/16th values.

Please verify if the elevations should be rounded up to the nearest 1/8th of an inch or kept as converted.

See attached specific conversions for each transfer girder locations

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Transfer girder elevations may be rounded to the nearest 1/8".



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T-0735	SSS -Clarification of Lateral Bracing Members	Closed	09/16/2013	09/26/2013	09/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: S-0007  Please identify what are considered "LATERAL SYSTEM MEMBERS" as called out in the GENERAL NOTES SS-9, B "REGARDLESS OF THICKNESS ALL TRUSSES, LATERAL SYSTEM MEMBERS (INCLUDING COLUMNS, BRACES, ETC.): 20FT-LB @ 70 DEG. F."			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Lateral system members refer to members of the seismic framing. Following members constitute the seismic frame: Members designated as SLRS or SFRS in the drawings, members in "seismic frame elevations". See plan notes to locate "seismic frame elevations". As called out in Specification 05 12 10 (Structural Steel - Additional Seismic Requirements) Section 2.1.A.1, "Heavy sections shall be supplied with CVN testing in accordance with AISC 341". Therefore, requirements of SS-9B need not be applied and CVN testing requirements can be limited to heavy sections (shapes) per the AISC 341 requirements. As noted in General Notes GR-2, AISC 341-10 is the governing provision.		
<hr/>							
T-0736	SSS - PJP Weld Designation at Type 2 Drag Connection	Closed	09/16/2013	09/26/2013	09/25/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: 2/S1-5017 Reference Sketch: SK1  On detail 2/S1-5017 for the Type 2 Drag connection verify at the 2" plates the 1/2" PJP weld is the actual prep or is additional prep required to achieve a 1/2" effective weld requirement (IE; 5/8" prep).			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The 1/2" is actual bevel dimension, effective weld will be (1/2"-1/8")=3/8".		
<hr/>							
T-0737	SSS - Type 2 Drag Connection Pin Clearance	Closed	10/07/2013	10/17/2013	10/09/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Kruttsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> 1) The Drag Connection Details on drawing S1-5017 appears to show double nuts securing each end of the pin, please confirm.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1) It is confirmed that double nuts are required. 2) It is acceptable to add a cotter pin thru the threads of the pins after the double nuts to further secure the nuts from backing out.		





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	<p>2) Refer to the Drag Connection Details on drawing S1-5017, is it acceptable to add a cotter pin thru the threads of the pins after the double nut to further secure the nuts from backing out?</p> <p>3) Skanska proposes to size the pins for the Drag Connections per AISC Table 15-8, "Dimensions and Weights of Recessed-Pin Nut", i.e. provide a 4 ½" diameter thread for a 6" diameter pin. Is this acceptable?</p>				<p>3) Sizing the diameter of the thread area per AISC Table 15-8 is acceptable, but please note that the pin for the Type IIM &amp; IIP drag connections is 7" diameter, not 6" as noted in the RFI.</p> <p>Stacy Wilson (TCCO Response) If the Contractor elects to use cotter pins as described in the RFI above, it will come at no cost to the TJPA as it is considered means and methods.</p>		
T-0738	<b>SSS - Drag Connection to Bus Deck Castings</b>	Closed	09/17/2013	09/27/2013	10/01/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Company      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawings: S1-5016 and S1-5017  The spacing of the shear plates on the bus deck cast nodes varies in conjunction with the thickness of the web of each connecting beam. See 1c/S1-5016 and 1b/S1-5017 for reference.  In order to avoid customizing the cast nodes, connection pins and/or the bolt lengths, our fabricator, Oregon Iron Works, proposes to standardize the spacing on the cast node shear connection plates and customize the thickness of the web reinforcing plates. See the attached mark-ups of S1-5016 & S1-5017 depicting the proposed detail.  Please confirm that this proposal is acceptable.			<b>SUGGESTION:</b>          <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> In concept, TT take no exception with standardizing the bolt and pin lengths, but offer the following comments:  1.The bus deck cast nodes are in the process being fabricated, so the proposed change shall not affect the cast node pad width. The pad on the cast node has sufficient width to accommodate the connection plates as shown on the contract documents.  2.For Type I drag connection, the tabulated plate thicknesses do not include the ones for W40 x327 (near Grid 9.9, 10.1, & 19.9) and W40x392 (near Grid 20.1).				
T-0739	<b>BGP - Column C16 and Knock-Out Corbel at West Throat</b>	Closed	09/17/2013	09/27/2013	09/18/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Company      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc      Ben Gordon							
<b>REQUEST:</b> Please refer to attached drawing detail 1/S1-2022 and 4/S1-3260.			<b>SUGGESTION:</b>          <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> George Metzger 9/17/2013 RESPONSE:				





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	<p>Per previous discussion with TT field engineer, in the West throat shearwalls which contain integrated C16 columns and vertical corbels to restrain the knock-out walls, only the C16 column ties are required to penetrate the mat at the designated spacing for a distance of at least 12" below the lowest top mat elevation. The ties associated with the corbel are not required to penetrate the mat slab.</p> <p>This RFI confirms that the column and corbel ties, as placed, are acceptable based on the observation by the TT field engineer.</p>			<p>Column C16 is a boundary element in the West Throat Shearwall. Integral to the column (and the wall) is a vertical corbel that restrains the knock-out wall. Ties are indicated for both the column and the corbel. Only the column ties are required to penetrate the mat at the designated spacing for a distance of at least 12" below the lowest top mat elevation. The ties associated with the vertical corbel are not.</p> <p>As the corbel ties are not required below the mat, the corbel ties observed in the field are necessarily confirmed as acceptable.</p> <p>The column ties, which are required to penetrate the mat, shall be placed per the contract drawings. This RFI response does NOT confirm the placement or spacing of the column ties observed in the field.</p>			
<hr/>							
T-0740	BGP - Mat Slab Rebar Alternate to Grade 75 #11 in Area 6 & 7	Closed	09/17/2013	09/27/2013	09/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Company Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Due to mill shortages of grade 75 #10 reinforcing please confirm that at no cost to the Owner, the implementation of grade 75 #11 reinforcing where required will be acceptable for use within the typical mat reinforcing installed at 8" O.C.				George Metzger 9/25/2013 RESPONSE: GR75 #11 bars as proposed in and limited to the scope of the RFI is acceptable. Note that the lap splice length for #11 GR75 bars to #11 GR75 bars will increase over than of the previous #10 GR75 to #10 GR75 bars. Other combinations of spliced bars will be governed by the larger of LTE or the larger (or stronger) bar and the tension lap splice length of the smaller (or weaker) bar per Note 4 of Detail 1/S1-3001. Clear documentation of these bars shall be made available from time of delivery. Submit as-built or marked-up submittal that reflects these bars for record.			
The use of the grade 75 # 11 rebar is expected to supplement the typical #1 0 bar in the following locations, 3rd and 4th layer of Area 6, and 4th layer of Area 7.							
<hr/>							



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T-0741	BGP - Pile Location Discrepancy at GL E/34.5 in Zone 4	Closed	09/17/2013	09/27/2013	09/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:			SUGGESTION:		ANSWER:		
Please reference attached drawing S1-2057 and S1-3007.					Accept Suggestion: <input type="checkbox"/>		
The bridge pier pile (4'-0" diameter) near grid E/34.5 is shown in SI-2057 to be offset from the typical row of piles shown along gridline 34.7. In addition, detail 1/SI-3007 depicts the pile being located within the pit that is located at gridline E/34.5. However, as per BBI's Beale Street Bridge drawings and as-built conditions, the aforementioned bridge pile is installed in line with the other piles on gridline 34.7.					George Metzger 9/25/2013 RESPONSE: This topic has already been addressed in past RFI's. Please refer to responses for RFI T-0264.7 BSE as well as RFI-0264.3 BSE.		
Please confirm the as-built location of the bridge pier is acceptable and the sump pit detail shown in 1/S1-3007 is no longer applicable.							

T-0742	BGP- CDSM Soldier Pile Encroachment Area 9	Closed	09/20/2013	09/30/2013	09/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Documents: Exhibits A - G					Accept Suggestion: <input type="checkbox"/>		
This RFI addresses the impact of the encroaching CDSM soldier piles (SP) and steel plate on the north & south wall in mat slab pour Area 9 as well as all levels of the encroachment into the foundation wall between CDSM piles 164 to 188 on the north elevation and 595 to 618 on the south elevation for Location Plan see exhibit - A Exhibit - B, & C depict the location and degree in which the SP are encroaching WOJV proposal North elevation on gridline A: (See Exhibit - B) Between CDSM piles 167 to 168 WOJV is proposing to decrease the specified 36" wall thickness to 34" to clear the encroaching Steel plate attached to SP 167 & 168, originally this was a WR1 reinforcement area #11@8" oc EF vertically and would change to #11@6" OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.1 (Exhibit - D). WOJV proposal on the South elevation: (See Exhibit - B) Between CDSM piles 611-612 to 613-614, WOJV is proposing to decrease the specified 36" wall thickness to					George Metzger 9/25/2013 RESPONSE: The contractor proposed revisions to foundation wall reinforcement due to encroaching CDSM Piles (and added steel plates) in Area 9 are acceptable. Note that reducing the spacing of embedded column vertical reinforcement from 6 inch to 5 inch may negatively impact the installation of embedded column cross-ties which are #5 per construction drawings.		



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	<p>34" to clear the encroaching SP 612. This foundation wall area was originally a embedment column with reinforcement in this area was a double layer of #11@6" OC EF vertically and would change to #11@5" OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.4 option1 (Exhibit -E). In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings. See Exhibit - F &amp; G showing details of transition between modified reinforcement to contract reinforcement. These solutions if approved would be incorporated into the TG06 shop drawings. Please confirm if these solutions would be acceptable.</p>						
<hr/>							
T-0742.1	BGP - U-Bar at CDSM Encroachment Near GL 16.9/J in Area 9	Closed	10/17/2013	10/27/2013	10/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
<p>Please refer to drawing S1-2024, S1-3302 and response to RFI T-0742 - CDSM Soldier Pile Encroachment Area 9.</p> <p>Per the response to RFI T-0742, the spacing of the verticals in the C21 embedded column at Gridlines 16.9/J was changed from 6" OC to 5" OC due to the CDSM soldier pile encroachment. As a result, there is an odd number (19) of verticals per layer which would leave one row of verticals to not be straddled by a U-bar. Gerdau proposes to widen the final U-bar in the embedded column and straddle 3 rows of vertical bars as depicted in the attached Gerdau sketch SK-97.</p> <p>Please confirm it is acceptable to proceed as shown in SK-97.</p>			<p>George Metzger 10/22/2013 RESPONSE: All exterior wall bars at their penetration into the mat shall have lateral support perpendicular to the edge of the mat. In Gerdau Sketch SK-97, provide a single leg tie with a 180 hook on the odd exterior vertical wall bar. Alternatively, normal u-shaped ties can be placed either side of an odd bar and a 180 hook added to the odd bar. The embedment length of the single leg tie shall be that of the u-shaped bars.</p>				
<hr/>							
T-0743	BGP- CDSM Soldier Pile Encroachment Area 10	Open	09/20/2013	09/20/2013	09/26/2013	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP		Michael Spillane	<b>To:</b> Turner Construction Compan		Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger	
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>			<b>Accept Suggestion:</b> <input type="checkbox"/>
Reference Documents: Exhibits A - I				George Metzger 9/25/2013			
This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north & south wall in mat slab pour Area 10 as well as all levels of the encroachment into the foundation wall between CDSM piles 164 to 188 on the north elevation and 571 to 595 on the south elevation for Location Plan see exhibit - A Exhibit - B & C depict the location and degree in which the SP are encroaching WOJV proposal North elevation on gridline A: (See Exhibit - B) between CDSM pile 200-201 to 206, WOJV is proposing to decrease the specified 36" wall thickness to 34" to clear the encroaching SP 206. This foundation wall area was originally a WR2 reinforcement area (#11@6" OC EF vertically) and would change to #11@5" OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.3 option 2 (Exhibit -E). WOJV proposal on the South elevation: (See Exhibit - B) Between CDSM piles 574 to 576 and 587 to 588 - 589 WOJV is proposing to decrease the specified 36" wall thickness to 34" to clear the encroaching SP 575 &588, originally these were WR1 reinforcement areas #11@8" OC EF vertically and would change to #11@6" OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.1 (Exhibit - D). Between CDSM piles 588-589 to 591, WOJV is proposing to decrease the specified 36" wall thickness to 34" to clear the encroaching SP 589 & 590. This foundation wall area was originally a embedment column with reinforcement in this area was a double layer of #11@6"oc EF vertically and would change to #11@5" OC this reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.4 option1 (Exhibit -F). In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings. See Exhibit - G, H & I showing details of transition between modified reinforcement to contract reinforcement. These solutions if approved would be incorporated into the TG06 shop drawings.				RESPONSE: The contractor proposed revisions to foundation wall reinforcement due to encroaching CDSM Piles in Area 10 are acceptable. Note that reducing the spacing of embedded column vertical reinforcement from 6 inch to 5 inch may negatively impact the installation of embedded column cross-ties which are #5 per construction drawings.			



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Please confirm if these solutions would be acceptable.							
T-0744	BGP - Reinforcement Ties in Knock-Out Corbel and Haunch at SW Corner in Area	Closed	09/17/2013	09/27/2013	09/18/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Please refer to attached detail drawing 2/S1-2030, excerpt drawing from submittal package TG0600-301.2 and SCCI Sketch SK-RFI-324		George Metzger 9/17/2013					
Per field coordination with TT field engineer, please confirm it is acceptable to omit the pilaster ties of detail 2/S1- 3204 within the body of the haunch provided that:		RESPONSE: The pilaster detailing as described in the RFI is acceptable within the body of the haunch.					
- The pilaster West corner bar (Bar A in attached sketch) is tied with 135 hooks in both directions							
- Ties shall be #4 bars spaced at 4" o.c.							
- The tie perpendicular to the South wall shall be developed a minimum of 14" into the South wall beyond thehaunch							
- The tie parallel to the South wall shall be hooked around the pilaster East corner bar (Bar B in attached sketch)							
- In lieu of two individual ties, it is also acceptable to combine the ties into a single shape with a 90 degree bend at Bar A							
- The extent of the ties shall be from the top of the mat to the top of the haunch, after which Detail 2/S1-3204 will resume							
- The horizontal haunch bars shall terminate with a spliced matching hook							
- The horizontal formsaver bars for the future train tunnel shall be #7 @ 6" O.C. on the inside and outside face of the 3'-0" foundation wall.							
T-0745	BGP - Construction Joint Layout Modifications at Area 6	Closed	09/18/2013	09/28/2013	09/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				





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<p>appears from the latest Revit model that the BU girder is intended to be BU66x30x1.5x2.25. Please confirm the size provided on the Revit model is accurate or advise the girder size to be used at this location.</p>							
T-0748	SSS - Type TTT Threadbar Anchor Bolt Embedment	Closed	09/20/2013	09/30/2013	09/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Company Gary Krutsch	Answered By:Turner Construction Company Stacy Wilson				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawings: S1-5051				Please see attached email from Lee Ishida of Thornton Tomasetti confirming the embed length is 16 feet.			
Reference S1-5051 which indicates the embedment depths for Type T and TT threadbar anchors are to be 3'-8" and 2'-8", respectively, while the embedment depth for type TTT threadbar anchors is to be 16'-0". Please verify the embedment depth for Type TTT threadbar anchors is to be 16'-0" as indicated on 4/S1-5051.							
T-0749	SSS - Anchor Bolt Finish Requirement	Closed	09/20/2013	09/30/2013	09/25/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Company Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawing: S1-5051, S-0007 Reference Specification: 05 10 00 3.2.P.6				Anchor rods shown on sheet S1-5051 are to be uncoated, as they will be covered by fireproofing.			
Reference is made to the base plate anchor rod schedule on 7/S1-5051 indicating anchor rods are to conform to either ASTM A615 or A722 standards. While ASTM A615 does not explicitly state finish requirements, A722 calls for all bars to be uncoated. Within the IFC documents, Specification Section 05 10 00 3.2.P.6 and Note SS-10 on S-0007 call for miscellaneous metals and exposed steel to be the hot-dipped galvanized.							
Please confirm the finish requirements for materials listed in the base plate anchor rod schedule on 7/S1-5051.							





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<b>T-0750</b>	<b>SSS - Moment Frame Column Field Splice at Bus Level</b>	<b>Open</b>	<b>09/20/2013</b>	<b>09/30/2013</b>	<b>10/02/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: S1-4201, S1-4203, S1-4202 Reference Sketch: CD RFI 022 SK1 & SK2  Reference is made to drawing 1/S1-4201 detailing the moment frame column field splice above the Bus Deck Level. Per details 1/S1-4201 and 1/S1-4203, a thickened column web plate is required at the Bus Deck Level in the 48" deep moment columns. Please verify the following is acceptable at this field splice:  1. The web plate can be extended 14" to the field splice location, eliminating a shop web splice in the column. Reference CD RFI 022 SK1 & SK2 for additional information.  2. The thickened column web plate will need to be tapered similar to detail 8/S1-4202 at the field splice location.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The contractor's proposal to extend the thickened web plate to the splice point is acceptable.  The thickened web plate shall be tapered similar to detail 8/S1-4202 as stated in the RFI.		
<b>T-0751</b>	<b>SSS - Roof Level Moment Frame Column Field Splice at GL 28</b>	<b>Closed</b>	<b>09/20/2013</b>	<b>09/30/2013</b>	<b>09/26/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: S1-4114 ,S1-4203 Reference Sketch: Reference CD RFI 023 SK1 & SK2  Reference is made to drawing 1A/S1-4114 and detail 5/S1-4203 indicating the SMRF column to beam flange moment connection at the Roof Level. Please verify the 8'-0" typical field splice dimension noted on A/S1-4114 at column grid D4 and E.6 is from the top of the roof girder, providing a 30" column section welded to the underside of the girder.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> At GL28, 8 ft field splice dimension is measured from the bottom of the Roof beam, providing an 8 ft column section welded to the underside of the beam.		
<b>T-0752</b>	<b>SSS - Anchor Bolt Coupler Location</b>	<b>Closed</b>	<b>09/20/2013</b>	<b>09/30/2013</b>	<b>09/25/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		





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	Reference Drawing: S1-5051						
	Reference is made to detail 6/S1-5051 for Type TT Threadbar Anchors. Please confirm the couplers will be centered about the bottom of the moment frame beam as indicated.					Confirmed that the couplers will be centered about the bottom of the moment frame beam as indicated.	
T-0752.1	SSS - Anchor Bolt Coupler Location	Closed	10/21/2013	10/31/2013	10/22/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome	To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
	Co-Author:						
	REQUEST: Please confirm it is acceptable to locate the couplers for the Type TT Anchor system 12-3/4" above the column and moment frame beam joint to allow for the installation of a temporary 1/4" alignment plate to aid with the installation and alignment of the anchor rods during the initial column pour.	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	Confirmed that the couplers for Type TT anchor system may be moved to 12-3/4" above the column and moment frame beam joint as proposed for the installation of a temporary alignment plate.	
T-0753	BGP - East Bulkhead and Catch Basin Conflict with Mat Slab Construction Joint in Closed		09/20/2013	09/30/2013	10/02/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Jackson Tukuafu	To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
	Co-Author: Shimmick Construction Company, Inc Filip Filipic						
	REQUEST: Please refer to attached photo of as-built location, drawing SKA-2821 and excerpt from the CJ submittal shop drawing CJ-04 (TG0600-030).  SCCI had to shift the construction joint between mat slab areas 6 and 7 Eastward due to the interference with the micropiles and trestle piles. This shift in the CJ puts the bulkhead against the catch basin near GL G11.  Please confirm it is acceptable to shift the catch basin location approx. 24-inches in either east or west direction of the bulkhead/CJ.	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	George Metzger 9/28/2013 RESPONSE: It is acceptable to shift the Catch Basin location approximately 24" to the West (Refer to SKA-2850). Drainage piping to be shifted to the west accordingly.	





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T-0754	BGP - Area 9 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	10/10/2013	10/20/2013	10/18/2013	Potentially	
<b>From:</b> Webcor Construction LP                      Michael Spillane <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
Further to response to RFI T-609 this RFI shows the areas of foundation wall/embedded column in pour Area 9, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A					George Metzger 10/16/2013		
Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement					<b>RESPONSE:</b> The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.		
RFI T - 742 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 9.							
Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.							
<hr/>							
T-0755	BGP - Area 10 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	10/11/2013	10/21/2013	10/18/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Michael Spillane <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
Further to response to RFI T-609 this RFI shows the areas of foundation wall/embedded column in pour Area 10, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A					George Metzger 10/16/2013		
Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement.					<b>RESPONSE:</b> The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.		
RFI T - 743 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 10.							
Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.							



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T-0756	BGP - Structural Slurry Primer in Mat Slab	Closed	09/24/2013	10/04/2013	09/25/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please refer to the attached letter, authored by Rober Foley (CEMEX QC), dated September 17, 2013.				George Metzger 9/24/2012			
With limited site access, many Mat Slab pours will require a larger than normal amount of slick-line. To ensure that no slick-line gets plugged, SCCI is proposing to prime the slick-line with a structural slurry that will reach and exceed the specified design strength for the Mat Slab. A miniscule percentage of this primer will be deposited into the mat slab. This percentage would amount to .01 to .02 percent by volume.				RESPONSE:			
				Any material that is not the approved mix design for the mat slab, including slick-line primer, shall not be placed in the mat slab.			
Please confirm the proposed SCCI method of slick-line priming is acceptable.							
T-0757	SSS - HSS Vertical Post Size at Roof Park Level	Closed	09/25/2013	10/05/2013	09/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Drawings: 2/S1-7109, A&C/S1-7136				The four vertical HSS posts that were added above the Roof Park Level in ASI No. 105 and shown on S1-7109 and details A & C on S1-7136 have been removed in ASI No. 106.			
At grid lines D.4 and E.6, west of grid line 24.9, four HSS vertical posts were added per ASI No. 0105. Please provide the missing HSS vertical post sizes at the indicated locations above the Roof Park Level (reference CD RFI 021 SK1 & SK2).							
T-0758	SSS - W12 Beam Information at Roof Level GL E.1	Closed	09/25/2013	10/05/2013	10/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference is made to Drawing S1-2602 regarding the W12x14 beam stubs near grid line E, east of grid line 1. Please verify the following W12x14 beam characteristics as noted on CD RFI 027 SK1:				1. The W12x14 beam identified in the RFI sketch is not required.			
1) Please supply the location, length, and elevation for				2. The 3 beams identified in the RFI sketch are not required.			
				3. See response to #2.			



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<div>W12x14 beams between grids E.2 and E.6.</div> <div>2) Please verify the member sizes for the three areas noted between grids D &amp; E.2 are to be W12x14.</div> <div>3) For the same areas indicated in item #2, please supply the beam locations, lengths, and elevations.</div> <div>W/O Note: Provide credit for deleted beams.</div>							
T-0759	SSS - Beam Camber Dimensions at Ground Level	Closed	09/25/2013	10/05/2013	09/27/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference is made to Drawings S1-2303 and S1-2304 near grids F.9 and G.13. Please verify the following:				For the W30x90 beam near grid F.9 and the three W24x76 beams between grids F/G & 13/14, the beam cambers shall be 3/4" and not 3 1/4".			
1) S1-2303 indicates the W30x90 beam near grid F.9 is to have a 3 1/4" camber (reference CD RFI 028 SK1). Please verify the camber should be 3/4" in lieu of the 3 1/4" dimension indicated.							
2) S1-2304 indicates that three W24x76 beams between grids F/G & 13/14 are to have a 3 1/4" camber (reference CD RFI 028 SK 2). Please verify the cambers should be 3/4" in lieu of the 3 1/4" dimension indicated.							
T-0760	SSS - Column Base Plate Detail Clarification	Closed	09/25/2013	10/05/2013	10/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please verify the following in reference to Detail 5B on S1-5051 and the sketches attached (SD RFI 029 SK1, SK2, & SK3)				1) The Grout hole in the shear key is to be centered at the 10" deep shear key (5" from the bottom of the base plate).			
1) For type 2 column base plates at the lower concourse please confirm the grout hole indicated is to be 7" below the base plate in order to place it 5" below the top of concrete as appears to be shown in detail 5B/S1-5051.				2) The location of the shear key shall be as shown on 3/S1-5051. Location of the shear key is controlled by the concrete beam top bars below. Where the base plate is only 26" wide, the shear key may be located 10" from center of column (instead of 10- 3/4" shown on 3/S1-5051) to fit within the width of the 26" wide			
2) For the 26" by 30" type 2 base plates as shown in 2/S1-							



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<hr/>							
	5051 please confirm the shear key plates may be located 10" from center of column to fit within the width of the 26" wide as shown on SK3 base plates.			base plate.			
<hr/>							
T-0761	SSS - Beam Size Clarification - Roof Park Level GL	Closed	09/25/2013	10/05/2013	10/02/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please reference S1-2603 which calls out the beam near grid F.8 as "BU-44x230" (see CD RFI 032 SK1 attached).				The framing in the area between 7.8 & 9 has been changed. Please refer to ASI 106.			
Please supply the plate sizes for this BU member or advise if this should be a W44x230 beam.							
<hr/>							
T-0762	BGP - Haunch Bar Grade and Size Increase	Closed	09/25/2013	10/05/2013	09/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please refer to attached drawing S1-3201 and spec section 032000.				George Metzger 9/30/2013			
The #10, Grade 60 concrete reinforcement for the "haunch" is shown on the typical foundation wall section drawing S1-3201. The trade group package contractor SCCI proposes the use of a Grade 75 #10 or #11 rebar in-lieu of the Grade 60 #10 "haunch."				RESPONSE: The #10 GR60 haunch reinforcing shown on the typical foundation wall section, 1/S1-3201, can be substituted with #10 GR75 reinforcing with the following conditions:			
Please confirm it is acceptable to use Grade 75, #10 or #11 rebar in lieu of the specified concrete reinforcement at the "haunch."				1. RFI T-702 BGP stands, i.e. the detailing and location of the hooked top remains unchanged.			
				2. RFI T-710 is modified such that headed bars are not allowed.			
				3. RFI T-710 is modified such that the straight embedment into the mat, either vertical or inclined, where the bar is interrupted by a dewatering well, shall be 52" minimum.			





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T-0764	SSS - Built-Up Beams - Plate Yield Strength	Closed	09/26/2013	10/06/2013	09/30/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please reference contract sheet S-0007, specifically structural steel note SS-1, which indicates that plates used for flanges in built up beams shall meet the criteria of ASTM Designation A572-50 (UNO) and have a maximum yield point of 58ksi.  The plate mills will not guarantee material that meets the A572-50 criteria and further restricts the yield to a maximum of 58ksi. The plate mills will guarantee material that will yield within the range of 50ksi - 65ksi. Attached you will find correspondence with two major US steel mills for reference.  Please confirm, for the plates used for flanges in built-up members produced from A572-50 material, that a yield range of 50ksi - 65ksi is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The maximum yield strength specified on General Note SS-1 is to ensure the strong column/weak beam condition is met. Hence, this requirement may be relaxed to applicable to steel plates for seismic moment frame beams only.  From our past experience, the maximum yield of 58 ksi is a very reasonable target. Also, the lab tensile tests commonly show a lower yield than what is provided on the mill certifications (around 2- 6 ksi lower).  However, we understand that this is still a risk to the steel contractor even though it is only applicable to the seismic moment frame beams. We agree to relax this requirement further accepting the yield strength up to 65 ksi as requested		
T-0766	SSS - Stiffener Requirements at Column Base Detail	Closed	09/27/2013	10/07/2013	10/02/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Robert Kjome <b>To:</b> Turner Construction Compan Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please confirm the following in reference to the column base details shown on S1-5051.  a) With reference to Drawing S1-5051, please confirm that only the Type I base plates have vertical stiffeners at the column flanges and web, while the Type II and Type III base plates have vertical stiffeners only at the column web.  b) With reference to Details 4 and 6 on Drawing S1-5051, please confirm the base plate type and column indicated in these details are for graphical purposes only and do not indicate the type of base plate to be used with the detailed threadbar anchor.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> a) Yes. Type I base plate has stiffeners at flange and web while Type II & Type III base plate only have stiffeners at column web.  b) Yes. the base plate shown is for graphical purpose only. The type of the base plate shall be in accordance with Base Plate Schedule.		
T-0767	SSS - Herrick RFI 01 - W shapes from BU	Closed	09/27/2013	10/07/2013	10/04/2013	Potentially	<input type="checkbox"/>







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<div>Please confirm the weld prep for the PJP weld indicated on Detail 3/S1-5051 is ½" deep at 45 degrees (reference CD RFI 038 SK1).</div>							
T-0769	SSS - Verify Beam Locations at Ground Level East	Closed	09/30/2013	10/10/2013	10/02/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Drawings: S1-2305, S1-2306, and S1-2307				Accept Suggestion: <input type="checkbox"/>			
As indicated on the sketches attached, there are beams which have not been located on the referenced drawings. The dimensions provided and clouded in red are taken from the latest Revit model. Please verify all clouded dimensions required to located the steel in question.				Beam locations are identified on structural drawings by:			
				1) Dimensions to nearest gridlines,			
				2) Dimensions to Edge of slab (Coordinate with architectural edge of slab drawings per sheet note on first zone plan of each level to identify beam locations),			
				3) Dimensions shown on partial plans,			
				4) Special symbols such as asterisks (*) adjacent to beam size tags in combination with sheet notes. See 3a) and 3b) for examples.			
				a) Ground level: Beams supporting W systems are identified with asterisks. Sheet notes are provided on S1-2305, S1-2306 and S1-2307 stating that the locations of such beams need to coordinated with TG08.1 package.			
				b) Roof park Level: Sheet note 5 on S1-2602 states that for beams with a specific connection symbol, beam locations need to the coordinated with TG08.1 package.			
				5) General note GR-13 on S-0005 which states "Assume equal spacing between established dimensions, if not indicated on drawings".			
				6) General notes GR-11 through GR-16 shall apply.			



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Considering the above guidelines, please resubmit RFI 769 and 770 if further clarification is needed. We will clarify beam locations other than those covered by the above guidelines.

T-0770	SSS - Verify Beam Locations at Roof Park Level West			Closed	09/30/2013	10/10/2013	10/02/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP					Robert Kjome	To: Turner Construction Compan				Gary Krutsch
Co-Author:					Answered By: Adamson Associates, Inc					George Metzger
REQUEST:					SUGGESTION:					ANSWER:
Reference Drawings: S1-2602										Accept Suggestion: <input type="checkbox"/>
See attached CD RFI 026 SK1 showing missing dimensions required to locate beams at the Roof Park Level Zone 02. Please verify all dimensions indicated in red, which have been taken from the latest Revit model, are accurate to locate the steel in question.					Please see response to RFI T-769 for response.					

T-0771	SSS - Lower Concourse Anchor Bolt Details	Closed	09/30/2013	10/10/2013	10/04/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP			Robert Kjome		To: Turner Construction Compan			Gary Krutsch
Answered By:Adamson Associates, Inc								George Metzger
Co-Author:								
REQUEST:				SUGGESTION:				
Please reference Drawing S1-5051 and confirm the following in regards to the column base details:								
1) Confirm it is acceptable to oversize the holes for anchor bolt penetrations through base plate per AISC's 13th Edition Table 14-2 (reference CD RFI 016 SK2 attached).								
2) Confirm the hole sizes indicated in Part 1 are acceptable for anchor bolt penetrations through the horizontal column stiffener.								
3) Confirm it is acceptable to supply a ½" x 4" x 4" (A36) plate washer above the column stiffener with a 1/16" oversize hole.								
ANSWER:				Accept Suggestion:				<input type="checkbox"/>
The numbering of the response below matches with the numbering of the RFI.								
1.Confirmed the holes may be oversized per AISC's 13th edition, Table 14-2.								
2.Confirmed.								
3.Washer thickness shall be in accordance with AISC's 13th edition, Table 14-2.								
4.Grout hole locations and procedure shall be confirmed by the mock-up.								
5.1/2" anchor plate matching the base plate at the								



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4)	Confirm it is acceptable to locate the grout holes typically as shown on CD RFI 016 SK3.						bottom of the anchor bolt is not acceptable as it will affect the consolidation of the concrete.
5)	To aid in the alignment of the thread bar anchor rods during concrete operations, please confirm it is acceptable to provide one ½" thick anchor plate at the base of the thread bars with size to match the base plate in lieu of four separate ½" x 4" x 4" anchor plates.						6.Confirmed, the stiffener is 2" thick.
6)	Confirm the thickness of the stiffener for Type II and Type III column bases is to be 2".						7.Contractor to verify with the anchor rod suppliers for the length of the hex nut. Recommend projection = washer thickness+ hex nut length + 1.5x d Minimum to account for construction tolerance
7)	Confirm an anchor bolt projection of 2.5 x AB dia. above the plate washer on top of the column stiffener is acceptable. See CD RFI 030 SK3 for reference.						8.See response to question #7.
8)	Confirm an anchor bolt extension of 2.5 x AB dia. below the bottom plate washer is acceptable. See CD RFI 030 SK3 for reference.						9.Confirmed the 1" clear is acceptable.
9)	Confirm that the 1" cover as shown on CD RFI 030 SK3 is acceptable.						10.Confirmed that wrench tight is adequate.
10)	Confirm that the anchor bolts shall be installed wrench tight.						

T-0771.1	SSS - Lower Concourse Anchor Bolt Details at Column Base	Closed	10/11/2013	10/21/2013	10/14/2013	Potentially <input type="checkbox"/>
From: Webcor Construction LP	Robert Kjome	To: Turner Construction Compan	Gary Krutsch			
Answered By:Adamson Associates, Inc George Metzger						
Co-Author:						
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>		
As per the response to RFI# T-0771 please confirm the following:				1) Confirmed that it is acceptable to have 0" cover at the underside of the concrete beam, as the bolt is directly above the concrete column.		
1. For items 8 & 9 please confirm it is acceptable to have 0" cover at the underside of the concrete beam. See attached sketch SK-1 for clarification.				2. Confirmed that it is acceptable to use an alignment plate with a 7" diameter center hole		
2. For item 5 please confirm it is acceptable to use an alignment plate with a 7" diameter center hole to allow for the consolidation of concrete and aid the alignment of the threaded bar. See attached sketch SK-2 for clarification.						



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T-0772	SSS - Anchor Bolt Details at Column Base	Closed	09/30/2013	10/10/2013	10/04/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome To: Turner Construction Company Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Please reference Drawing S1-5051 and the attached sketches in regards to the column base details:					Accept Suggestion: <input type="checkbox"/>		
1) Confirm that the 1-3/4" anchor bolts as referenced 7/S1-5051 are acceptable to typically locate as shown (reference CD RFI 034 SK1 attached) so that the plate washers clear the stiffener plate and weld.					1) confirmed.		
2) Confirm the plate washer size, thickness and grade is acceptable (reference CD RFI 034 SK1 attached).					2) confirmed.		
3) Confirm that the 2-1/2" anchor bolts as referenced 7/S1-5051 are acceptable to typically locate as shown (reference CD RFI 034 SK2 attached) so that the plate washers clear the stiffener plate and weld					3) confirmed.		
4) Confirm the plate washer size, thickness and grade is acceptable (reference CD RFI 034 SK2 attached).					4) Use 1" thick washer plate per anchor rod catalog.		
T-0773	BGP - Geothermal Fields 11, 12, & 13 Layout in Zone 4	Closed	09/30/2013	10/10/2013	10/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Company Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST:			SUGGESTION:		ANSWER:		
Please refer to Spec Section 31 23 34.					Accept Suggestion: <input type="checkbox"/>		
To avoid conflicts with trenching through the buttress shaft concrete and rebar, please confirm if either of the proposed options is acceptable.					George Metzger 10/10/2013 RESPONSE: This should not be an RFI. Our preferred option is to install as shown on the Contract Documents. Option 1 is not acceptable. Option 2 reduces geothermal system capacity and is a change to the Contract Documents. Per the Contract Documents this contractor proposed change should be submitted as a change order for review by the TJPA or the TJPA's representatives.		
T-0774	BGP-Pre-cutting of CDSM Soldier Pile	Closed	09/30/2013	10/10/2013	10/21/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Company Gary Krutsch			Answered By: Turner Construction Company Gary Krutsch				



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Co-Author:

<b>REQUEST:</b> Further, in response to RFI T-725, WOJV is proposing to pre-cut the inside flange of the CDSM beams at the required cut off elevations prior to the installation of the waterproofing system see exhibit A for details, This pre-cutting of the CDSM beams would minimize the possibility of heat damage to the waterproofing system. The remainder of the CDSM beam cutting and top section removal will be completed by the TG012.1 Civil Sitework contractor. Please confirm if this would be acceptable.	<b>SUGGESTION:</b>	<b>ANSWER:</b> Judy Long 10/18/2013 RESPONSE: This is a means and method item. Contractor to comply with manufacturer's requirements and recommendations to ensure proper installations and warranties while performing work per contract documents.	<b>Accept Suggestion:</b> <input type="checkbox"/>
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<b>T-0775</b>	<b>BGP-Concrete strength requirement for bracing Removal</b>	<b>Closed</b>	<b>09/30/2013</b>	<b>10/10/2013</b>	<b>10/10/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Michael Spillane	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

Co-Author:

<b>REQUEST:</b> In accordance with Spec section 31-55-00 1.4 J the contractor is to submit concrete strength results to the design team prior to the removal of internal bracing. In order to fulfill this requirement the contractor has asked the following questions.  1. What is the criteria for bracing removal for instant if the average strength of the concrete cylinders tested is calculated to be above the design strength can the internal bracing be removed?  2. Is there any tolerance on the design strength requirement for bracing removal, for example if the concrete has reached 90% of design strength could the bracing be removed? Obviously this could have a positive effect on the construction schedule.	<b>SUGGESTION:</b>	<b>ANSWER:</b> George Metzger 10/9/2013 RESPONSE: The response of this RFI is limited to the scope of the removal of the lowest level D temporary shoring struts:  1. The criteria for removing the shoring struts is defined in general note FO-5 on sheet S-0005 of the TG03 BSE documents: " F0-5 Do not remove temporary shoring struts against foundation walls until the foundation wall and mat concrete has attained 100% of its design strength."  For consideration of bracing removal prior to 56 day concrete cylinder tests, design strength may be considered achieved when all earlier tested cylinders meet ACI 318 acceptance criteria. For this purpose, "test" in ACI will not be required to be the average of multiple test results of a particular batch.  If the results of the concrete cylinders meet ACI criteria and averages (as defined by ACI) exhibit values above design strength, the element may be considered to have attained its design strength.	<b>Accept Suggestion:</b> <input type="checkbox"/>
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2. The lowest level brace D may be removed when the concrete strength has reached 90% of design strength. Note that this is a relaxation of the contract document criteria and limited to the removal of the lowest level brace D.

<b>T-0775.1</b>	<b>BGP-Concrete strength requirement for level D bracing removal</b>	<b>Closed</b>	<b>10/09/2013</b>	<b>10/19/2013</b>	<b>10/16/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Michael Spillane      **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:**

**REQUEST:**

To clarify question 2 in RFI T-0775

WOJV is requesting that the level D bracing be removed once the concrete in the mat slab beneath has reached 75% of its design strength.

Please confirm if this would be acceptable.

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

George Metzger  
10/15/2013

**RESPONSE:**

RFI T-0775 already allowed a relaxation of the original contract document requirement. To consider the criteria of 75% design strength, the Contractor shall produce all necessary calculations to justify that the 75% strength and the reduced stiffness at 75% strength is sufficient.

<b>T-0776</b>	<b>BGP - Mat Slab Construction Joint Between Area 2 and Area 4</b>	<b>Closed</b>	<b>10/01/2013</b>	<b>10/11/2013</b>	<b>10/03/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      Jackson Tukuafu      **To:** Turner Construction Compan Gary Krutsch

**Answered By:** Adamson Associates, Inc George Metzger

**Co-Author:** Shimmick Construction Company, Inc Filip Filipic

**REQUEST:**

Please refer to attached excerpt drawing CJ-04 from submittal package TG0600-030.3, Item ID #033000-003.3.

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

George Metzger  
10/3/2013

**RESPONSE:**

The construction joints submitted and approved in Submittal TG0600-030.2 (Item 033000-003.2) dated May 29, 2013 were acceptable to the design team and formed the basis for CTL's Submittal TG0600-201.1 (Item 033020-011).

CTL (Shimmick's consultant) indicates that slab cracking becomes increasingly likely when aspect

As discussed and coordinated in various Progress Meetings, SCCI plans to combine slab pours S102 and S104 into one pour without bulkhead forms in between. The specificaitons do not restrict SCCI from using bulkheads in the east and west directions. The returned construction joint layout shop drawing review comments do not reflect the coordinated revised construction joint.



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Please confirm it is acceptable to combine slab placement areas S102 and S104 into one pour without bulkhead forms in between.

ratios exceed 1.5:1. TT notes that the revised construction joint layout creates an additional high aspect ratio pour. While TT does not recommend the elimination of the joint, the contractor may at their own risk eliminate the joint between Area S102 and S104 per the revised joint layout contained in Submittal TG0600-030.3 (Item 033000-003.3) dated September 17, 2013. Further, the contractor shall verify that the new geometry does not change the previously issued CTL submittals.

T-0777	BGP - FF & FL Values for Concourse Slab	Closed	10/02/2013	10/12/2013	10/17/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc	
Co-Author: Shimmick Construction Company, Inc		Ben Gordon					
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
Please refer to attached RFI T-0691.				George Metzger			
This RFI is being submitted in response to RFI response T-0691. As per contract specification section 033020, Section 3.6.B the concrete finish of the lower concourse slab notes an FF value of 20.				10/16/2013			
Table 8.15.3b of ACI 302.1R (page 46) states that to achieve a surface with an FF value of 20, it must be a smooth floated surface. ACI 302.1R does not provide any recommendations of "F" numbers for broomed surfaces.				RESPONSE:			
Please confirm the design intent for the concourse slab finish: 1. To have a rough broom/rake finish or 2. To have the concourse slab finished to an FF value of 20.				The Lower Concourse shall be finished to the FF and FL numbers contained in the Specification 03 30 20, Section 3.6B-1a. Section 3.6B-1a will take precedence over Section 3.6B-1c.			

T-0778	BGP - Electrical Equipment and Box Layout in Electrical Room B2640 - Area 15				Closed	10/02/2013	10/12/2013	10/25/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc					George Metzger
Co-Author: Shimmick Construction Company, Inc											Chris Williams
REQUEST:			SUGGESTION:			ANSWER:		Accept Suggestion:			<input type="checkbox"/>
Please reference drawing E1-2026 and Spec Section 26						George Metzger					





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05 34.	As per spec section requirement 26 05 34 - Raceways and Boxes, Article 3.2 - B, please confirm the proposed "...location of outlets, fixtures and equipment..." layout as shown in the attached SCCI sketch SK-RFI-337 for Electrical Room B2640 in Area 15 is acceptable.  Please advise.				10/10/2013 RESPONSE: WSP has reviewed these layouts for conformance with electrical equipment locations and layouts are in conformance with the Contract Documents. As noted in response to RFI 0665.1, documentation should be presented on CAD for review and approval, hand sketches are not acceptable.		
<b>T-0778.1</b>	<b>BGP - Electrical Equipment and Box Layout in Electrical Room B2640 - Area 15</b>	<b>Closed</b>					
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc	Ben Gordon						
<b>REQUEST:</b> Please reference RFI #T-0778, drawing EI-2026, and Spec Section 26 05 34.  RFI #0778 response proposes layout for electrical equipment and box layout in Electrical Room B2640 - Area 08 in CAD format. See attached.  Please confirm layout is acceptable.	<b>SUGGESTION:</b>				<b>ANSWER:</b> George Metzger 10/29/2013 RESPONSE: WSP cannot review these layouts because walls have not been properly coordinated. Refer to markup from AAI. Further submissions of equipment layouts should be submitted as shop drawings on CAD backgrounds for proper coordination.	<b>Accept Suggestion:</b> <input type="checkbox"/>	<input type="checkbox"/>
					10/28/2013	11/07/2013	10/30/2013
					<b>Answered By:</b> Adamson Associates, Inc	George Metzger	
<b>T-0779</b>	<b>BGP - Electrical Equipment and Box Layout in Electrical Room B2461 - Area 8</b>	<b>Closed</b>					
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Compan	Gary Krutsch				
<b>Co-Author:</b> Shimmick Construction Company, Inc	Chris Williams						
<b>REQUEST:</b> Please reference drawing E1-2024 and Spec Section 26 05 34.  As per spec section requirement 26 05 34 - Raceways and Boxes, Article 3.2 - B, please confirm the proposed "...location of outlets, fixtures and equipment..." layout as shown in the attached SCCI sketch SK-RFI-336 for Electrical Room B2461 in Area 08 is acceptable.	<b>SUGGESTION:</b>				<b>ANSWER:</b> George Metzger 10/10/2013 RESPONSE: WSP has reviewed these layouts for conformance with electrical equipment locations and layouts are in conformance with the Contract Documents. As noted in response to RFI 0665.1, documentation should be presented on CAD for review and approval, hand sketches are not acceptable.	<b>Accept Suggestion:</b> <input type="checkbox"/>	<input type="checkbox"/>
					10/02/2013	10/12/2013	10/10/2013
					<b>Answered By:</b> Adamson Associates, Inc	George Metzger	





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Please advise.							
T-0779.1	BGP - Electrical Equipment and Box Layout in Electrical Room B2461 - Area 8	Closed	10/28/2013	11/07/2013	10/31/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu			To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger		
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:			SUGGESTION:		ANSWER:		
Please reference RFI #T-0779, drawing EI-2024, and Spec Section 26 05 34.					Accept Suggestion: <input type="checkbox"/>		
RFI #T - 0779 response proposes layout for electrical equipment and box layout in Electrical Room B2461 - Area 08 in CAD format. See attached.					RESPONSE: RFI T-0779.1 BGP - Electrical Equipment and Box Layout in Electrical Room B2461 - Area 8		
Please confirm layout is acceptable.					George Metzger 10/29/2013 RESPONSE: WSP cannot review these layouts because walls have not been properly coordinated. Refer to markup from AAI. Further submissions of equipment layouts should be submitted as shop drawings on CAD backgrounds for proper coordination.		
T-0780	BGP - Electrical Equipment and Box Layout in Electrical Room B2460 - Area 08	Closed	10/02/2013	10/12/2013	10/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu			To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger		
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST:			SUGGESTION:		ANSWER:		
Please reference drawing E1-2026, A1-2104 and Spec Section 26 05 34.					Accept Suggestion: <input type="checkbox"/>		
As per spec section requirement 26 05 34 - Raceways and Boxes, Article 3.2 - B, please confirm the proposed "...location of outlets, fixtures and equipment..." layout as shown in the attached SCCI sketch SK-RFI-335 for Electrical Room B2460 in Area 08 is acceptable.					George Metzger 10/10/2013 RESPONSE: WSP has reviewed these layouts for conformance with electrical equipment locations. The layout dimensioning should be revised as noted in the attachments to be in conformance with the Contract Documents. As previously noted in response to RFI 0665.1, documentation should be presented on CAD for review and approval, hand sketches are not acceptable.		
Please advise.							



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T-0780.1	BGP - Electrical Equipment and Box Layout in Electrical Room B2460 - Area 08	Closed	10/28/2013	11/07/2013	10/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:			SUGGESTION:		ANSWER:		
Please reference RFI #T-0780, drawings EI-2026 and AI-2104, and Spec Section 26 05 34.					Accept Suggestion: <input type="checkbox"/>		
RFI #T - 0780 response proposes layout for electrical equipment and box layout in Electrical Room B2460 - Area 08 in CAD format. See attached.					George Metzger 10/29/2013		
Please confirm that the layout is acceptable.					RESPONSE: WSP cannot review these layouts because walls have not been properly coordinated. Refer to markup from AAI. Further submissions of equipment layouts should be submitted as shop drawings on CAD backgrounds for proper coordination.		
T-0781	BGP - Electrical Equipment and Box Layout in Electrical Room B2441 - Area 09	Closed	10/02/2013	10/12/2013	10/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By: Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST:			SUGGESTION:		ANSWER:		
Please reference drawing E1-2024, A1-2104 and Spec Section 26 05 34.					Accept Suggestion: <input type="checkbox"/>		
As per spec section requirement 26 05 34 - Raceways and Boxes, Article 3.2 - B, please confirm the proposed "...location of outlets, fixtures and equipment..." layout as shown in the attached SCCI sketch SK-RFI-334 for Electrical Room B2441 in Area 09 is acceptable.					George Metzger 10/10/2013		
Please advise.					RESPONSE: WSP has reviewed these layouts for conformance with electrical equipment locations and layouts are in conformance with the Contract Documents. As noted in response to RFI 0655.1, documentation should be presented on CAD for review and approval, hand sketches are not acceptable.		



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T-0781.1	BGP - Electrical Equipment and Box Layout in Electrical Room B2441 - Area 09	Closed	10/28/2013	11/07/2013	10/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please reference RFI #T-0781, drawings EI-2024 and AI-2104 and Spec Section 26 05 34.  RFI #T-0781 response proposes layout for electrical equipment box layout in Electrical Room B2441 - Area 09 in CAD format. See attached.  Please confirm that the layout is acceptable.			SUGGESTION: ANSWER: Accept Suggestion: <input type="checkbox"/> George Metzger 10/29/2013 RESPONSE: WSP cannot review these layouts because walls have not been properly coordinated. Refer to markup from AAI. Further submissions of equipment layouts should be submitted as shop drawings on CAD backgrounds for proper coordination.				
T-0782	BGP - Electrical Equipment and Box Layout in Electrical Room B2560 - Area 09	Open	10/02/2013	10/02/2013	10/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Chris Williams							
REQUEST: Please reference drawing E1-2025, A1-2105 and Spec Section 26 05 34.  As per spec section requirement 26 05 34 - Raceways and Boxes, Article 3.2 - B, please confirm the proposed "...location of outlets, fixtures and equipment..." layout as shown in the attached SCCI sketch SK-RFI-333 for Electrical Room B2560 in Area 09 is acceptable.  Please advise.			SUGGESTION: ANSWER: Accept Suggestion: <input type="checkbox"/> George Metzger 10/10/2013 RESPONSE: WSP has reviewed these layouts for conformance with electrical equipment locations. The layout dimensioning should be revised as noted in the attachments to be in conformance with the Contract Documents. As previously noted in response to RFI 0665.1, documentation should be presented on CAD for review and approval, hand sketches are not acceptable.				
T-0782.1	BGP - Electrical Equipment and Box Layout in Electrical Room B2560 - Area 10	Closed	10/28/2013	11/07/2013	10/31/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please reference RFI #T-0782, drawing EI-2025, AI-2105, and Spec Section 26 05 34.  RFI #T -0782 response proposes layout for electrical equipment and box layout in Electrical Room B2560 - Area 10 in CAD format. See attached.			SUGGESTION: ANSWER: Accept Suggestion: <input type="checkbox"/> George Metzger 10/29/2013 RESPONSE: WSP cannot review these layouts because walls have not been properly coordinated. Refer to markup from AAI. Further submissions of equipment layouts				



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Please confirm that the layout is acceptable.			should be submitted as shop drawings on CAD backgrounds for proper coordination.				
T-0783	BGP- CDSM Soldier Pile Encroachment Area 11	Closed	10/18/2013	10/28/2013	10/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch			Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north & south wall in mat slab pour Area 11 as well as all levels of the encroachment into the foundation wall between CDSM piles 188 to 236 on the north elevation and 548 to 571 on the south elevation for Location Plan see exhibit - A				George Metzger 10/23/2013 RESPONSE: The contractor proposed revisions to foundation wall reinforcement due to encroaching CDSM Piles in Area 11 are acceptable.			
Exhibit - B & C depict the location and degree in which the SP are encroaching							
WOJV proposal North elevation on gridline A: (See Exhibit - B) between CDSM pile 234 to 236, WOJV is proposing to decrease the specified 36" wall thickness to 34' to clear the encroaching SP 235. Originally this was a WR1 reinforcement areas #11@8"oc EF vertically and would change to #11@6" OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.1 (Exhibit - D).							
WOJV proposal on the South elevation: (See Exhibit - B) Between CDSM piles 548 to 551 WOJV is proposing to decrease the specified 36" wall thickness to 34" to clear the encroaching SP 550, originally this was a WR1 reinforcement areas #11@8" oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.1 (Exhibit - D).							
In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings.							
See Exhibit - E & F showing details of transition between							



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<div>modified reinforcement to contract reinforcement.</div> <div>These solutions if approved would be incorporated into the TG06 shop drawings.</div> <div>Please confirm if these solutions would be acceptable.</div>							
T-0784	BGP- CDSM Soldier Pile Encroachment Area 12	Closed	10/18/2013	10/18/2013	10/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
<div>REQUEST:</div> <div>This RFI addresses the impact of the encroaching CDSM soldier piles (SP) on the north elevation in mat slab pour Area 12 for location Plan see exhibit - A. This RFI is subject to revision as the current survey data available does not recorded positioning of the CDSM beams at the lowest mat slab elevation.</div> <div>Exhibit - B, &amp; C depict the location and degree in which the SP are encroaching</div> <div>WOJV proposal North elevation on gridline A: (See Exhibit - B) between CDSM pile254 to 257, WOJV is proposing to decrease the specified 36" wall thickness to 34" to clear the encroaching SP 255 &amp; 256. Originally this was a WR1 reinforcement areas #11@8"oc EF vertically and would change to #11@6"OC, the reduction in foundation wall thickness would be compensated by reducing the rebar spacing predicated on Detail A/Sk.1 (Exhibit - D).</div> <div>The South elevation has no encroaching piles and therefore the reinforcement would remain unchanged per the contract drawings</div> <div>In all other areas without CDSM pile encroachment issues the reinforcement will remain unchanged as per the Contract drawings.</div> <div>See Exhibit - E which shows a detail of transition between modified reinforcement to contract reinforcement.</div>				<div>George Metzger</div> <div>10/23/2013</div> <div>RESPONSE:</div> <div>The contractor proposed revisions to foundation wall reinforcement due to encroaching CDSM Piles in Area 12 are acceptable. We note that the survey data for CDSM piles near the mat level is not provided in this RFI. Once that information is available, the encroachment information and therefore the foundation wall reinforcement in Area 12 may require further revision.</div>			



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T-0785	BGP - Column Type C31/D22 Vertical Coupler Layout		Closed	10/03/2013	10/03/2013	10/08/2013	Potentially <input type="checkbox"/>
	From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch		Answered By: Adamson Associates, Inc George Metzger				
	Co-Author: Shimmick Construction Company, Inc Ben Gordon						
T-0786	SSS - Light Column Clevis Pin Material		Closed	10/04/2013	10/14/2013	10/11/2013	Potentially <input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch		Answered By: Adamson Associates, Inc George Metzger				
	Co-Author:						

This solution if approved would be incorporated into the TG06 shop drawings.

Please confirm if these solutions would be acceptable.

**REQUEST:**

Please refer to drawing 1/S1-3300, S1-3301, S1-3306 and attached Sketch SK-90.

Detail 1/S1-3301 requires the couplers for the adjacent column vertical bars be staggered with a vertical distance of 24" or more; however, due to the pattern and spacing of vertical bars for the type C31/D22 detailed on S1-3306, the condition cannot be met. Attached is Gerdau sketch SK-90 - C31/C22 Column Vert Layout with a proposed pattern for the vertical bars in the type C1/D22 columns.

Please confirm the proposed concrete reinforcement detail shown in the attached sketch is acceptable for type C31/D22 columns.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

George Metzger  
10/7/2013

**RESPONSE:**

Contractor proposed configuration for placement of vertical bars for Column C31 is acceptable.

**REQUEST:**

Reference Drawing: S1-6006

Note on drawing S1-6006 states "ALL CLEVIS PINS AISI 5160 STEEL, OIL QUENCHED FROM 830C, 650C TEMPER OR DIN 34 CRNIMO 6 + QT CODE EN 10083". The pin manufacturer, Dyson Corp., indicates this material is not available and suggests a substitution to ASTM-A540

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

We checked the proposed substitution with regard to chemical composition and strength requirements. An acceptable substitution for the pin material is ASTM-A540 grade B23, class 4.



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grade 823, class 5 (see attachment).							
T-0787	SSS - Charpy V-Notch Impact Testing Requirements	Closed	10/04/2013	10/14/2013	10/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please confirm the following regarding the Charpy V-Notch (CVN) testing requirements for the project:				1-) In elevation sheets S1-4101 through S1-4116; moment frame columns, transfer girders and tapered roof girders are part of Seismic Framing (SFRS). In this RFI, only moment frame beams are highlighted by the Contractor as SFRS in these sheets. As indicated in Sheet S1-2302 (see Sheet Notes), Sheets S1-4101 through S1-4116 include "superstructure transverse seismic frame elevations".			
· The members identified on the attached sketches (SFRS - SK) are the only members that are part of the Seismic Force Resisting System (SFRS/SLRS/MF/BF) and are CVN tested in accordance with AISC 341-10 "Heavy Section" definition.				2-) RFI correctly highlighted all the members in the "longitudinal seismic framing elevations" as SFRS. This was also indicated in Sheet S1-2302 (Sheet Notes).			
o Except from AISC 341-10: "For structural steel in the SFRS, hot rolled shapes with flanges 1-1/2" thick and thicker shall have a minimum CVN toughness of 20 ft-lb at 70°F, tested in the alternate core location as described in ASTM A6 Supplementary Requirement S30. Plates 2" thick and thicker shall have a minimum CVN toughness of 20 ft-lb at 70°F, measured at any location permitted by ASTM A673, Frequency P, where the plates is used for the following:"				3-) Buckling Restrained Braces are part of SFRS. If core plates within the BRBs 2" or thicker (unlikely since the specified BRB steel core area is relatively small), AISC 341-10 Heavy Section CVN requirements will apply.			
- Members built up form plate				4-) Ground Level Gridline G beams between Gridlines 12 and 16.9 are SFRS. Note that RFI correctly highlights these beams as SFRS in longitudinal seismic framing elevation views. However, they were not shown as SFRS in the plans.			
-The steel core of buckling restrained braces				5-) 2nd Floor Gridline D beam between Gridlines 16 and 16.9 is SFRS as indicated in construction drawings.			
· SFRS/SLRS/MF material will use the "Heavy Section" definition from AISC 341-10: hot rolled shapes with flanges 1-1/2" thick and thicker and plate 2" thick and thicker.				6-) For pipe columns (large diameter tubular sections), CVN requirements are as indicated in General Notes SS-1 (API 5L, Product Specification Level 2). CVN requirements for alternative material options for pipe columns are also provided in the same section of			
· Non SFRS/SLRS/MF material will use the project specification, Section 05 10 00, Part 1, 1.2, C.6, "Heavy Section" definition: hot rolled shapes with flanges exceeding 1-1/2" thick and plates exceeding 2" thick.							
· Non SFRS/SLRS/MF material will be CVN tested in accordance with note SS-9 on drawing S-0007. These testing requirements apply only to steel using complete joint penetration groove welds that fuse through the							









**Co-Author:**

**REQUEST:** **SUGGESTION:** **ANSWER:** **Accept Suggestion:** ☐



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	<p>Reference: Attached Bradken letter</p> <p>ASI 106 specification section 05 15 21 2.1.B.2.a.1.f calls for "casting to be normalized with forced air cooling."; however, in order to reach other requirements (chemistry, carbon equivalent, and mechanical properties) Skanska will need to water quench the material to achieve the mechanical properties specified for the nodes.</p> <p>The addition of this specification requirement willl greatly affect Bradkens ability to deliver the product, thus Bradken is requesting that this change to the specifications be removed.</p>						
						The heat treatment proposed by Bradken/Skanska (liquid quenching) is acceptable to replace normalized and force air cool thermal treatment specified in 05 15 21.	
<hr/>							
T-0790	SSS - Anchor Bolt Diameter Clarification	Closed	10/07/2013	10/17/2013	10/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawings: S1-5051				Anchor bolts are 3/4" diameter. The details for 3/4" diameter anchor is similar to the ones for 1" diameter (Type T anchor bolts). At the contractor's option without additional cost to TJPA, 1" diameter anchor bolt is acceptable to substitute the 3/4" diameter anchor bolt.			
See attached CD RFI 043 SK1 & SK2 and confirm the anchor bolts for the columns at Grids 21/D.4 & 21//E.6 are 1" diameter per 7/S1-5051.							
<hr/>							
T-0791	SSS - Anchor Plate Dimensions	Closed	10/07/2013	10/17/2013	10/09/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
See attached CD RFI 044 SK1 and confirm the noted plate washer dimensions are sufficient for the 2 1/2" dia. anchor bolts. Additionally confirm that the plate washer thickness may be ½" as per Detail 3 Section A, not 2" as shown.				The plate washer dimension is correct as shown (2' x 4" x 4").			



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T-0792	SSS - Anchor Bolt Detail Clarification	Closed	10/07/2013	10/17/2013	10/21/2013	Potentially	<input type="checkbox"/>
<div><div>From: Webcor Construction LPRobert KjomeTo: Turner Construction CompanyGary Krutsch</div><div>Answered By: Adamson Associates, IncGeorge Metzger</div></div>							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawing: S1-5051				In the direction parallel to column web, moving the anchor bolts to 5-1/2" from column center line as proposed in RFI will cause washer plates to clash with column flange (or welds). To alleviate this problem, suggest locating the 2 1/2" anchor bolts 4" from column center line (in direction parallel to web). The plate washer for the lower nut may be deleted.			
1) The plate washer will clear the fillet weld by 3/16". This is not sufficient to accommodate the maximum anchor bolt as-built tolerance based on the maximum oversize holes per A.I.S.C. Please advise.							
2) The plate washer will clear the fillet weld by 1/4". This is not sufficient to accommodate the maximum anchor bolt as-built tolerance based on the maximum oversize holes per A.I.S.C. Confirm it is acceptable to locate the anchor bolts 5 1/2" from the center of the column.				In the direction perpendicular to column web, moving the anchor bolts as proposed in this RFI is acceptable.			
T-0793	SSS - Connection Plates at Type 2 Drag Connections	Closed	10/07/2013	10/17/2013	10/22/2013	Potentially	<input type="checkbox"/>
<div><div>From: Webcor Construction LPRobert KjomeTo: Turner Construction CompanyGary Krutsch</div><div>Answered By: Adamson Associates, IncGeorge Metzger</div></div>							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
On S1-5017 for the Type 2 Drag connections there are finger type connections where the carrying plates on the beams slide between the framing plates. In order for the beams to slide down between these shop attached plates during erection please confirm a 1/8" clearance is acceptable.				Confirmed that the proposed 1/8" gap is acceptable.			
T-0795	SSS - Transfer Girder Stiffener Configuration	Closed	10/07/2013	10/17/2013	10/11/2013	Potentially	<input type="checkbox"/>
<div><div>From: Webcor Construction LPRobert KjomeTo: Turner Construction CompanyGary Krutsch</div><div>Answered By: Webcor Construction LPRobert Kjome</div></div>							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawings: S1-4302 & S1-5052				Trimming not required. Interference for this case can be avoided moving the below grade column stiffener 1/2" towards the center of the column.			
Stiffeners required on TR9 transfer girder (A/ S1-4302) at line F are fouling. Stiffeners were detailed as per 2/ S1-5052 and 4/ S1-5052. See attached sketch CD RFI 040 SK1 for clarification. We propose to trim the stiffeners by 1/2" to avoid fouling.							
Please advise if this proposal is acceptable.							



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T-0796	SSS - Transfer Girder Stiffener Thickness	Closed	10/07/2013	10/17/2013	10/09/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b>		
Reference Drawings: S1-4300, S1-4308, S1-5052					<b>Accept Suggestion:</b> <input type="checkbox"/>		
For columns above transfer girders Detail 1/ S1-5052 calls out thicknesses of "X=1 1/2" for tfc <2 or tfc=2" and "X=2" for tfc >2"). For columns that are below transfer girders 4/ S1-5052 calls out "2 1/2" thk stiffener PL ea side, typ. (see note 3)". Note 3 states "Stiffeners required UON in transfer girder elevations".					When a below grade column is present immediately below an above grade column, full depth stiffeners that line up with the flanges of the column above are used within the transfer girder. Therefore, Details 1, 2 or 6/S1-5052, which are for above grade columns, govern the thickness of the full height stiffeners. This condition is indicated by Note 4 of Detail 1/S1-5052 which states, the stiffeners are half-depth UON in transfer girder elevations. For information not shown in Detail 2 and 6/S1-5052 (see Note 2 in these details), Detail 1/S1-5052 is referred to as correctly understood by the contractor.		
Where columns are directly above and below a transfer girder and full height stiffeners are shown per transfer girder elevations, please advise on what thickness these full height stiffeners should be.					Note that where the above grade columns are connected to the transfer girders via castings, different details apply and stiffener requirements are different. Refer to corresponding details from Transfer Girder elevations.		
*Please note that 1/S1-5052 is also referred to on 2 and 6/S1-5052.							

T-0797	BGP - Mat Slab Construction Joint Conflicts in Area 8	Closed	10/08/2013	10/18/2013	10/16/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc      George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc      Filip Filipic							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b>		
Please refer to attached photos, excerpt drawing CJ-05 from submittal package TG0600-030.3 and SCCI sketch SK-0341.					<b>Accept Suggestion:</b> <input type="checkbox"/>		
The east side of the mat slab construction joint of Area 8 (S108) has several constructability issues with the mat keyway and other project structure elements. The following are identified conflicts and SCCI proposed remediation:					George Metzger 10/15/2013 RESPONSE:		
1. The current east construction joint layout in Area 8 falls within the row of micropiles as shown in attached Photo-1 and Photo-2. SCCI intends to jog the joint an addition 12" +/- to the East of GL 16.6 to clear the micropile conflict					1. We assume the RFI means to state the proposed shift is "... 12" +/- to the East towards GL 16.6..." (and not "...12" +/- to the East of GL 16.6...") as graphically depicted in the RFI sketch SK-341. This is acceptable.		
2. The east construction joint of area 8 currently jogs thru the thickened slab section at GL 16.6/G.3. SCCI intends to shift the joint Eastward to capture the thickened section					2. The proposed jog around the pit/thickened slab is not acceptable as proposed. However, an acceptable alternative would be to turn the CJ westward along (or parallel) to GL F.7 within S108 and then turn 90 degrees south to align with the CJ on the west side of wall W160.		



Please confirm the revised construction joint layout shown the attached SCCI sketch SK-341 is acceptable.

**Answered By:** Adamson Associates, Inc George Metzger

**ANSWER:**      **Accept Suggestion:** ☐

George Metzger  
10/15/2013

RESPONSE:  
The proposed mat joint between S109 and S110 is acceptable.

Refer to RFI T-0797 for the joint on west side of area 9 between S109 and S108.

**Answered By:**Adamson Associates, Inc George Metzger

**ANSWER:**      **Accept Suggestion:** ☐

George Metzger  
10/9/2013

RESPONSE:  
The revised reinforcement detail for pilaster near Grid C.5/4.8 as described in the RFI is acceptable

Two vertical bars in the pilaster will have to be bent in order to clear the pipe and two others will have to be slightly displaced to clear the pipe. See the attached



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	<p>Gerdau sketch SK-93 for details.</p> <p>Please confirm the revised reinforcement detail for the partition wall pilaster as detailed in sketch SK-93 is acceptable.</p>						
<b>T-0800</b>	<b>SSS - Top of Base Plate Elevation Clarification</b>	<b>Closed</b>	<b>10/08/2013</b>	<b>10/18/2013</b>	<b>10/09/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Drawing: S1-3621, S1-5051  The top of base plate elevation at Grids 21.0/D.4 & 21.0/E.6 is shown as -4"-4 1/2 in 2/S1-5051 but when working with detail 5/S1-3621, the top of base plate elevation is -4' -6 1/2. Please refer to attached CD RFI # 041 SK1 to SK3 and provide the top of base plate elevation to be used at the noted Grids.			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Yes, the top of the base plate for grids 21.0/D.4 & 21.0/E.6 shall be at (-) 4'-6 1/2".				
<b>T-0801</b>	<b>SSS - Revit Model Dimension Verification</b>	<b>Closed</b>	<b>10/08/2013</b>	<b>10/18/2013</b>	<b>10/09/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b> On S1-2302, S1-2303 & S1-2304 there are some beam & HSS member locations that are not located on the design drawings therefore we have used the Revit model to locate these members. On sketch CD RFI 047 SK1 to SK3 please verify all clouded dimensions that were taken from the latest Revit model received 9/12/13 to locate the steel in question.			<b>SUGGESTION:</b>				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> See response to RFI-0769. Resubmit the RFI considering the guidelines provided in the response to RFI-0769 to locate beams on floor plans				
<b>T-0802</b>	<b>BGP - Mat Slab Construction Joint (east side) Conflicts in Area 10</b>	<b>Closed</b>	<b>10/08/2013</b>	<b>10/18/2013</b>	<b>10/16/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu <b>To:</b> Turner Construction Compan   Gary Krutsch			<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Filip Filipic							







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	these substitutions are acceptable.					distance and submit the revised framing plan (with dimensions) as a RFI.	
T-0805	BGP-Area 7 level D bracing removal	Closed	10/08/2013	10/18/2013	10/21/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Further to response to RFI T-0641 please find attached supporting information from the internal bracing designer (PB&A) see exhibits B this information is a three dimensional structural analysis of the CDSM wall and bracing system. WOJV is proposing the removal of the level D bracing in area 7 and also the bracing which spans across the Construction joints between Areas 6 & 7 and Areas 7 & 8 waler (WD-09 to WD-12, & WD-60 to WD-63 as well as struts 20-25 level D See SK-1 2 &3 in exhibit A) The removal of this bracing will allow all the first lift of wall to be completed in area 7 and mitigate any possible delays to the construction schedule.				George Metzger 10/17/2013 RESPONSE: For the condition where the Level D bracing will be removed above a poured mat slab that has not reached adequate strength, the structural engineer should comment as to the appropriateness of this.			
As part of this bracing removal process, WOJV will also put a monitoring plan in place to monitor the CDSM beams which will be unsupported by either the concrete of the mat slab or the level D walers and struts see exhibit C				Where mat slabs are not yet poured, Level D bracing removal will allow additional movement and pose a risk of cracking and loss of watertightness of the CDSM material as compared to the sequence illustrated on drawing GT-1112. Therefore we recommend that the early removal of the Level D bracing not be done.			
Please confirm if this would be acceptable							
T-0806	SSS - Backing Bar Removal from CJP Welds	Closed	10/09/2013	10/19/2013	10/11/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
1. In reference to AWS D1.1, Skanska has not found any members or connections identified on the drawings as 'subject to cyclical loading'. Therefore, it is our understanding that the provisions of AWS D1.1 - Clause 2 - Part C do not apply. Please confirm.				1) Confirmed that AWS D1.1-Caluse 2-Part C does not apply.			
				2) For welds subject to the provisions of AWS D1.8, the removal of weld tabs and backing shall be in accordance with the details included in the contract			





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	2. Please confirm that for welds subject to the provisions of AWS D1.8, Table C-1.1 is the governing reference for the removal of tabs and backing.						documents. Confirmed that where removal of weld tabs and backing are not specifically detailed on the contract documents, AWS D1.8, Table C-1.1 is the governing references.
T-0807	Blockout and reinforcement detail on the future bridge decks	Closed	10/10/2013	10/20/2013	10/16/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger				
	Co-Author:						
	REQUEST: Please provide a blockout and reinforcement detail for the 48"diameter bridge piers support the TG03 BSE (Balfour installed) temporary bridges on 1st street, Fremont street and Beale street. Provide specification for positional couplers to be used, and confirm that rebar has appropriate concrete cover with positional coupler use.  This detail will be part of the TG07.2 scope of works.	SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> George Metzger 10/14/2013 RESPONSE: It is our understanding that this RFI is in regards to block-outs for the temporary bridge piers through the TG07.2 Ground Level concrete roadway slabs. These block-outs are considered temporary openings and therefore the responsibility of the Contractor per General Note GR-9 to propose a detail.				
T-0808	SSS - Material Grade Certification	Closed	10/10/2013	10/20/2013	10/18/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger				
	Co-Author:						
	REQUEST: Please refer to attached CD RFI 046 SK1 to SK5 sketches and confirm all connection material shown on drawing S1-5051 is ASTM A36 material per the material note for plates in SS-2 on drawing S-0007 unless specifically noted on the drawing.	SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Confirmed				
T-0809	SSS - Shear Plate Connections	Closed	10/10/2013	10/20/2013	10/22/2013	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Robert Kjome To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger				
	Co-Author:						



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<hr/>							
<b>REQUEST:</b> For the typical shear plate connections per detail 1/S1-5011 see sketches CD RFI 060 SK1 & SK2 for items 1, 2 & 3 noted below.  1. Confirm it is acceptable to locate the bolts 2 3/4" from face of beam web as shown for duplication of shear plate marks.  2. Confirm it is acceptable to cope the beam to match the "k" distance of the supported beam (W24) while maintaining a 1/2" minimum clearance to avoid cutting inside the "k" in lieu of the 1/2" max. shown in detail 1/S1-5011.  3. Confirm the shear plate thickness and weld size at a W16x31 to W24x68 connection as per Note 3 in 1/S1-5011 is 3/8" shear plate and 1/4" weld.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1. Confirmed. It is typically acceptable to provide a distance of 2 3/4" between face of the beam web and the bolt centerline.  2. It is acceptable to typically cope the supported beam by a distance of k - e while maintaining a ½" minimum clearance as noted wherever detail 1/S1-5011 applies. k is the "k" distance of the supported beam and e is the fillet encroachment allowed per Figure 10-3 of the AISC Steel Manual 14th Edition. For the instance highlighted in the RFI, see response to 3.  3. The shear plate connection shown in SK1 and SK2 occurs at 4 locations between GL 12 and 14. W16 beams at these four locations are going to be upsized in a future ASI.				
<hr/>							
T-0810	SSS - Transfer Girder Kicker Connection	Closed	10/10/2013	10/20/2013	10/11/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Webcor Construction LP   Robert Kjome			
<b>Co-Author:</b>							
<b>REQUEST:</b> On S1-2305 near grids 24.9/E the kicker angle connection per detail 5/S1-5015 will miss the connecting beams at 4 locations as noted on sketches CD RFI 064 SK1 & SK2. Please supply an alternate connection detail at these locations.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Provide kickers with 1 to 1.25 slope at the four locations highlighted in the RFI so that the top gusset plates connect to the short W44 beams that span East-West.				
<hr/>							
T-0811	SSS - Fitted Stiffeners	Closed	10/10/2013	10/20/2013	10/17/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Robert Kjome		<b>To:</b> Turner Construction Compan   Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Attached sketch  Spec 05 10 00 - 16 N states: "Stiffeners: Fitted stiffeners shall be ground to fit closely against flanges."		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1.) When a stiffener is called out in the drawings as "fitted" stiffener, it shall be ground to fit closely against the flanges as indicated in the specification. In following cases, "fitted" requirement can be				



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	<p>1.Please clarify which stiffeners are fitted stiffeners as this terminology does not appear to be noted in the structural drawings.</p> <p>2. Confirm it is acceptable to provide the shear plate height as d-2tf minus 1/16" for fabrication tolerance.</p>				<p>disregarded and stiffeners can be constructed using standard AISC fabrication tolerances: a-) When stiffeners are welded to beam/column flanges using CJP welding. b-) In Sheets S1-8001, S1-8002, S1-8003. c-) In Detail 1/S1-5013.</p> <p>2.) If a stiffener is not called out as "fitted", use of standard AISC fabrication tolerances for construction is acceptable.</p>		
<b>T-0812</b>	<b>SSS - Pipe Column Connections to Cast Nodes</b>	<b>Closed</b>	<b>10/10/2013</b>	<b>10/20/2013</b>	<b>10/18/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc      George Metzger					
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
<p>Please review attached sketches with details on S1-4020 and cast node details for pipe connections to cast nodes.</p> <p>1. Work points for 32" diameter basket column to cast node connections have been offset from the theoretical work line as noted on design sheet S1-4020. Verify ends of 32" pipe will need to be bevel cut to match face of cast node geometry.</p> <p>2. Where necessary bevel cuts are required at each end of the 32" diameter pipe we propose to add a scribe line along the top surface on centerline of the pipe to facilitate matching the cut surface to the cast node face. Please verify a corresponding scribe line will be added to the face of Cast Nodes.</p>			<p>1. As noted on details on Sheet S1-4020, the center line of the pipe is not in line with the center line of the cast node. Since the cast node ears are casted to be perpendicular to the cast node axis, the pipe end need to be bevel cut to match face of the case node geometry.</p> <p>2. Scribe line if needed shall be laid out and scored into the casting by Skanska as a part of means and methods. The depth and thickness of the scribe line shall be submitted for review. Scribe line if added, shall not affect the appearance of the cast node nor pipe after painting.</p>				
<b>T-0813</b>	<b>SSS - Kick Angle Requirements</b>	<b>Closed</b>	<b>10/10/2013</b>	<b>10/20/2013</b>	<b>10/21/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome <b>To:</b> Turner Construction Compan      Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc      George Metzger					
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
<p>Please refer to sketch CD RFI #070 SK1. The BU members on Grid 1 are not noted as MF, TR or TPG and it</p>			<p>Bottom flange bracing is not required at the BU-40x22x1x2 beams along GL 1.</p>				



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<div>is not clear which kicker brace detail on S1-5015 applies. Please advise which kicker brace detail on S1-5015 is to be applied along Grid 1</div>							
T-0814	SSS - Missing BU Members in the Bottom Flange Brace Schedule	Closed	10/10/2013	10/20/2013	10/14/2013	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP      Robert Kjome      To: Turner Construction Compan Gary Krutsch</div>			<div>Answered By:Adamson Associates, Inc George Metzger</div>				
Co-Author:							
REQUEST: Per detail 7/S1-5015 please refer to sketch CD RFI # 072 SK1 and supply the information for the missing BU 30x18x1x1.5 & BU 30x22x1.5x2 members in the schedule.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Bottom flanges of Moment Frame (MF) beams are to be braced per 6/S1-5015 where the "H" dimension noted in the detail is less than or equal to 12" or per 7/S1-5015 where the "H" dimension is greater than 12". The BU30 MF beams highlighted in the RFI are to be braced per 6/S1-5015 as "H" < 12" for these beams			
T-0815	SSS -Missing Kicker Brace Details	Closed	10/10/2013	10/20/2013	10/21/2013	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP      Robert Kjome      To: Turner Construction Compan Gary Krutsch</div>			<div>Answered By:Adamson Associates, Inc George Metzger</div>				
Co-Author:							
REQUEST: At the Bus level near grid line 12 and at grids 18 & 26 please refer to sketches CD RFI # 073 SK1 to SK3 and supply the appropriate kicker brace detail on S1-5015 to be used for the noted beams as these beams are not MF beams, Transfer Girders or Tapered Girders.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Kicker brace at the locations highlighted in the RFI shall be per Detail 7/S1-5015, similar to the one for BU-40x18x0.75x1.5.			
T-0816	BGP - Revised Placement Tolerance at Top Mat Reinforcement	Closed	10/10/2013	10/20/2013	10/22/2013	Potentially	<input type="checkbox"/>
<div>From: Webcor Construction LP      Jackson Tukuafu      To: Turner Construction Compan Gary Krutsch</div>			<div>Answered By:Webcor Construction LP   Jackson Tukuafu</div>				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please refer to drawing S1-2052 and ACI 117.  Please confirm it is acceptable to increase the top mat		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> George Metzger 10/18/2013 RESPONSE:			



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slab reinforcement placement tolerance from +/-1/2" to +1/2" and -1" as discussed and coordinated with TT field representative. This would also change the concrete cover tolerance from -1/2" to +/-1/2".

Minimum acceptable concrete cover over top reinforcing stands at 1" per ACI 117 Section 2.2.2 (+1/2 proposed in RFI). Minimum acceptable concrete cover over headed reinforcing stands at 1/2" per ACI 117 Section 2.2.2.

Maximum acceptable concrete cover may be increased to as much as 3" provided that the distance from the top of reinforcing to the protection slab is no less than 58" (Relaxation of proposed -1" tolerance in RFI to -1.5" with stipulation).

T-0817	BGP -Compressible material between concrete structure & CDSM wall			Closed	10/11/2013	10/21/2013	10/23/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Michael Spillane	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger

**Co-Author:**

**REQUEST:**

The contractor has raised a concern see letter in exhibit A attached.  
Does the design team envisage any possible issues with the CDSM wall if the waterproofing substrate becomes compressed between the permanent structure and the CDSM wall once the level D bracing is removed? The same question applies when the re-bracing is installed against the permanent foundation walls.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐  
George Metzger  
10/21/2013

**RESPONSE:**  
We do not envisage any problems with the CDSM wall due to the compressible layer. The performance of the CDSM wall with regards to meeting the specified deflection criteria is the responsibility of the internal bracing designer.

WOJV shall coordinate between the Waterproofing and shoring Sub-contractor and provide requested information to BBI.

T-0818	SSS- Kicker Brace Connection to Underside of Beam Flange			Closed	10/10/2013	10/20/2013	10/17/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc				George Metzger

**Co-Author:**

**REQUEST:**

On S1-2505 at grid lines 20.1/E please refer to sketches CD RFI # 074 SK1 & SK2 and supply a connection detail

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Adjust the slope of the kicker brace such that the top gusset plate connects to the bottom flange of the





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				(attached) for the connection details.			
				2. Provide connection detail per 2/S1-5011 except that the shear plate spans between top and middle flange plates of the Transfer girder. Refer to SKS-0288 (attached).			
				3. Connection detail at the W30x99 beam will be similar to that described in 1. For the connection at W40x183, provide 2 bolts in the top shear plate and 7 bolts in the bottom shear plate. Width of plates to match the larger of the transfer girder flange plate widths. Bolt sizes, spacing between the bolts, bolt edge distances, shear plate thickness and fillet weld between the shear plate and transfer girder flanges/web for the two plates are to be followed per 2/S1-5011. When a transfer girder brace is required per 5/S1-5015 at a beam with a shear plate connection, connect the brace angle to the shear plate. Bottom gusset plate per 5/S1-5015 is typically not required in such instances. Refer to SKS-0289 (attached) for the connection details.			
				4. Provide a double angle connection per detail 9/S1-5010 at the W40x183 beam. Provide 1 bolt less than that required by the connection detail to avoid conflict with the connection on other side of the transfer girder.			
<hr/>							
T-0821	BGP - Plumbing Line in Area 4 Stairway	Closed	10/10/2013	10/20/2013	10/31/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Kruttsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author: Webcor Construction LP Jackson Tukuafu							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Drawing P1-2022 between Line C/4-5				George Metzger 10/30/2013			
Per drawing P1-2022, a 6" sanitary line and vent connection is shown inside the Area 4 stairway. WOJV recognizes the need to flush the sprinkler system and/or needed drain. However, per CBC Code 2007 section 1020.1.2, plumbing line or drains are not listed under Penetrations.				RESPONSE: There are a number of sprinkler drains that terminate with an indirect waste connection and they are located in the level B2 stairwells outside of the exit path radius. The dedicated indirect waste connections for the sprinkler drain risers are an integral part of the			





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<div>Please confirm the plumbing line detailed inside the Area 4 stairway will comply with the referenced code section.</div> <div>sprinkler system just as much as the sprinkler drain riser itself.</div>							
T-0822	SSS - Angle Connection Details at GL 23	Closed	10/11/2013	10/21/2013	10/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: On S1-2305 around the light column @ grid 23 see attached CD RFI 062 SK1 and confirm details 6 & 7/S1-5015 may be applied at the noted (16) locations. If not, supply a detail reference.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Confirmed. Braces may be provided per 6 and 7/S1-5015 at the 16 highlighted locations.				
T-0823	SSS - Bolted Beam Connections	Closed	10/11/2013	10/21/2013	10/14/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Per S1-5012 for the typical bolt beam connections please refer to sketches CD RFI # 079 SK1 to SK3 for items 1 to 7:  1) Confirm the noted dimension may be 1 3/4" in details 1 & 2/S1-5012 to match 3/S1-5012. 2) Confirm the noted dimensions are acceptable for details 1, 2 & 3/S1-5012. 3) Supply plate thickness. 4) Supply welding for shear plate to column. 5) Confirm dimensions are acceptable. 6) Confirm dimensions are acceptable. 7) Supply plate thickness.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> 1) Confirmed. Vertical bolt edge distance 2db can be changed to 1 3/4" in details 1 and 2/S1-5012 if the bolt diameter is not more than 7/8".  2) Confirmed. The noted dimensions are acceptable for details 1, 2 and 3/S1-5012. Note that the distance between the centerline of the bolts and the face of the column is 3".  3) Plate thickness is 3/4" as noted on Superstructure ASI 106 drawings.  4) Welds between shear plate and column are double sided 5/16" fillet welds as noted on ASI 106 drawings.  5) Confirmed. Noted dimensions are acceptable.  6) Confirmed. Noted dimensions are acceptable.				





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7) Plate thickness is 1" as noted on Superstructure ASI 106 drawings.

<b>T-0824</b>	<b>SSS - Bottom Flange Connection Plate</b>	<b>Closed</b>	<b>10/11/2013</b>	<b>10/21/2013</b>	<b>10/22/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Per detail 6/S1-5015 for the bottom flange connection plate please refer to sketches CD RFI # 069 SK1, SK2 & SK3.

1) Access for field welding the web extension plate per 6/S1-5015 is a problem at the noted location as well as other similar locations.

Confirm the web extension plate may be typically omitted when the dimension shown as 1 3/4" is 3" or less.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Access for field welding of the web extension plate per 6/S1-5015 is a problem at the following locations:

1) Location highlighted in SK1 in the RFI

2) At GLs 6/C.3 and 6/F.7

3) At GLs 9.9/C.3 and 9.9/F.7

4) At GLs 20.1/C.3 and 20.1/F.7

5) At W40x149 beams framing into moment frame beams between GL 32.4 and 33.2 (Total 8 brace locations).

Provide brace detail per sketch SKS-0290 (attached) at locations listed in 1, 3 and 4 above. Braces at locations listed in 2 and 5 are not required.

<b>T-0825</b>	<b>SSS - W30 Beam to Girder where bf exceeds 22</b>	<b>Closed</b>	<b>10/11/2013</b>	<b>10/21/2013</b>	<b>10/17/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

On S1-2505 along grid line 20.1/E.6 where the W30x108 beam frames into the MF girder please refer to sketches CD RFI # 076 SK1 & SK2 for items 1 & 2 noted below.

1) The noted "MF" beam is a BU-44x24x1.25x2.75. Detail

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

1) Provide double angle connection per 1/S1-5010 at the two W30x108 beams that frame into the Moment Frame beam at GL 20.1. For the four shear plate connections at the W30x108 and W40x149 beams on GL 21, provide connections per 1/S1-5011. There are



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1/S1-5011 does not apply as "bf" exceeds 22". Please supply a typical connection for a round circle on plans when the "bf" exceeds 22 (work with item 2 on SK2)  
2) Please note that if a full depth shear plate is used it will foul the beam extension plate per 6/S1-5015. Please clarify.

no other locations where a shear plate connection per 1/S1-5011 is specified and where support beam flange width is greater than 22".

2) See response to 1.

T-0826	SSS - Oversized Hole Size in Web Stiffeners	Closed	10/14/2013	10/24/2013	10/22/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc	
George Metzger							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Please confirm it is acceptable to oversize the bolt holes in the web stiffeners to the bolt diameter + 3/16". Reference Detail 1 on S1-5019 and CD RFI 055 SK1 for additional information.				Accept Suggestion: <input type="checkbox"/>			
				Use of oversize bolt holes in this drag connection is not acceptable.			

T-0827	BGP - Clarification Steel Plate at Seismic Joint in Area 16		Closed	10/14/2013	10/24/2013	10/28/2013	Potentially	<input type="checkbox"/>			
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch	Answered By:Adamson Associates, Inc			George Metzger		
Co-Author: Shimmick Construction Company, Inc										Scott Bunnell	
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion:	<input type="checkbox"/>
Please refer to attached drawing detail 7/A1-8881 and 4/S1-3010.						George Metzger				10/24/2013	
Detail 7/A1-8881 (and other details on A1-8881) call for a 5/8" x 6' galvanized steel plate secured to the mud slab and soldier piles. This plate does not appear on the structural details for the seismic joint in drawing S1-3010.						RESPONSE:				AAI Response:	
1. Please explain the functionality and purpose of the galvanized steel plate shown in 7/A1-8881 and 1/A1-8881 in relation to the seismic joint assembly.						1. The 5/8" thk x 6' wide plates were provided at the mat slab (horizontal) and at the shoring wall (vertical) to serve as relatively smooth backing for the seismic joint assembly as the train box moves against the mud slab and shoring wall. It also provides a flat surface for the neoprene gasket seal when pressed against it.				2. The horizontal plates are mechanically anchored to the 4" thk reinforced mud slab with 3/8" expansion anchors (with the shortest minimum embed 2 5/8" or 3" depending on the manufacturer) spaced at 8" min. The vertical plates are either seam/slot welded to the soldier piles or are 2 plates (with total width of 6')-plate panels welded to the solder piles, depending on	
2. Please provide revised structural drawings showing all welding and design criteria required to attach and secure the "5/8" THK x 6' wide galv steel plate" to the mud slab and soldier beam, respectively.											



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<div><div><div><div><div><b>REQUEST:</b></div><div>Detail 7 on S1-5051 provides locations where type TT and type TTT base plate anchor rods will be installed. There are other details throughout the plans that contradict the columns base plate anchor rod locations provided in 7/S1-5051. For example: 7/S1-5051 shows a column at gridline 10.1/G.3 as having a type TTT base plate anchor rod detail; however, 1/S1-3610 shows the column at 10.1 and G.3 as having a type T base plate anchor rod detail.</div><div>Please confirm that detail 7/S1-5051 provides the correct base plate anchor rod detail for each of the columns.</div><div>Please provide a type T base plate anchor rod detail.</div></div></div><div><div><b>SUGGESTION:</b></div></div><div><div><b>ANSWER:</b></div><div><b>Accept Suggestion:</b> <input type="checkbox"/></div><div>1) Confirmed that 7/S1-5051 provide correct anchor rods information.</div><div>2) Type T anchor rod details are provided in Detail 3 &amp; 5/S1-5051 (see the note stating "TYPE T thread bar anchor shown, for Type TTT threadbar anchor see 4/S1-5051, for TYPE II threadbar anchor see 6/S1-5051).</div></div></div></div>							
T-0831	BGP - Area 11 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	10/22/2013	11/12/2013	10/29/2013	Potentially	<input type="checkbox"/>
<div><div><div><b>From:</b> Webcor Construction LP</div><div>Michael Spillane</div><div><b>To:</b> Turner Construction Compan</div><div>Gary Krutsch</div></div></div> <div><b>Co-Author:</b></div>			<div><b>Answered By:</b>Adamson Associates, Inc</div> <div>George Metzger</div>				
<div><div><div><div><div><b>REQUEST:</b></div><div>Further to response to RFI T-609 this RFI shows the areas of foundation wall/embedded column in pour Area 11, on the north &amp; south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A</div><div>Exhibit - B &amp; C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement in this case only pile number 225 on the north elevation has this issue.</div><div>RFI T - 783 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 11.</div><div>Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.</div></div></div><div><div><b>SUGGESTION:</b></div></div><div><div><b>ANSWER:</b></div><div><b>Accept Suggestion:</b> <input type="checkbox"/></div><div>George Metzger</div><div>10/29/2013</div><div><b>RESPONSE:</b></div><div>The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.</div></div></div></div>							
T-0832	BGP - Area 12 Clear Cover to the Vertical Reinforcement on the Foundation Wall	Closed	10/24/2013	11/05/2013	10/29/2013	Potentially	<input type="checkbox"/>



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<hr/>							
<b>From:</b> Webcor Construction LP      Michael Spillane		<b>To:</b> Turner Construction Compan   Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
Further to response to RFI T-609 this RFI shows the areas of foundation wall/embedded column in pour Area 12, on the north & south wall elevations which will have greater than 6" of clear cover to the vertical reinforcement for location plan see exhibit - A			George Metzger 10/29/2013				
Exhibit - B & C depict the amount and location of the foundation walls which the will have greater than 6" of clear cover to the vertical reinforcement in this case only two pile numbers 237 & 238 on the north elevation has this issue.			<b>RESPONSE:</b> The clear cover between the waterproofing system and vertical reinforcement as presented in Exhibit C of this RFI is acceptable.				
RFI T - 784 shows the thinning of the wall with the revised reinforcement spacing due to CDSM pile encroachment in Area 12.							
Please confirm that the clear cover between the waterproofing system and the vertical reinforcement as outlined at these locations is acceptable.							
<hr/>							
<b>T-0833</b>	<b>BGP - Embed Clarification at Elevator Rail Support</b>	<b>Closed</b>	<b>10/16/2013</b>	<b>10/26/2013</b>	<b>10/30/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jackson Tukuafu		<b>To:</b> Turner Construction Compan   Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc   George Metzger				
<b>Co-Author:</b> Shimmick Construction Company, Inc   Ben Gordon							
<b>REQUEST:</b>		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
Please confirm the length of the elevator rail support embed dimension is 2'-7", as shown in the attached detail drawing 4/S1-7630..			George Metzger 10/26/2013				
			<b>RESPONSE:</b> Inquired length is confirmed.				
			Note that there is more than one size of HSS, therefore the height of vertical plate may vary.				
			CMGC shall make all future bidders of trades that may be impacted by detail issues such as this, aware of the work of adjacent trades.				
<hr/>							
<b>T-0834</b>	<b>BGP - Structural Steel Embeds in Concourse Slab/Columns</b>	<b>Closed</b>	<b>10/17/2013</b>	<b>10/27/2013</b>	<b>10/24/2013</b>	<b>Potentially</b>	<input type="checkbox"/>







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<b>REQUEST:</b> Please refer to attached drawing A1-2824 through A1-2847.  The architectural drawing note at the elevator door sill plates refer to the structural drawings for details. However, the current structural drawing set do not provide the applicable misc metal angle detail.  Please provide structural detail drawings showing the typical misc metal elevator door sill support angle. Please include mounting detail to concourse slab or topping slab detail, misc. metal details, and all pertinent information to accurately detail the elevator door sill plate angle.		<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>T-0838</b>	<b>BGP - Concourse Slab Opening Dimension Clarification at GL C/13</b>	<b>Closed</b>	<b>10/17/2013</b>	<b>10/26/2013</b>	<b>10/25/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Adamson Associates, Inc George Metzger			
<b>Co-Author:</b> Shimmick Construction Company, Inc Ben Gordon							
<b>REQUEST:</b> Please refer to attached drawing A1-2844 and S1-2204.  The slab opening east of GL 13 and north of GL C shown on drawing A1-2844 appears to be in conflict with the slab opening shown on drawing S1-2204.  Please confirm the aforementioned slab opening is 26'-3" x 8'-8 3/4".		<b>SUGGESTION:</b>		<b>ANSWER:</b> George Metzger 10/24/2013 RESPONSE: The Slab Opening for future ST 402 is 91-1 ¼" as shown on Sheet A1-2844 issued in ASI 107.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>T-0838.1</b>	<b>BGP - Concourse Slab Opening Dimension Clarification at GL C/13</b>	<b>Open</b>	<b>10/29/2013</b>	<b>11/08/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b>			
<b>Co-Author:</b> Webcor Construction LP Jackson Tukuafu							
<b>REQUEST:</b> Please refer to the attached drawing A1-2844, S1-2204 and RFI T-0838.  WOJV is in receipt of AAI's response to RFI T-0838, in which the slab opening dimension is referenced in a drawing that has yet to be issued for construction (A1-		<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>	





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2844, ASI 107).

Please provide the dimensions for the slab opening east of GL 13 and north of GL C as located on the current contract drawing A1-2844 dated 08/31/2012.

T-0839	SSS - Bolt Specifications	Closed	10/18/2013	10/28/2013	10/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Adamson Associates, Inc	
George Metzger		Co-Author:					
REQUEST:		SUGGESTION:		ANSWER:			
As per the Contract Drawings and Specifications all high strength bolts shall be A325, A490 & A354 BD. All TC bolts shall additionally conform to ASTM F1852 & F2280.				Accept Suggestion: <input type="checkbox"/>			
1. We propose to use TC bolts for all connections (shop & field) 1-1/8" diameter or less (unless galvanized). All galvanized bolts to be standard A325.				We assume the term "Standard AXXX" used in this RFI refers to high-strength bolts with Hex Heads that will be pre-tensioned using acceptable methods per Specification Section 05 10 00 - 3.2.K (other than TC). If this is not the case, please resubmit the RFI with additional clarification. Responses to individual items in RFI as follows:			
2. All bolts 1-1/4" to 1-1/2" diameter to be standard A490.				1.) As indicated in Specification Section 05 10 00 - 3.2.K.1, it is acceptable to use TC bolts. Bolt specification shall be as indicated in the construction drawings. Standard A325 is acceptable for galvanized bolts.			
3. All bolts larger than 1-1/2" diameter to be standard A354 BD				2.) Standard A490 is acceptable in this diameter range.			
Please confirm this is acceptable.				3.) Standard A354BD is acceptable in this diameter range.			

T-0840	SSS - Means & Methods - Erection Devices	Closed	10/21/2013	10/31/2013	10/23/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Turner Construction Comç Stacy Wilson	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
As per OSHA Standards Sub Part R Steel Erection 1926.756 (C)(1) When two structural members are sharing				Per 01 10 40 1.6 C 2 - TJPA will not reply and will reject the RFI: "Questions relating to construction			



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	<p>common connection holes, at least one bolt shall remain connected to the first member unless a shop or field attached seat or equivalent connection device is supplied with the member to prevent displacement. We propose the Means &amp; Methods depicted in the attached sketch SK-1A to meet these OSHA requirements. Please advise if this is acceptable.</p>					means, methods, techniques, sequences, procedures or safety precautions. (These are the Contractor's responsibilities exclusively.)"	
T-0841	SSS - Transfer Girder Splice Conflict with Clip Angle Connection	Closed	10/18/2013	10/28/2013	10/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
<p>As noted on sketches CD RFI 075 SK1 through SK8, there are several instances where the clip angle at the beam to transfer girder connection is in conflict with the transfer girder web splice. This condition occurs at TR7, TR8, TR11, TR19.1, TR19.9, TR21, and TR24.</p> <p>Please reference the sketches attached and confirm the modified transfer girder web splice locations are acceptable to avoid conflict with the beam clip angle connection.</p>				<p>Transfer girder splice locations may be moved as shown in sketches SK1 through SK7 in this RFI.</p> <p>There is no splice specified on the structural drawings (D/S1-4305) at TR24 between gridlines E.2 and D.8. Additional splice shown on SK8 is not acceptable.</p>			
T-0842	SSS - Full Height Columns	Closed	10/18/2013	10/28/2013	10/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
<p>Please refer to the attached drawing, S1-4104. The columns shown in the transverse frame elevation that extend from the ground level to the roof level typically have a field splice located 4' above the bus deck slab. Please confirm that this field splice may be eliminated and that it is acceptable to provide full height columns.</p> <p>The detail is shown at GL 7 &amp; GL 8. Other locations are similar.</p>				<p>At moment frames where the column sections above and below the splice point are identical, it is acceptable to eliminate the column field splice.</p>			



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<div>Note that a shop splice may be required due to limitations in mill rolling lengths.</div>							
T-0843	SSS - PJP Welds at Roof Node to Brace Beam	Closed	10/18/2013	10/28/2013	10/25/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Company Gary Krutsch	Answered By:Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference is made to sheet S1-4205, Detail 2 "Brace Detail" which specifies a 1 3⁄4" effective weld from roof node to brace beam. Sheet S1-5131, Detail 1, Side View F specifies a bevel of 2 3⁄8" x 45 degrees for the weld joint area in question.		The weld size shown in Detail 2/S1-4205 is the effective weld size required for this joint. It is acceptable to revise the bevel size shown in 1/S1-5131 according to the effective weld size as required by the welding procedure.					
Sheet S-0007, General Note SC-4 states that weld sizes shown are considered effective weld sizes. Prequalified weld joint BTC-P4-GF (attached for reference) states that the effective weld size shall equal the bevel size for flat and horizontal weld positions.							
These welds are intended to be performed in the horizontal or flat position. Please confirm that a bevel size of 1 3⁄4" to equal the specified weld size of 1 3⁄4" is acceptable and conforms to the requirements of note SC-4 and AWS 2010 D1.1 Detail BTC-P4-GF attached.							

T-0844	SSS - PJP Weld at Roof Node to EBF Link Beam			Closed	10/18/2013	10/28/2013	10/24/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch				
Answered By:Adamson Associates, Inc									
George Metzger									
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			
Reference is made to sheet S1-4205, Detail 1 "EBF Link Beam Detail" which specifies a 2 ¼" effective weld from roof node to EBF Link beam. Sheet S1-5131, Detail 2, Side View F specifies a bevel of 2 3/8" x 45 degrees for the weld joint area in question.						Accept Suggestion: <input type="checkbox"/>			
Sheet S-0007, General Note SC-4 states that weld sizes shown are considered effective weld sizes. Prequalified						The weld size shown in Detail 1/S1-4205 is the effective weld size required for this joint. It is acceptable to revise the bevel size shown in 2/S1-5131 according to the effective weld size as required by the welding procedure.			



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weld joint BTC-P4-GF (attached for reference) states that the effective weld size shall equal the bevel size for flat and horizontal weld positions.

These welds are intended to be performed in the horizontal or flat position. Please confirm that a bevel size of 2 ¼" to equal the specified weld size of 2 ¼" is acceptable and conforms to the requirements of note SC-4 and AWS 2010 D1.1 Detail BTC-P4-GF attached.

<b>T-0845</b>	<b>SSS - Welding Type 61 Roof Nodes to Roof Beams</b>	<b>Closed</b>	<b>10/21/2013</b>	<b>10/31/2013</b>	<b>11/05/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Reference Drawings: S1-4205, S1-5132, S-0007

Reference is made to sheet S1-5132, Detail 1, Side View D which specifies a bevel of 1" x 45 degrees for the weld joint for Type 61 roof nodes to the roof beam.

Sheet S-0007, General Note SC-4 states that weld sizes shown are considered effective weld sizes. Prequalified weld joint BTC-P4-GF (attached for reference) states that the effective weld size shall equal the bevel size for flat and horizontal weld positions.

These welds are intended to be performed in the horizontal or flat position. Based on the information provided above, please provide the required effective weld size at the area in question and confirm the bevel size is to match the specified weld size.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Effective weld size required for this joint is 1". According to the welding procedure indicated in this RFI, corresponding bevel size at this joint would also be 1".

<b>T-0846</b>	<b>SSS - Grade 60 A615 Threaded Anchor Rod</b>	<b>Closed</b>	<b>10/21/2013</b>	<b>10/31/2013</b>	<b>10/23/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

With reference to the Grade 60 A615 Type T threaded

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Confirmed that substituting Grade 60 Type T thread



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anchor rod specified on detail 7/S1-5051 (attached), we request to substitute this material for the higher Grade 75 A615 anchor rod at no additional cost.

bar anchors with Grade 75 A615 anchor rods as proposed is acceptable.

Please confirm this is acceptable.

<b>T-0847</b>	<b>SSS - Weld Process for Roof Nodes at Roof Beams</b>	<b>Closed</b>	<b>10/21/2013</b>	<b>10/31/2013</b>	<b>10/28/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Robert Kjome	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Please reference sheet S1-5131 Detail 1 Section F, Detail 2 Section F, and sheet S1-5132 Section D. OIW is proposing to perform the CJP welds from P3 to P4 using a "Narrow Gap Improved Electroslag Weld (NGI ESW)" process. AWS D1.8 Section 6.2.1 allows the use of alternate weld processes contingent upon approval by the Engineer.

Attached is a detailed narrative and supporting data for this welding process including the following:

- Process Details, General Parameters, and Practices from ARCMATIC (OIW welding consultant)
- Sample Welding Procedure Data Sheets (WPS) including MTR's and destructive testing

Upon conceptual approval of this process, applicable and job specific PQR/WPS data will be provided for Engineer review.

Please confirm that NGI ESW welding process is acceptable in this application.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Using "Narrow Gap Improved Electroslag Weld" (NGI ESW) for the proposed location is acceptable pending on prior approval of the WPS and Welding procedure Qualification. WPS shall be prepared in accordance with AWS D1.5.

<b>T-0848</b>	<b>BGP - Dewatering Well Pipe Alternate Route</b>	<b>Closed</b>	<b>10/21/2013</b>	<b>10/31/2013</b>	<b>10/31/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jackson Tukuafu	<b>To:</b> Turner Construction Company	Gary Krutsch	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:** Shimmick Construction Company, Inc Scott Bunnell

**REQUEST:**

Please refer to attached excerpt details 6/A1-8711 and

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

George Metzger



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1/S1-3201.	<p>SCCI is requesting to re-route all 2" dewatering well lines as proposed in the attached drawings and depicted in the attached photo. The SCCI proposed re-route is to eliminate any potential conflicts with future work (bracing removal, wall waterproofing, rebar, and form/pour/strip). Upon completion of the use of the dewatering system, the line will be cut below the sleeve, capped and grouted in with the trestle block-out pour back. The line will be poured in place with the future mat and concourse slabs and all 3 wall lifts. The line will also be capped at the top of the final wall lift.</p> <p>Please confirm the proposed dewatering well re-route as shown in the attached file is acceptable.</p>		10/31/2013						
			RESPONSE:						
			Routing the temporary dewatering system within the permanent foundation wall will not be permitted.						
<hr/>									
T-0849	BGP - Mat Slab Layer 3 Lap Splice Relocation in Area 11 thru 16	Closed	10/21/2013	10/31/2013	10/23/2013	Potentially	<input type="checkbox"/>		
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Kruttsch			Answered By:Adamson Associates, Inc George Metzger						
Co-Author: Shimmick Construction Company, Inc Ben Gordon									
REQUEST:			SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>			
Please refer to drawing S1-2052.			George Metzger						
Due to limited access between the waterproofing and access trestle, Gerdau proposes to shorten the mat slab typical layer three (North-South) 67'-0" bars at Areas 11 through 16. This requires the lap splice location to be moved from the center of column line, as specified on Note 1 of the Mat Top Bar Notes in S1-2052, to the location shown in the attached Gerdau sketch SK-99.			10/22/2013						
Please confirm the revised lap splice detail shown in Gerdau sketch SK-99 is acceptable.			RESPONSE:						
			It is acceptable to move the reinforcing splice from the center of the column line as indicated in the RFI.						
<hr/>									
T-0850	BGP - Request for 14 day Concrete Compressive Strength test on future mat slab	Closed	10/22/2013	11/01/2013	10/25/2013	Potentially	<input type="checkbox"/>		
From: Webcor Construction LP Michael Spillane To: Turner Construction Compan Gary Kruttsch			Answered By:Adamson Associates, Inc George Metzger						
Co-Author:									

[illegible]



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**REQUEST:**

In order to facilitate self-supporting erection of the transfer girders during temporary conditions prior to the completion of the field welded splice joints, please confirm it is acceptable to utilize a temporary connection plate that will bolt the two transfer girders together while the weld takes place, as shown on the attached sketches GS-1.0 and GS-2.0. The temporary connection plate will be removed and open holes will be permanently filled with A325 bolts.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Acceptable for the bolt diameter (1-1/8") and spacing (6") shown in sketches GS-1.0 and GS-2.0.

**T-0854****SSS - Type 4 Drag Connection (Y)****Closed****10/25/2013****11/04/2013****10/29/2013****Potentially****From:** Webcor Construction LP

Robert Kjome

**To:** Turner Construction Compan Gary Krutsch**Answered By:** Adamson Associates, Inc George Metzger**Co-Author:****REQUEST:**

For Type 4 Drag connection (Y) per detail 1/S1-5019 please refer to sketches CD RFI # 082 SK1 to SK3 for items 1 & 2 noted below. Note sample location is on S1-2402 near grids 2/C.3 shown on SK2.

- 1) See SK2 & SK3 and confirm this 18" applies at all locations noted as "Y" on plans as this will place the bolts exceedingly outside the supporting beam profile.
- 2) Please clarify which plan drawings this note applies to.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

1a) At Ground Level: Provide b = 18" per schedule in 1/S1-5019 for all Type 4-(Y) drag connections.

2b) At Second Level: There are 14 locations between GL 2 and GL 3 where Type 4-(Y) drag connections per Detail 1/S1-5019 are to be provided. At 8 of these 14 locations the supporting girder is a W30x99. At these 8 locations, provide b such that the beam end is 1" outside of the W30x99 flange as indicated in SK3 of the RFI. Provide b = 2" at the remaining 6 locations.

2) Note applies to Ground Level plans.

**T-0855****SSS - Double Angled Connection****Closed****10/25/2013****11/04/2013****10/29/2013****Potentially****From:** Webcor Construction LP

Robert Kjome

**To:** Turner Construction Compan Gary Krutsch**Answered By:** Adamson Associates, Inc George Metzger**Co-Author:****REQUEST:**

For the double angle connection at the Transfer girders per detail 12/S1-5010 please refer to sketch CD RFI 085 SK1 for the following question.

Based on the 3" bolt location from the face of girder web, confirm it is acceptable to use a 1" gap between the girder

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Confirmed. It is acceptable to use 1) 1" gap between the face of the girder web and end of the beam and 2) 2" distance between the bolt centerline and the beam end as shown in SK1.





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web and the end of the beam with a 2" end distance on the beam.							
T-0856	SSS - Skewed Beam Connections	Closed	10/25/2013	11/04/2013	11/04/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
For the skewed beam connections up to 15 degrees per detail 7/S1-5011 see sketch CD RFI 087 SK1 for items 1 to 3 noted below.				1) Acceptable.			
1) Confirm it is acceptable to typically locate the bolts 2 3/4" as shown to minimize the number of shear plate marks.				2) Acceptable.			
2) Confirm it is acceptable to cut the end of the skewed beams square and clip the flange as shown.				3) Acceptable provided that weld sizes in Detail 7/S1-5011 are adjusted to account for the root opening introduced by the square cut.			
3) Confirm it is acceptable to cut the shear plates square as shown and apply the welds per schedule in detail 7/S1-5011.							
T-0857	SSS- Gusset Plate Fouling W24 Beam	Closed	10/25/2013	11/04/2013	10/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
1). On S1-2602 to S1-2607 along the north & south perimeter lines the gusset plates required for the MC10x41.1 Link braces per detail 5/S1-4205 are fouling the bottom of the revised beam size W24x55 beam flanges as noted on sketches CD RFI 089 SK1 & SK2. Please verify the bottom of the W24 beam can be coped to clear the gusset plate as an alternate solution. Please note the bottom of the beam flange will be partially coped to clear the MC10 channels per the response to Webcor RFI # T-0763 (SK RFI # 032).				1) It is acceptable to cope the bottom flange of the W24 beam as shown in SK-2 to clear the gusset plate (stiffener) and the double channel.			
				2) The 8 3/8 inch to 12 inch bevel on the gusset plate (stiffener) as shown in SK-1 is acceptable.			



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2). On sketch SK1 to establish the gusset plate shape please verify the 8 3/8 to 12 bevel (scaled) noted on the gusset plate.							
T-0858	SSS - Framing HSS Post & Bracing	Open	10/25/2013	11/04/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Drawings: S1-2303							
Please clarify the details for the HSS indicated on SK1 (member sizes, connections etc.) as they are not defined on the framing plans or elsewhere on the contract drawings.							
T-0859	SSS - Elevator Framing	Closed	10/25/2013	11/04/2013	10/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Webcor Construction LP Robert Kjome			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
On details 2, 3 & 4/S1-7108 and section A/S1-7136 per ASI 0106 please refer to sketches CD RFI 106 SK1 & SK2 and clarify the discrepancy in framing that is shown on the referenced drawings. Note the elevator vertical was removed on ASI 0106 but a similar vertical is shown on section C/S1-7136.				Section A/S1-7136 does not show the highlighted vertical HSS sections because they are beyond the extent of the section cut. Section C/S1-7136 shows the vertical HSS because the section is directly cut through the HSS member in S1-7108 partial plans. The primary purpose of the section cuts in S1-7136 is to show elevator rail support framing elevations. The vertical HSS members highlighted in the RFI are not part of the elevator rail support framing, they support the W-5 system.			
T-0860	BGP - Area 3 Drill and Epoxy Walls	Open	10/25/2013	11/04/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			



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<b>From:</b> Webcor Construction LP      Robert Kjome		<b>To:</b> Turner Construction Compan   Gary Krutsch	<b>Answered By:</b> Webcor Construction LP   Robert Kjome				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please reference detail 1/S1-5013 regarding the full height fitted stiffener detail and confirm the following:  1) Confirm it is acceptable to provide a 2" end distance typically at beams with 7/8" dia. bolts in lieu of the 1 ¾" end distance noted by the "2db" dimension.  2) Confirm the stiffener width is to equal the beam "a" dimension, defined as [bf - tw]/2, thus the noted dimension should read "2db min."		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
			1.) Acceptable.				
			2.) Confirmed.				
<hr/>							
<b>T-0863</b>	<b>SSS - Double Angled Connections at TPG1 &amp; TPG3</b>	<b>Open</b>	<b>10/28/2013</b>	<b>11/07/2013</b>		<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome		<b>To:</b> Turner Construction Compan   Gary Krutsch	<b>Answered By:</b>				
<b>Co-Author:</b>							
<b>REQUEST:</b> For the double angle beam connections per detail 1/S1-5010 into the TPG1 & TPG3 roof girders on detail 1/S1-4200 are problematic due to the thick flanges. See sketches CD RFI 091 SK1 & SK2 for items 1 & 2 below for proposed modified connection.  1) Confirm it is acceptable to reduce the end distance on the connection angles to 1 1/4" per A.I.S.C.13th Edition Table J3.4 in order to fit the connection angles inside the beams at the TPG1 & TPG3 girders.  2) Confirm it is acceptable to cut the beam flanges flush as shown when the connection angles encroach into the beam "k" area beyond A.I.S.C. allowable limits.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
<hr/>							
<b>T-0864</b>	<b>SSS - Beam to Column Connection at Roof Level</b>	<b>Closed</b>	<b>10/28/2013</b>	<b>11/07/2013</b>	<b>11/04/2013</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Robert Kjome		<b>To:</b> Turner Construction Compan   Gary Krutsch	<b>Answered By:</b> Webcor Construction LP   Robert Kjome				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference sheet S1-2606 for the BU beam to column connection at grids 31/D.4 and 31/E.6. Please confirm it is acceptable to reduce the "Lev" dimension indicated on		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>				
			Provide 10 bolt rows ("M" = 10) and vertical bolt edge distance, Lev = 4" for connections at all BU56 beams where 3/S1-5011 is applicable.				





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	indicated in CD RFI 095 SK2 is per A.I.S.C. (2.5t for A572 GR50 material). Please confirm it is acceptable to proceed per this criteria.						
T-0867	SSS - W24 Skewed Beam Connections at Grid 6.C.3	Open	10/28/2013	11/07/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Refer to drawing S1-2303 (CD RFI 096 SK1) indicating the portion of the W24x68 running between GL C.3 and GL 6. CD RFI 096 SK2 shows the tight design requirements for this beam run connecting to TR6. Please advise if this portion of the W24x68 beam can be eliminated due to the tight design requirements. If eliminating this portion of the beam is not acceptable, please provide an alternate connection detail to TR6, as detail 8/S1-5010 will not work at this location.							
T-0868	SSS - Framing Clarification for W21 Beams at Ground Level	Open	10/28/2013	11/07/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Refer to the areas indicated on S1-2303 between grids 10.1 & 11 and D & F (CD RFI 097 SK1). Please confirm the noted W21x50 beams are at top of steel elevation 19'-1 5/8" and the BU-WT's are not required.							
T-0869	SSS - Coping Brace Beam Bottom Flange	Open	10/29/2013	11/08/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Per details 1&2/S1-5016 refer to sketch CD RFI 056.1 SK1 and confirm it is acceptable to cope the beam as							



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<div>shown to be able to erect the beam with the double shear plates permanently shop welded.</div> <div>The gap between the shear plates will be the beam web thickness, the doubler plate(s) + 1/16" ~ confirm.</div>							
T-0870	SSS - Skewed Beam Connections	Open	10/30/2013	10/30/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:				
Co-Author:							
REQUEST: For skewed beam connections per detail 8/S1-5011 please verify the skewed beams may be cut square with the flange clipped as shown on sketch CD RFI 088 SK1.		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
T-0871	SSS - Type 4 Drag Connection Stiffener Clarification	Open	10/30/2013	11/09/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:				
Co-Author:							
REQUEST: Reference drawing S1-2303 and CD RFI 115 SK1 highlighting the W40x149 beam connection along grid line F, between grid lines 9.9 and 10.1. Per detail 1/S1-5019, the web stiffener plate is to be 31" long at each end. Due to the length of this beam, the web stiffeners will foul each other. This same condition occurs on S1-2303 along grid line D between 9.9 and 10.1.  Please confirm it is acceptable to supply one continuous web stiffener plate at the two locations identified as indicated in CD RFI 115 SK2.		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
T-0872	SSS - Drag Connection Clarification for Kicker Brace	Open	10/30/2013	11/09/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By:				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				



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Accept Suggestion: ☐

Reference drawing S1-2303 and CD RFI 116 SK1 indicating the W40 beam connection to TR11 at Grid F.11. This detail requires a full height shear plate per 1/S1-5019 and bracing per 5/S1-5015. (Reference CD RFI 116 SK2). This same condition occurs on S1-2303 along grid D.11.

Please confirm it is acceptable to connect the required kicker brace to the 1 ½" full depth shear plate and increase the gusset plate below the beam to 1 ½" thick. Otherwise, please provide an acceptable detail for this condition.

T-0873	BGP - Spandrel Beam Modifications in Area 8	Open	10/30/2013	10/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane		To: Turner Construction Company Gary Krutsch		Answered By:		

Co-Author:

REQUEST:

Further to response to RFI T-637 please find attached proposed changes to the spandrel beams in pour Area 8 for location plan see exhibit - A  
Exhibit - B shows the plan view of the modification necessary to the spandrel beam on the north and south elevations due to the revised reinforcement width of the foundation wall due to encroachment of the CDSM beams as well as typical cross sections of the revised spandrel beams.  
RFI T - 724 shows the extent of the modification to the foundation wall on the north and south elevations of Area 8.

Please confirm that this modification as outlined at these locations is acceptable.

SUGGESTION:

ANSWER: Accept Suggestion: ☐

T-0874	BGP - Spandrel Beam Modifications in Area 9	Open	10/31/2013	11/10/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane		To: Turner Construction Company Gary Krutsch		Answered By:		

Co-Author:

REQUEST:

SUGGESTION:

ANSWER: Accept Suggestion: ☐





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	<p>Further to response to RFI T-637 please find attached proposed changes to the spandrel beams in pour Area 8 for location plan see exhibit - A</p> <p>Exhibit - B shows the plan view of the modification necessary to the spandrel beam on the north and south elevations due to the revised reinforcement width of the foundation wall due to encroachment of the CDSM beams as well as typical cross sections of the revised spandrel beams.</p> <p>RFI T - 742 shows the extent of the modification to the foundation wall on the north and south elevations of Area 9.</p> <p>Please confirm that this modification as outlined at these locations is acceptable.</p>						
<hr/>							
T-0875	BGP- Trestle piles No 20 & 21 in conflict with beams at Lower Concourse level	Open	11/01/2013	11/11/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Michael Spillane		To: Turner Construction Compan   Gary Krutsch		Answered By:			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
<p>Following a review and discussion with Thornton Tomasetti on the trestle pile locations, it has been noted that trestle pile numbers 20 and 21 (see sketches attached) are in conflict with beams (B4A) at the escalator pits on the lower concourse slab elevation between gridline 11-12, D-F. The contractor is proposing to blackout a section of slab as shown on the sketch, this blackout section would then be infilled once the trestle pile has been removed.</p> <p>The contractor is to insure that the appropriate reinforcement lap splices are present between these concrete pours.</p> <p>Please confirm if this option would be acceptable</p>							
<hr/>							
T-0876	RFI T-0876 BGP- Trestle piles No 10,12 & 14 in conflict with beams at Lower Conc	Pending	11/01/2013	11/11/2013		Potentially	<input type="checkbox"/>



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<div><div><div><div><div>From: Webcor Construction LP</div><div>Michael Spillane</div></div><div><div>To: Turner Construction Compan</div><div>Gary Krutsch</div></div></div><div>Answered By:</div></div><div>Co-Author:</div><div><div>REQUEST:</div><div>SUGGESTION:</div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div></div></div>							
T-0877	SSS - Light Column Blockout at GL 23	Open	11/04/2013	11/14/2013		Potentially	<input type="checkbox"/>
<div><div><div><div><div>From: Webcor Construction LP</div><div>Robert Kjome</div></div><div><div>To: Turner Construction Compan</div><div>Gary Krutsch</div></div></div><div>Answered By:</div></div><div>Co-Author:</div><div><div>REQUEST:</div><div>SUGGESTION:</div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div></div><div>Reference sketches: SK1 and SK2</div><div><div>1. Please supply the angle to locate the anchor bolts as referenced in SK1</div><div>2. Please supply the material grade of the stiffeners, shear tabs, and welded shear keys as referenced in SK1</div><div>3. Please confirm a 6"x6" corner clip is acceptable or supply the dimensions as referenced in SK1</div><div>4. Please confirm a 2" set back from the edge of the base plate to the edge of stiffener plate is acceptable or supply the dimension.</div><div>5. Please supply oversize hole criteria as referenced in SK2</div></div></div>							
T-0878	BGP - All of Lower Concourse Slab Edge Dimension Discrepancies	Open	11/04/2013	11/14/2013		Potentially	<input type="checkbox"/>
<div><div><div><div><div>From: Webcor Construction LP</div><div>Jackson Tukuafu</div></div><div><div>To: Turner Construction Compan</div><div>Gary Krutsch</div></div></div><div>Answered By:</div></div><div>Co-Author: Shimmick Construction Company, Inc Ben Gordon</div><div><div>REQUEST:</div><div>SUGGESTION:</div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div></div><div>Please refer to similar RFI T-0838 and T-0838.1.</div><div>The structural drawings for the lower concourse (SI-2202 through SI-2207, framing plans) do not include dimensions for the slab openings. Scaled dimensions from these drawings conflict with many of the dimensions provided on the architectural slab edge plans (AI-2842 through AI-2847).</div><div>Please see attached for observed conflicts (highlighted). Please confirm that the dimensions shown on the architectural plans at the slab openings are correct.</div></div>							



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T-0879	BGP - Elevator Opening Embed Conflicts with Future Walls	Open	11/04/2013	11/14/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please refer to attached Detail4 on SI-7630, attached AI-2202 thru AI-2205 and AI-2207. The following drawings are for reference SI-2202 thru SI-2205 and SI-2207, SI-7130, SI-7132, SI-7134, SI-7136 and SI-7139.  Please confirm no conflict exists between embed Detail 4 on S1-7630 and future walls highlighted on attached architectural drawings.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
T-0880	BGP - Receptacle Requirements at Elevator Pits Near GL 19/E and 20/G	Open	11/04/2013	11/14/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please refer to drawing E1-2024 and E1-2025  There are elevator pits in the mat slab at approximate grid lines 19/E and 20/G. The drawings E1-2024 and E1-2025 do not show any receptacles being supplied to these pits. Please confirm this is correct.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
T-0881	BGP - Vehicle Ramp Wall Embedded Supports	Open	11/05/2013	11/15/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:				
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST: Please reference attached detail6 S1-3203, attached detail10 S1-3204, RFI Response T-0453.1, RFI Response T-0835 and attached SKA-2863. RFI Response T-0835 confirmed that the vehicle bike ramp wall intersects the foundation wall at a 97 degree angle. Where this ramp wall intersects the foundation wall, embeds per detail 6 on S 1-3203 and detail 10 S 1-3204 are required. SCCI and its embed supplier has a constructability concern with these embeds. A similar constructability concern was brought up in RFI T -0453.1, stating that if an angle member of such thickness is bent to achieve an angle other than that member's stock angle, it will structurally			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		



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	stress that member.						
	1. Please confirm it is acceptable to weld two (2) 8"x24"x1" plates together in order to achieve angle prescribed in RFI Response T-0835. Reference SKA-2863 for the acute and obtuse angles required. Forthcoming shop drawings will show all welds.						
T-0882	BGP - Column Tie Change from T9 to T12	Open	11/05/2013	11/15/2013		Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:			
Co-Author: Shimmick Construction Company, Inc Ben Gordon							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please refer to drawing S1-3304 to S1-3306.							
Please confirm if it is acceptable to replace the typical T9 column ties (90° or 135° bend on either end) with T12 ties (135° bends on both ends). See the attached SCCI sketch SK-101 for further details.							
T-267	BSE - DI Installation at First Street	Closed	11/29/2011	12/09/2011	12/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Nhi Tran		To: Turner Construction Compan Gary Krutsch		Answered By:AECOM Technical Service Eric Zagol			
Co-Author: Balfour Beatty Infrastructure, Inc. Ural Yal							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference RFI U-101, Sheet U-3021							
The RFI response U-101 dated 02-28-2011 eliminates the CB #501 from the RUP contractor's scope of work. However there has been no replacement or adequate surface water control system neither suggested nor installed to replace the CB # 501.				CB#501 was deleted from RUP due to unforeseen field conditions. For RUP, runoff from adjacent area to drain south to existing CB at STA 4+20. Existing CB at STA 4+20 to remain in place and active at completion of RUP.			
BBII recommends that this catch basin # 501, be installed per the original design to control surface water. Please confirm it will installed.				BSE Contractor to provide stormwater control on site accordance with BSE documents.			



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T-268	BSE - Rebar in Secondary Shafts	Closed	12/08/2011	12/18/2011	12/12/2011	Potentially	
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan   Gary Krutsch		Answered By:Arup		Kevin Clinch	
Co-Author:							
REQUEST: Reference GT-2201, Installation Sequence Note 5  Please confirm the reinforcement in the secondary shafts should be installed in the last buttress shaft of each row.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> As described in Note 5 on sheet GT-2201, since the cost-add option has been excercised, the reinforcement shall be installed in the secondary shafts along rows 15 and 16.5.			
T-474.1	BGP - Waterproofing Micropile on Slope	Closed	05/02/2013	05/12/2013	05/03/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Kody Cooper		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							
REQUEST: Please reference response to RFI# T-0474. The manufacturer and installer will not provide a waterproofing detail for the micropile located in the sloped sump pits. Please provide a waterproofing detail acceptable for the use under the conditions specified in RFI# T-0474.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> As indicated in the response to RFI T-0519, the contract drawings and specifications cover the general requirements and waterproofing system parameters.  Per the General Conditions, shop drawings shall be submitted to demonstrate the way the CM/GC proposes to conform to the information given and the design concept expressed in the contract documents.  As the response to RFI T-0474 previously directed, please submit a shop drawing based on the waterproofing manufacturer's recommendations for this condition.			
T-509	BGP - Orientation of Protection Board	Closed	04/23/2013	05/03/2013	04/26/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Kody Cooper		To: Turner Construction Compan   Gary Krutsch		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author: Shimmick Construction Company, Inc   Ben Gordon							
REQUEST: Reference Specification: 07 12 10 - 3.2.D  This section states "Install Protection board on vertical surfaces with long dimension vertical and the polyethylene film side facing the soil/cement surfaces." Per the manufacturer's installation instructions, "the protection board will be installed length wise for easier handling during the fastening procedure." SCCI suggests installing		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Install the protection board as specified. It is not intended for protection, but to serve as a substrate for the waterproofing assembly.  Protection board is 4' x 8'. When installed vertically, the edges of the boards will be butted and fastened at each pile. This will provide a line of fasteners on the edge of each board and help accommodate the board			



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	the protection board length wise per the manufacturer's instructions. Is this acceptable?					to pile misalignment. When installed horizontally, the board will be fastened on the intermediate pile which will complicate the installation if the piles are twisted or misaligned.  The board should not be fastened to the CDSM. It should only be fastened to the steel soldier piles.	
T-701	SSS - Dimension Clarification Required	Closed	08/29/2013	09/08/2013	08/30/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch	Answered By: Adamson Associates, Inc George Metzger				
Co-Author:							
REQUEST: Reference Drawing: 1/S1-5131  Please see attached blow up of Plan Sheet S1-5131 Detail 1 View D (Front View). Please provide the location for the center of the 8" radius.		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	The dimension indicated as "X" in this RFI is 26 inches.	
T-719	BGP - Spandrel Beam Modifications in Area 7	Void	09/11/2013	09/21/2013	09/16/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Michael Spillane		To: Turner Construction Compan Gary Krutsch	Answered By: Webcor Construction LP Jackson Tukuafu				
Co-Author:							
REQUEST: Reference Documents: Exhibits A - B  Further to response to RFI T-637 please find attached proposed changes to the spandrel beams in pour Area 7 for location plan see exhibit - A  Exhibit - B shows the plan view of the modification necessary to the spandrel beam on the north and south elevations due to the revised reinforcement width of the foundation wall due to encroachment of the CDSM beams as well as typical cross sections of the revised spandrel beams. RFI T - 628.1 shows the extent of the modification to the foundation wall on the north and south elevations of Area		SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>	See RFI T-0719.	



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7.

Please confirm that this modification as outlined at this location is acceptable.

TG03.00-0001		TG03 Question 0001 - E & O Insurance		Closed		08/04/2010	08/18/2010	08/24/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana		To: Turner Construction Compan		Daphne Faulkner				
Co-Author:						Answered By:Webcor Construction LP Joanne Filipas				
REQUEST:				SUGGESTION:		ANSWER:				
Reference Exhibit A, 2.A & 4.F						Accept Suggestion: <input type="checkbox"/>				
A. Confirm \$25,000 dollar policy is required. Conflicts w/ 16.4 (page 11) of the LONG FORM SUBCONTRACT document. However, 16.9 says more stringent of requirements apply.						A. The insurance requirements for this scope of work are as described in Exhibit A, Section VI. Insurance Requirements.				
B. Confirm duration of E & O insurance. EXB-A Section 4.F states insurance shall be maintained "...10 years beyond the Contract Final Completion Date..." Considering the internal bracing, trestle, and bridges are temporary shouldn't the policy only apply when the system is in use. Once removed (street level construction complete), the liability should shift to the permanent structure's design team as the station superstructure is erected. Taken literally, this could require the E & O maintained 17 years (7 years of construction + 10 years beyond).						B. 4.F of Exhibit A, Section VI. Insurance Requirements was revised in Addendum 2 stating the professional liability insurance maintenance period will be for a period of 3 years beyond the Contract Final Completion.				
Submitted by Charles M. Gardner Kiewitt Infrastructure West Co. 08/03/2010										

TG03.00-0002	TG03 Question 0002 - BIM	Closed	08/10/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor/Obayashi Joint Vt Manuel Saldana			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	



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	Reference Project Bidding Manual Section IV-G				Confirmed.		
	A. Confirm that BIM modeling is only a requirement for construction documents and not bid documents or bid presentation.				Answered by Webcor / Obayashi 08/13/2010		
	Submitted by Charles M. Gardner Kiewit Infrastrutture West Co. 08/03/2010				TG03 Question & Answer Post #1 Posted 08/23/2010		
TG03.00-0003	TG03 Question 0003 - Electronic Drawing	Closed	08/10/2010	08/17/2010	08/23/2010	Potentially	<input type="checkbox"/>
From:	Webcor/Obayashi Joint Venture	Manuel Saldana	To:	Turner Construction Compan	Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Reference: N/A				The CM/GC will distribute electronic documents. See specification section 00 08 07 included with Addendum 1.			
A. Can Revit or Autocad backgrounds be made available to accelerate pre-bid design of systems (Permanent Terminal Architectural and Structural Drawings). Floor plans and sections only. Details not necessary.				Answered by George Metzger Adamson Associates, Inc. 08/20/2010			
B. Can PDF Versions of the drawings be made available for downloading?				TG03 Question & Answer Post #1 08/23/2010			
Submitted by Charles m. Gardner Kiewit Infrastructure West Co. 08/03/2010							
TG03.00-0004	TG03 Question 0004 - Deep Foundations	Closed	08/10/2010	08/17/2010	09/08/2010	Potentially	<input type="checkbox"/>
From:	Webcor/Obayashi Joint Venture	Manuel Saldana	To:	Turner Construction Compan	Daphne Faulkner	Answered By:Webcor Construction LP Michael Constable	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
Reference Exhibit A, IV.C.20 thru 6				1. Pin piles (piles for supporting shoring wall struts) can bae placed at the locations determined by the contractor, but they shall not affect the future construction of the columns, walls, elevator pits, etc. The contract documents for other work to be issued in			
A. Pin piles, micropiles, and other deep foundation systems are noted that they may remain in the permanent mat slab once the temporary structures are removed.							





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	<p>What is the criteria for locating these items so they do not interfere with permanent foundatoin system by interrupting mat slab reinforcing, installation of column base plates or similar? Will deisgn team provide a "stay clear" or "no fly zone" type of instruction or plan related to proximity to permanent building columns, tie downs, permanent walls, and other special regions of the mat?</p> <p>B. See also Page A3-3 of Exhibit A, last item.</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/03/2010</p>						<p>the distant future will include waterproofing details around the pin piles, where pin piles penetrate through the mat slab (this work is not a part of the scope for the BSE package).</p> <p>2. Micropiles are to be located, in general, in accordance with the typical layout shown on Sheet S1-2024. Minor deviation in location will hvae only a small effect on the mat slab reinforcement, which the design team will address after receiving micropile layout shop drawings from te contractor. Per note C on S1-2024, the micropile contractor shall coordinate the locations of the micropiles with the shoring contractor.</p> <p>3. Trestle piles: Trestle piles are to be located and detailed in the shop drawings and submitted for review. Trestle pile locations shall be coordinated with pin piles and micropiles by the contractor.</p>
TG03.00-0005	TG03 Question 0005 - Temporary Bridge	Closed	08/10/2010	08/17/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
Co-Author:		Answered By:Turner Construction Comf Daphne Faulkner					
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Reference Exhibit A Render on page SL-006							
A. Provide design criteria, if any, for minimum clear distance between street bridge columns, trestle, and shoring wall in the train box trench. Render shows single line of columns on either side of the trestle approximately equal distance between shoring wall and trestle edge.							
B. Confirm that clear-spanning from shoring wall to trestle is not required.							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/03/2010		Answered by David Fyfe URS-Corporation 08/18/2010					
		TG03 Question & Answer Post #1 08/23/2010					
TG03.00-0006	TG03 Question 0006 - Temporary Bridge	Closed	08/10/2010	08/17/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
		Answered By:Transbay PMPC      Alfred Lau					



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<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>	
Reference specs.				Temporary bridge shall be designed for the stipulated 500,000 lb equipment crossing, as well as other design load requirements as defined in 01 53 13 - 1.3.A.1. Trestle design requirements per Bid Manual Exhibit A - Attachment 3 apply to trestle design only.			
A. Spec. section 01 15 13, 1.2.A states that street bridges shall be designed to support a "Fully assembled Manitowoc 999 crane weighing 500,000 lbs traveling w/out a hook load". Page A3-1 of Exhibit A states that the Manitowoc 999 crane body and counterweight weighs approximately 250,000 lbs, and gives unclear informatoin regarding the boom weight, and critical swing angle. Please clarify if 500,000 lbs applies to street crossings or can the same criteria for the trestle be applied to the street crossing bridges with respect to crane loads only.				Answered by Alfred Lau TJPA (PMPC) 08/17/2010			
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/03/2010				TG03 Question & Answer Post #1 08/23/2010			

<b>TG03.00-0007</b>	<b>TG03 Question 0007 - West End Train Box</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/12/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>		<b>Accept Suggestion:</b> <input type="checkbox"/>	
Reference Geotechnical Drawings				This will be addressed in an Addendum.			
A. Both the Architectural and Structural drawings show the west end of the train box curve continuing to the south west to an extent greater than that shown on the Geotechnical drawings. The structural drawings indicate a line showing the "extent of shoring wall in the bid package". Please confirm that the shoring wall's finall design will follow the geometry shown in the architectural and structural drawings.				Answered by George Metzger Adamson Associates, Inc. 08/12/2010			
B. Both the Architectural and Structural drawings show the south east of the train box curving once Beale street is reached. The Geotechnical drawings show the wall continuing straight along line J until it intersects the end wall. Please confirm that the shoring wall's finall design will follow the geometry shown in the architectural and structural drawings.				TG03 Question & Answer Post #1 08/23/2010			
C. Please provide new workpoints & centerline							



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	dimensions of CDSM Wall based on the correct end conditions at both the east and west ends.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/03/2010						
TG03.00-0008	TG03 Question 0008 - Micropile	Closed	08/10/2010	08/17/2010	08/19/2010	No	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST: Reference: Structural Drawings; tiedowns  Questions: 1. 10" diameter tiedowns are shown in the structural drawings. Confirm this drawing is typical along the train box between grids A & J. 2. At the longer bays (51'), what is the tiedown configuration? 3. South of line J, where the train box curves at south west end, please provide a drawing indicating tiedown locations.  Submitted by: Charles Gardner Kiewit Infrastructure West Co. 8/3/10.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Micropile layout for the typical bay (42'-6" bay) is shown on S1-2024. The contractor shall bid based on the quantity indicated on S1-2024. Prior to the contractor start of the shop drawing process, the base building structural engineer will provide a micropile layout for the entire Trainbox.  Answered by George Metzger Adamson Associates, Inc. 08/19/2010  TG03 Question & Answer Post #1 08/23/2010			
TG03.00-0009	TG03 Question 0009 - Structural Drawings	Closed	08/10/2010	08/17/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST: Ref: Structural Drawings  Question: Concourse level and street level structural plans were not provided. Can these plans be made available so we can more accurately plan for bracing and trestle installation		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> For information on the Concourse level and street level plans and section information see the following documents:  section A/S1-3201,			



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and removal?

Submitted by: Charles Gardner  
Kiewit Infrastructure West Co.  
8/3/10.

plans A1-2000 through A1-2002 and A1-2005,

sections A1-5000, A1-6000, A1-6102, A1-6118, A1-6231,

sections GT-1111, GT-1112

Answered by George Metzger  
Adamson Associates, Inc.  
08/13/2010

TG03 Question & Answer Post #1

TG03.00-0010	TG03 Question 0010 - Bid Bond	Closed	08/04/2010	08/18/2010	08/23/2010	Potentially <input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor/Obayashi Joint Vt Manuel Saldana		
Co-Author:						
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Ref: Project Bidding Manual V.A.3			Yes. Bid Bond Form for Trade Subcontractor will be issued in a future addendum.			
Question: Is another Bid Bond Form for the trade subcontractor going to be issued?			Answered by Webcor / Obayashi Joint Venture 08/13/2010 Webcor / Obayashi Joint Venture			
Submitted by: Charles Gardner Kiewit Infrastructure West Co. 8/3/10			TG03 Question & Answer Post #1 08/23/2010			

TG03.00-0011		TG03 Question 0011 - Bid Bond Form		Closed	08/10/2010	08/17/2010	08/26/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana		To: Turner Construction Compan		Daphne Faulkner		Answered By: Transbay Joint Powers Au Sara Gigliotti	
Co-Author:									
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>			
Ref: Spec sections 31 63 29, 31 56 13						Insurance policies cover the entity holding the policy.			
Question:									
Please confirm that the internal bracing is designed to adequatocy support the loading indicated on dwg GT-									



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1110, and work is installed (and top buttress removed) in compliance with the specifications, that the design for the drilled shafts (31-63-29) and CDSM shoring wall (31-56-13) is adequate to prevent further movement of 301 Mission St. and trade subcontractor's professional liability would not extend to the owner's design.

Submitted by: Charles Gardner  
Kiewit Infrastructure West Co.  
8/3/10.

<b>TG03.00-0012</b>	<b>TG03 Question 0012 - Electronic Drawing</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Gerry MacClelland		
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref: N/A	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
Question: Will the owner or general contractor please provide bidders with electronic copies of the contract drawings for the Transbay Joint Powers Authority Contract No. 08-04-CMGC-000? Specifically those drawings which pertain to Trade Package #TG03.			See response to question 3.				
Submitted by: Kelly Wigton Shimmick Construction, 8/4/10			Answered by Gerry MacClelland TJPA (PMPC) 08/17/2010				
			TG03 Question & Answer Post #1 08/23/2010				

<b>TG03.00-0013</b>	<b>TG03 Question 0013 - Milestones Clarification</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref: Exhibit A - Trade Subcontractor Package	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
Question: Page 15 Milestones state, "All submittals are to be provided within 10 days of NTP #1." Please clarify the			Exhibit A, Page 15, NTP #01 - The last sentence will be changed to state "Submittal schedule shall be provided to Contractor within 10 days of NTP #01." This will be included in an upcoming Addendum #2.				



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expectation ("All" submittals?), and how this milestone relates to Milestone NTP #2 Start Date.

Submitted by: Charles Gardner  
Kiewit Infrastructure West Co.  
8/4/10

<b>TG03.00-0014</b>	<b>TG03 Question 0014 - Demolition</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture      Manuel Saldana

**To:** Turner Construction Compan   Daphne Faulkner

**Answered By:** Transbay PMPC      Gerry MacClelland

**Co-Author:**

**REQUEST:**

Ref: Exhibit A - Trade Subcontractor Package, D-1001, D2200

**Question:**

Drawing D-1001 shows processed concrete rubble from demolition contract left within the existing basement to approximately existing ground elevation. Drawing D-2200 note 1 indicates depth and thickness may vary. For bidding purposes, please clarify:  
1. That the amount of processed rubble will not exceed the sections as shown on D-1001, or ground elevation, and  
2. That all material on-site by the demolition subcontractor will be certified free of all contaminants.

Submitted by: Charles Gardner  
Kiewit Infrastructure West Co.  
8/4/10

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

The amount of crushed/processed demolition concrete/material left on site will not exceed existing ground elevation. 2) The Demolition Contractor (Transbay Transit Center - Existing Terminal and Ramps Demolition Project - Contract No. 000-08-DM-000) will remediate the Terminal building and bus ramps prior to placement of crushed/processed demolition concrete/material.

Answered by Gerry MacClelland  
TJPA (PMPC)  
08/18/2010

TG03 Question & Answer Post #1  
08/23/2010

<b>TG03.00-0015</b>	<b>TG03 Question 0015 - Night Noise Permit</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/18/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture      Manuel Saldana

**To:** Turner Construction Compan   Daphne Faulkner

**Answered By:** Transbay Joint Powers Au Gerry MacClelland

**Co-Author:**

**REQUEST:**

Ref: 01 15 70 3.2.A.12

**Question:**

Specification section 01 15 70 3.2.A.12 states, " Work is

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

DPW issues authorization for work in the public right-of-way that generates night noise. TJPA is responsible for night noise authorization for work done on TJPA property.



TG03.00-0016	TG03 Question 0016 - Professional Liability Insurance			Closed	08/10/2010	08/17/2010	08/18/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By: Webcor Construction LP				Joanne Filipas
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:				
						Accept Suggestion:				<input type="checkbox"/>



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	<p>Reference Exhibit A, VI.2.B. and spec. 00 08 05, 1.3.B</p> <p>Specification 08 05 1.3.B requires Professional Liability Insurance in the amount of \$10,000,000 each claim with a deductible not to exceed \$50,00 each claim. Exhibit A VI.2.b requires \$25,000 with a deductible not to exceed \$250,000.</p> <p>Q. Can you clarify why the Trade Subcontractor would be held to an amount higher than the CM/GC?</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/04/2010</p>						
<b>TG03.00-0017</b>	<b>TG03 Question 0017 - Commercial Liability Insurance</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/18/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture Manuel Saldana		<b>To:</b> Turner Construction Compan Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Exhibit A, BI.1.B and 00 08 05, 1.2.B  Specification 08 05, 1.2.B requires Commercial Liability Insurance in the amount of \$25,000,000 each occurrence. Exhibit A, VI.1.B requires \$100,000,000.  Q. Can you clarify why the Trade Subcontractor would be held to an amount higher than the CM/GC?  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/04/2010		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to response TG0300-0016.				
<b>TG03.00-0018</b>	<b>TG03 Question 0018 - Fees</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/18/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture Manuel Saldana		<b>To:</b> Turner Construction Compan Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Gerry MacClelland				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference specification 00 08 13, 1.8		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Administration, inspection and other fees associated				





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	<p>Muni Code 2.4 requires,</p> <p>"Each applicant shall submit and maintain with the Department a bond, cash deposit, or other security acceptable to the Department securing the faithful performance of the obligations of the owner and its agent under any permit(s) to excavate and the compliance with all terms and conditions of this Article (the "deposit"). The deposit shall be in the sum of \$25,000 in favor of the "Department of Public Works, City and County of San Francisco."</p> <p>Also there are Administration fees daily inspection fees and other "additional fees"</p> <p>Please clarify which fees the Trade Subcontractor on this project will be required to make.</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/05/2010</p>						
with the permit process will be paid for by the Trade Contractor and reimbursed by the TJPA in accordance with Section 01 14 10/APA (See Addendum 2).							
<hr/>							
TG03.00-0019	TG03 Question 0019 - Wastewater Discharge Permit	Closed	08/10/2010	08/17/2010	08/10/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Transbay PMPC		Alfred Lau	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/>			
Reference specification 31 23 19, 1.7.C				Cost for dewatering discharge into public sewer system shall be paid by TJPA. An allowance shall be defined as issued in an upcoming addendum. Analytical testing of dewatering water shall be performed by TJPA;s representative.			
Spec section 31 23 19 1.7.C requires Contractor to obtain a wastewater discharge permit from the City of San Francisco. Who pays for the cost of    is charging into the local municipal waste water collection system? Who pays for the analytical testing?							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/05/2010							



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TG03.00-0020	TG03 Question 0020 - Buy America Requirements	Closed	08/10/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana    To: Turner Construction Compan    Daphne Faulkner			Answered By:Transbay Joint Powers Au Sara Gigliotti				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/>			
Reference specification 00 08 13/APA.17				Specification 00 08 13/APA 17 incorrectly states that Buy America requirements do not apply to lower tier Subcontractors. The certification requirement does not apply to lower tier Subcontractors, e.g., lower tier Subcontractors do not have to each submit Buy America certifications. However, the Buy America requirement applies to the entire contract and the Prime Contractor is responsible for ensuring that lower tier Subcontractors are in compliance, and the CM/GC is requiring the certification from all Bidders (but not Bidders' subcontractors). A revised Specification will be issued in a forthcoming addendum.			
Spec section 00 08 13/APA.17 Buy America Requirements provide , " **							
** This provision applies only to the following types of Agreements: construction agreements of any value; agreements for the acquisition of goods valued at more than \$100,000; and agreements for the acquisition of rolling stock valued at more than \$100,000. This requirement does not apply to lower tier Subcontracts. 00 08 13/APA 17 (b) further states that, "The Prime Contractor is responsible for ensuring that lower tier subcontractors are in compliance.							
A) Please confirm "This requirement does not apply to lower tier Subcontracts"							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/05/2010							
TG03.00-0021	TG03 Question 0021 - SBE Program	Closed	08/10/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana    To: Turner Construction Compan    Daphne Faulkner			Answered By:Transbay Joint Powers Au Sara Gigliotti				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/>			
Reference: Exhibit A Section IV Scope Section D				17% is the overall SBE goal for the entire CM/GC contract. The CM/GC will set varying percentage goals for each individual package. The goal for the BSE package is 24%. SBE percentages are calculated by determining the ratio of firms in the nine-county Bay Area for a particular NAICS code to the number of SBE firms in the same area for that same NAICS code. SBE participation is calculated based on the total value of the Trade Subcontractor's bid price. For example, if the total bid is \$1,000,000, and the SBE goal is 24%, the Trade Subcontractor (if not an SBE itself) must make good faith efforts to subcontract out at least \$240,000 to SBE subcontractors.			
Exhibit A Section IV Scope Section D SBE Program states that "Trade Subcontractor shall obtain a minimum SBE participation of 24% of the total value of Trade Subcontractors bid value". Volume 1 section 00 08 21 1.3B states that the SBE goal for this contrat is 17%. Please clarify what the SBE requirements are for the Trade Subcontractor for the BSE package. Also clarify how the % is calculated. Is the SBE participation % based on the total value of the Trade Subcontractors bid price or is it based on the amount of the bid that has been subcontracted to others?							
Submitted by Kelly Turner Granite / CJA / NCC Joint Venture							



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08/05/2010							
TG03.00-0022	TG03 Question 0022 - Bid Date	Closed	08/10/2010	08/17/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner	Answered By:Transbay Joint Powers Au Gerry MacClelland				
Co-Author:							
REQUEST: Reference Exhibit A II - Bid Due Date  Due to extensive design required, we request a postponement of the Bid Date by six (6) weeks to October 26, 2010.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/06/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> A forthcoming Addendum will include a time extension of 4 weeks beyond the current bid date. The TJPA will continue to monitor contractor questions and the content of future addenda to be satisfied it allows a reasonable period to finalize contractor bids.			
TG03.00-0023	TG03 Question 0023 - Geotechnical Reports	Closed	08/10/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner	Answered By:Transbay PMPC                      Mark O'Dell				
Co-Author:							
REQUEST: Reference: N/A  In regards to the reference documents: under the Folder: Geotechnical Reports, Volume 3 from the "Final Geotechnical Data Reports" cannot be found. Volumes 1&2 were clearly uploaded. Will you please upload V3 - or let me know where to find the document on the FTP website? Thank you.  Submitted by Briana Harvey Malcolm Drilling Co. 08/06/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The Final Geotechnical Data Report contains a total of 2,266 pages. The pdf version located on the ftp site is broken-up into 2 volumes. The hard copy versions provided to Webcor/Obayashi were separated into 3 volumes for convenience in handling.  Therefore the pdf version located on the ftp site as Volume 1 and Volume 2 is equal to the 3-volume hard copy version located at Webcor/Obayashi's Office. A Volume 3 will not be uploaded.			
TG03.00-0024	TG03 Question 0024 - Ancillary Permits	Closed	08/10/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner	Answered By:Webcor Construction LP    Joanne Filipas				



Webcor/Obayashi Joint Venture

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<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference Project Bidding Manual (20/44) and specification 01 14 10/APA 1		Revised Specification 01 14 10 / APA 1 will be provided in an upcoming Addendum. Trade Subcontractor is responsible to obtain all permits identified in the matrix as Contractor's responsibility, that are required for Trade Subcontractor's work.					
Please clarify the definition of "ancillary permits". Request specific differentiation of responsibilities between Contractor/Trade Subcontractor/ TJPA. Perhaps a new responsibility matrix with a column for the Trade Subcontractor would help.							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/06/2010							
<b>TG03.00-0025</b>	<b>TG03 Question 0025 - Access Trestle</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/16/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana	<b>To:</b> Turner Construction Compan   Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP   Joanne Filipas					
<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference: SL-001		The access trestle shown in the drawing is conceptual only. Since there is minimal access at the perimeter of the site the intent of the trestle is to allow for access for excavation, shoring, structural concrete and steel erection. See Exhibit A, Attachment 3 for minimum requirements. There are no maximum requirements.					
Concept drawing for the access trestle shows a width of 48' in Zone 4 and 32' wide everywhere else. Are there minimum width requirements for the access trestle? If so, please provide details. Are there maximum width constraints? If so,please provide details.							
Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/06/2010							
<b>TG03.00-0026</b>	<b>TG03 Question 0026 - Surveyor Insurance</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/16/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana	<b>To:</b> Turner Construction Compan   Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP   Joanne Filipas					
<b>Co-Author:</b>							
<b>REQUEST:</b>	<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>					
Reference Exhibit A, Section VI		The intent of Exhibit A, Section VI.2.A is to require \$25,000,000 in professional liability insurance with respect to the design-build elements of the work, which can be obtained either by the Trade					
Part 2A indicates the Trade Subcontractor must utilize surveyors who can provide \$25,000,000 of insurance. This							



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	will effectively eliminate many survey engineers from being able to bid on this work. The resultant effect will be higher bid costs. Please consider this and confirm what the insurance requirements are for land surveyors.  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/06/2010						Subcontractor or its retained engineers. However, with respect to land surveyors only, the Trade Subcontractor or its retained engineers should only have to evidence \$1,000,000 in professional liability insurance covering that scope of work, consistent with the standard requirements set forth in Article 16 of the Long Form Subcontract. This will be included in Addendum 3.
<b>TG03.00-0027</b>	<b>TG03 Question 0027 - Temporary Street Closures / Detours</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b>	Reference Exhibit A, Section VI  Will temporary closures and/or temporary detours of First St, Fremont St, and Beale St be allowed so the contractor can perform activities such as 1) installation of CDSM elements, 2) demolition, 3) installation of temporary street elements? If not, how is the Owner proposing these work elements be performed?  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/09/2010	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		The traffic routing requirement is specified in spec section 01 15 70. This Section will be revised in a future addendum.
<b>TG03.00-0028</b>	<b>TG03 Question 0028 - Trade Subcontractor DBE Participation</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au	Sara Gigliotti		
<b>Co-Author:</b>							
<b>REQUEST:</b>	Reference specification 00 08 21, Section 1.2.B  Section 1.2B states "The DBE Availability Advisory Percentage is not an enforceable goal under the CalTrans mandated changes to the DBE program, and compliance with the advisory is not a condition of the contract" Please	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		As stated in the Specification, the DBE percentage is not an enforceable goal and compliance with the advisory percentage is not a condition of the contract. However, the advisory percentage is calculated to inform the contractor of the potential availability of DBE firms in the marketplace for the type of work in



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	<div>clarify what the Trade Subcontractors requirement is regarding DBE participation on this contract.</div> <div>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/09/2010</div>						<div>the contract, and the TJPA strongly encourages the use of DBE subcontractors. Bidders should also note that there is an SBE participation goal on this contract, and Bidders must demonstrate good faith efforts to meet the SBE goal as a condition of contract. Certified DBEs count as SBEs in TJPA's SBE Program.</div>
TG03.00-0029	TG03 Question 0029 - Demolition Contract	Closed	08/10/2010	08/17/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
Co-Author:		Answered By:Transbay Joint Powers Au Gerry MacClelland					
REQUEST:	SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/>				
Reference specification 00 00 35, section 1.2.A		Confirmed; see revision to Section 00 00 35 in Addendum 1.					
<div>Section states "The demolition contractor is responsible for removing and abating products containing asbestos, lead, or PCB ballast, or mercury containing lamps."</div> <div>Please confirm the reference to demolition contractor is specific to the Trade Subcontractor performing work under contract 08-08-DM-000, Existing Terminal and Ramps Demolition Contract.</div> <div>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/09/2010</div>							
TG03.00-0030	TG03 Question 0030 - Trade Subcontractor Insurance	Closed	08/10/2010	08/17/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
Co-Author:		Answered By:Webcor Construction LP    Joanne Filipas					
REQUEST:	SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/>				
Reference specification 00 08 05		Refer to Exhibit A, Section VI for TG03 Trade Subcontractor insurance requirments.					
<div>Section 00 08 05 contains specific insurance requirements. These requirements differ materially from those contained in Exhibit A Section VI as well as section 16 of the proposed subcontract between Webcor /</div>							



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Obayashi and the Trade Subcontractor. Please clarify what the insurance requirements are for the Trade Subcontractor.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/09/2010

<b>TG03.00-0031</b>	<b>TG03 Question 0031 - Contaminated Groundwater</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/19/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Gerry MacClelland			

**Co-Author:**

**REQUEST:**

Reference specification 01 35 65, sections 1.7.G & 1.7.H.

Section 1.7H.2 describes construction of a "small-scale batch wastewater treatment system to remove dissolved contaminants" such as petroleum hydrocarbons, benzene, toluene, etc. Please verify that the treatment costs to handle contaminated groundwater will be paid as extra work by TJPA.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/09/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Settlement Treatment

Costs associated with settlement of dewatering effluent to reduce sediment load prior to discharge are not to be treated as extra cost items.

Chemical Treatment

Costs associated with treatment to removed dissolved contaminants, as described in specification 01 35 65, section 1.7H.2 will be considered extra cost items only if chemical testing shows elevated levels of dissolved contaminants that cannot be brought into compliance with SFPUC permit requirements by settlement alone. Treatment shall be done in the most cost effective manner to bring dewatering effluent into compliance with SFPUC discharge permit requirements.

<b>TG03.00-0032</b>	<b>TG03 Question 0032 - Extend Bid Date</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Sara Gigliotti			

**Co-Author:**

**REQUEST:**

Exhibit A, II, "Key Dates for Bidding Process" of the Project Bidding Manual establishes the Bid Due Date as

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Please refer to the answer to question 47 for information on the SBE program.









Webcor/Obayashi Joint Venture

PROJECT MANAGEMENT - REQUEST AND ANSWERS LOG

30100 - Transbay Transit Center Project

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	<p>assess the risk resulting from this relationship, include it in our pricing and secure surety commitment.</p> <p>Small Business Program</p> <p>The Trade Subcontractor is required to achieve a minimum small business enterprise participation of 24% of its' total bid. Given the magnitude of the principal scopes of work required in the BSE package - shoring/bracing, excavation, drilling - most small businesses will neither be interested in participating nor qualified to do so. Time will be needed to identify a sufficient amount of reasonable scopes of work for small busines sparticipation and to work with interested small businesses, as necessary, prior to bid day to help them with insurance, bonding, shceduling, and performance issues.</p> <p>Given the cirumstances outline above, Shimmick / Skanska / Traylor strongly urges the Transbay Joint Powers Authority and Webcor / Obayashi to postpone the bid date for the TG03 BSE Package until Nov. 9, 2010.</p> <p>Submitted by Rich Zito Shimmick / Skanska / Traylor, a Joint Venture 08/09/2010</p>						
<hr/>							
TG03.00-0033	TG03 Question 0033 - Staging Areas	Closed	08/10/2010	08/17/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Project Bid Manual IV, A.3.b.				Refer to Project Bidding Manual, Section IV.A.3 .b - Contractor will not provide areas for staging.			
Trade Subcontractor Requirements							
Q - Will Staging areas 9, 10, 12 etc. from the Existing Terminal Ramps & Demolition Plans be made available to the TG03 - BSE Trade Subcontractor?							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/09/2010							



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TG03.00-0034	TG03 Question 0034 - Trade Coordination	Closed	08/10/2010	08/17/2010	08/16/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana      To: Turner Construction Compan      Daphne Faulkner			Answered By:Webcor Construction LP      Joanne Filipas				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Instruction to Bidder's Add. Note 27b & Project Bid Manual IV.A. 12.a					Accept Suggestion: <input type="checkbox"/>		
Trade Subcontractor Requirements Q . Please confirm and/or clarify that the follow on Structure Trade Subcontractor will be responsible for their own access, or if it is intended to be provided under this Trade Subcontract. IFB Additional note 27 b indicates access will be made available to all Trade Subcontractors, but locations may need to change to suit BSE Contractor during course of Work. Also, Is it the intention of this Trade Subcontract to install all "leave-out" pourbacks? Elevators? Etc.? Please specify all Concrete work in addition to Mud Slab expected of this Trade Subcontract.					Confirmed. This Trade Subcontractor shall provide access for follow on Trade Subcontractors. It is not the intention for this Trade Subcontractor to install leave-out or pour-backs, but locations of egress, access, etc. must be coordinated with the CM/GC. There are no other permanent concrete work in this package, except for the Mud Slab as indicated in the drawings.		
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/09/2010							
<hr/>							
TG03.00-0035	TG03 Question 0035 - Temporary Power	Closed	08/10/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana      To: Turner Construction Compan      Daphne Faulkner			Answered By:Transbay Joint Powers Au Sara Gigliotti				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Project Bid Manual IV.A. 17.a					Accept Suggestion: <input type="checkbox"/>		
Trade Subcontractor Requirements Q Please confirm that the Owner/TJPA will pay the cost of Temporary Power consumption.					The cost of temporary power as defined in the Bidding Manual Appendix A, Section IV.B.A.17, shall be paid by the TJPA.		
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/09/2010							
<hr/>							
TG03.00-0036	TG03 Question 0036 - Unit Prices	Closed	08/10/2010	08/17/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana      To: Turner Construction Compan      Daphne Faulkner			Answered By:Webcor Construction LP      Joanne Filipas				
Co-Author:							



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	<b>REQUEST:</b> Reference specification 01 10 20 Section 01 10 20 describes a schedule of unit prices.  Trade Subcontractor Requirements Q - These items are not shown on the Schedule of Bid Prices found in Exhibit A. How is the contractor to communicate what his applicable bid prices are?  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/10/2010	<b>SUGGESTION:</b>			<b>ANSWER:</b> Section 01 10 20/APA will be revised in a future Addendum.	<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>TG03.00-0037</b>	<b>TG03 Question 0037 - Dewatering</b>	<b>Closed</b>	<b>08/10/2010</b>	<b>08/17/2010</b>	<b>08/16/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay PMPC	Alfred Lau		
<b>Co-Author:</b>							
	<b>REQUEST:</b> Reference 31 23 19  Trade Subcontractor Requirements Q - Section 31 23 19,Dewatering, is unclear regarding the duration that the Trade Subcontractor remains responsible for maintaining the dewatering system. Please provide details of how long the Trade Subcontractor is responsible for the system. Is the system to be turned over to a follow on Subcontractor? Is the dewatering system to be removed by the Trade Subcontractor for the BSE package? If so, when?  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/10/2010	<b>SUGGESTION:</b>			<b>ANSWER:</b> 1. Operation and maintenance of dewatering system shall be paid by unit prices, with 72 months defined as the baseline for bid defined in Bid Manual Exhibit A. This shall be reflected in 01 10 20/APA which will be revised and issued with an upcoming Addendum. 2. Upon completion of operation and maintenance of the dewatering system as instructed by TJPA, dewatering contractor is responsible for the deactivation and removal of the system. See Bid Item C-18 in Schedule of Bid prices.	<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>TG03.00-0038</b>	<b>TG03 Question 0038 - Temporary Power</b>	<b>Closed</b>	<b>08/17/2010</b>	<b>08/31/2010</b>	<b>08/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							



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<b>REQUEST:</b> Reference Exhibit A Attachment 2  Q - Logistics, drawing sheet SL-003 Skid Layout (5) has notation "NOT INCLUDED IN THIS SERVICE REQUEST" Q -Please confirm that the Owner/TJPA will be providing this Skid, typically per detail 4/SL-003  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/11/2010	<b>SUGGESTION:</b>				<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed. The layout for Skid 5 has not been finalized with PG&E. Contractor anticipates it will be in the general location shown on the drawing; however, that is subject to PG&E's final acceptance.		
<hr/>							
<b>TG03.00-0039</b>	<b>TG03 Question 0039 - Access Trestle</b>	<b>Closed</b>	<b>08/11/2010</b>	<b>08/18/2010</b>	<b>08/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana	<b>To:</b> Turner Construction Compan      Daphne Faulkner				<b>Answered By:</b> Webcor Construction LP      Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Exhibit A - Attachment 3.1  Q - Please confirm access trestle shall be designed (similar to Temp Bridges)for a Manitowoc Crane 999 Series 2 which weigh's approximately 475,000 lbs  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/11/2010	<b>SUGGESTION:</b>				<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Design load criteria for equipment on the Access Trestle is specified in Exhibit A, Attachment 3.		
<hr/>							
<b>TG03.00-0040</b>	<b>TG03 Question 0040 - Access Trestle</b>	<b>Closed</b>	<b>08/11/2010</b>	<b>08/17/2010</b>	<b>08/16/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana	<b>To:</b> Turner Construction Compan      Daphne Faulkner				<b>Answered By:</b> Webcor Construction LP      Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference A3-2 and drawing sheet SL-001  Q - Please confirm it is the intent of the drawings that the access trestle extends all the way eastward to col line 35+9.75 such that the Trade Subcontractor can access the trestle at the intersection of col line E and col line 35+9.75 (ie; at the east end cdsm wall).	<b>SUGGESTION:</b>				<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirmed for access only, provided Contractor is given access to Parcel N and N', per Specification 01 14 19, 1.4.A.  Response by Webcor / Obayashi JV 08/16/2010		



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<div>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/11/2010</div>											
TG03.00-0041	TG03 Question 0041 - Grid Spacing	Closed	08/11/2010	08/17/2010	08/17/2010	Potentially	<input type="checkbox"/>				
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger							
Co-Author:											
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>							
Reference drawing sheets GT-0100, S1-2022, & S1-2027				GT-0100 is correct. Not every structural bay is the same dimension.							
Q - The structural drawings show grid spacing @42'-6". This makes the distance between Grid 1 & 35 equal to 1,445'. Drawing GT-0100 gives cordinates and a dimension of 1,462.54' between 1 & 35. Please clarify.											
Submitted by Shad Gardner Balfour Beatty 08/11/2010											
TG03.00-0042	TG03 Question 0042 - Dimensions	Closed	08/11/2010	08/17/2010	08/17/2010	Potentially	<input type="checkbox"/>				
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger							
Co-Author:											
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>							
Reference drawing sheet GT-2101				This will be corrected in an Addendum.							
Q - Dimensions to the radius' center point for wall segment R2-1 do not correspond to the given radius. Please revise.											
Submitted by Shad Gardner Balfour Beatty 08/11/2010											
TG03.00-0043	TG03 Question 0043 - Liquidated Damages	Closed	08/11/2010	08/17/2010	08/13/2010	Potentially	<input type="checkbox"/>				
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   Joanne Filipas							
Co-Author:											
REQUEST:		SUGGESTION:		ANSWER:							



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Reference Exhibit A Section 5 last paragraph references Specification 00 05 20 for responsibilities for liquidated damages.

Q - The liquidated damages described in 00 05 20 are based on a requirement for the completion of Trade package No. 1 in 1,825 calendar days beginning with Notice to Proceed with Pre-Construction Services. 1) Please provide the Notice to Proceed date for Pre-Construction Services. 2) Please advise how liquidated damages will be assessed for late completion of Zone 1, Zone 2, Zone 3, and Zone 4. Since any of these zones could potentially be late, it is not clear how the CM/GC will assess potential LD's.

Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/11/2010

Accept Suggestion: ☐

It is anticipated that NTPs will be issued as described in the IFB. Liquidated damages as well as Contractor's costs and those of other Trade Subcontractor's may be assessed if the late completion of any zone impacts the critical path of the project or affects the work of follow on Trade Subcontractors.

<b>TG03.00-0044</b>	<b>TG03 Question 0044 - Existing Utilities</b>	<b>Closed</b>	<b>08/11/2010</b>	<b>08/17/2010</b>	<b>08/18/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Company	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas			

**Co-Author:**

**REQUEST:**

Reference drawing sheet D-2230

Q - Note #2 states that, unless otherwise specified, all utilities to be removed have been cut and capped. The only remaining utilities shown to be cut and capped are the sewer systems at First, Fremont, and Beale. We interpret this note to mean that, except for the sewer systems discussed, there are no other active utilities in the work zone (including in First St, Fremont St, and Beale). 1) Please confirm there are no other active utilities that the Trade Subcontractor has to either cut/cap or maintain in place. 2) If there are other utilities that have to be cut and capped, please provide specific details. 3) If there are other utilities that have to be maintained in place, please provide specific details.

Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/11/2010

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

1) Protect in place active existing sanitary and combined sewers, manholes, catch basins and storm drain culverts as indicated on the plans. Protect in place NEW active sewers constructed as part of the Relocation of Utilities Project as shown on the plans. Coordinate with and protect in place NEW active utilities (PG&E and Verizon) constructed by the private utilities that will be supported by the temporary bridge. With the exception of the utilities indicated, all known active utilities will be demolished capped and/or plugged by the Relocation of Utilities Project at the demarcation line indicated in the plans. The Relocation of Utilities Project includes exploratory subsurface trench explorations in First, Fremont, Beale, Minna and Natoma streets at the demarcation line where the new CDSM wall crosses perpendicular to each street. Following subsurface investigations, all unknown (as well as known) active and inactive



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encountered utilities will be demolished capped and/or plugged at these locations by the Relocation of Utilities Project.

2) Demolish and plug existing sewers per City of San Francisco Standard Plans and Specifications.

3) See response to part 1.

Responded by David Fyfe (URS Corporation)

TG03.00-0045	TG03 Question 0045 - Escrow Documents		Closed	08/12/2010	08/18/2010	08/16/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP Joanne Filipas				
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:				
Reference specification 00 02 12, 1.3.A				Accept Suggestion: <input type="checkbox"/>				
Q - Paragraph 1.3A states escrow documents are to be submitted within 3 working days after the date of bid opening. This contradicts Project Bidding Manual page 15 which states that escrow documents are to be submitted within 3 calendar days after the bid opening date. Please clarify.				Three working days is correct. An Addendum will be issued.				
Submitted by Kelly Turner Granite /CJA / NCC Joint Venture 08/11/2010								

TG03.00-0046		TG03 Question 0046 - Construction Schedule		Closed	08/12/2010	08/18/2010	08/20/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By: Webcor Construction LP				Joanne Filipas
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference specification 01 13 10, 1.2.B						The Exhibit A requirement of 15 calendar days of award shall apply and supersedes the specification.				
Q - Paragraph 1.2B states a construction schedule is to be submitted within 15 days after bid package Notice to										



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<p>Proceed. This contradicts Exhibit A Section 5 which states the schedule is to be submitted within 15 calendar days of award. Please clarify.</p> <p>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/11/2010</p>							
<hr/>							
TG03.00-0047	TG03 Question 0047 - SBE Program	Closed	08/12/2010	08/18/2010	08/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Sara Gigliotti			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Exhibit A, Part IV and specification 00 08 21, paragraph B, item D and paragraph 1.3, item B.				That assumption is correct. 17% is the overall SBE goal for the entire CM/GC contract. The CM/GC will set varying percentages for each individual package, and the goal for this package is 24%.			
Q - Exhibit A, Part IV., Scope of the Package and Bid Item Information, Paragraph B., General Work, Item D., SBE Program states "Trade Subcontractor shall obtain a minimum SBE participation of 24% of the total value of Trade Subcontractor's bid value." However, Section 00 08 21, Disadvantaged & Small Business Enterprise and Equal Employment Opportunity/Employment Nondiscrimination Requirements, Paragraph 1.3 Small Business Enterprise (SBE) Program Requirements, Item B. states "The TJPA has established an SBE Utilization Goal of 17% overall for this Contract."							
Are we correct in assuming that the SBE participation is to be 24% of our bid value for this contract (Contract No. 08-04-CMGC-000), but that the SBE Goal for the entire Transit Center Project is 17%?							
Submitted by Gerald Brown Tutor-Salib Corporation 08/12/20101							
<hr/>							
TG03.00-0048	TG03 Question 0048 - Instruction to Bidders	Closed	08/12/2010	08/18/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   Joanne Filipas			





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#### Co-Author:

#### REQUEST:

Reference Instruction To Bidders, subparagraph D.

Q - Reference is made to Part III. Instruction to Bidders, Subparagraph D., Bidding Process and Procedures, Item 6. Statutory Bidding Requirements, Subitem b) Bidders Qualification Statement (1) which states that "Bidder shall list on the Bidder's Qualification Statement (BQS in Forms Section) its current contractor license number. . ." we can not find such a form. Please provide.

Submitted by Gerald W. Brown Tutor-Saliba Corporation  
08/12/2010

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

BQS Form is not required. This will be removed from the Project Bidding Manual in a future Addendum.

<b>TG03.00-0049</b>	<b>TG03 Question 0050 - Bid Due Date</b>	<b>Closed</b>	<b>08/12/2010</b>	<b>08/18/2010</b>	<b>08/13/2010</b>	<b>Potentially</b> <input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Sara Gigliotti		

#### Co-Author:

#### REQUEST:

Reference Part III Instruction to Bidders, Section V, Paragraph A, Item 3

Q - Reference is made to Part III. Instruction to Bidders, Section V., Webcor/Obayashi Bidding Forms, Paragraph A., Bidding Checklist (BCL), Item 3. which states "Each Bidder shall submit with its Bid the following forms, properly completed and executed." Following this statement there are various forms listed including "Escrow Agreement for Security Deposits in Lieu of Retention (Section 00 06 30)." Since this "Escrow Agreement for Security Deposits in Lieu of Retention" form states that - "pursuant to the construction contract entered into between the TJPA and Contractor for Transbay Transit Center. . . in the amount of \_\_\_\_\_ dated \_\_\_\_\_", we request that this form be among those forms submitted by the successful Trade Subcontractor after the Notice of Intent to Award and not with the bid form. Please advise.

Submitted by Gerald W. Brown Tutor-Saliba Corporation  
08/12/2010

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

This request is granted. This form is not required to be submitted with the Bid. The Instructions to Bidders will be revised in a forthcoming addendum.



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TG03.00-0050	TG03 Question 0050 - Bid Due Date	Closed	08/12/2010	08/18/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Transbay Terminal Center Bid Package TG03 Shoring, Buttress and Excavation (Cont.)				A forthcoming Addendum will include a time extension of 4 weeks beyond the current bid date. The TJPA will continue to monitor contractor questions and the content of future addenda to be satisfied it allows a reasonable period to finalize contractor bids.			
Q - We have started into our second week of intensive review of bid documents and drawings in which to grasp what is prescriptive work and what requires additional contractor design and scheduling in our bid proposal preparation. Having been involved in not only pre-bid contractor designed support-of-excavations but final design and construction of numerous deep supported excavations in urban environments in numerous cities in California, we look forward to working on this unique and challenging project. This project brings additional elements to be considered during design of support-of-excavation and traffic supported trestles that would not normally be considered in below street level construction. One, the width of the supported excavation at approximately one hundred and eighty L.F., will require at least two intermediate vertical piles to support the horizontal bracing levels. Second, the need to incorporate both longitudinal and transverse traffic trestle decking whose vertical support locations will add to the constraints and interference with the location of the horizontal bracing levels. Third, the phasing of the shoring and excavation will require various locations of bracing levels of the CDSM cut-off walls. Fourth, the tie-down anchors will have to be designed to meet project specifications. Fifth, the volume of information including as-builts and the myriad of geotechnical information provided will consume considerable time which our designers can ill afford not to digest the pertinent information. And lastly, the tremendous coordination and evaluation of the various key subcontractors scopes and proposals will be itself a considerable effort since various proprietary information will be provided to them for pricing Tutor-Saliba's in-house designs. For these various reasons, we strongly urge a postponement of at least four weeks to the current scheduled bid date of September 14th in which we can properly develop the most complete and competitive design concepts and pricing proposal to Webcor/Obayashi. It is very important that you evaluate this request in a timely manner in which we can allocate the limited time available to our engineering and estimating forces. Your timely written response is appreciated.							



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Submitted by Gerald W. Brown Tutor-Saliba Corporation  
08/12/2010

TG03.00-0051	TG03 Question 0051 - Elevations	Closed	08/13/2010	08/19/2010	08/19/2010	Potentially	<input type="checkbox"/>			
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc		George Metzger		
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion:	<input type="checkbox"/>
Reference drawing sheet GT-1100 and drawing tables 3, 4, 7 & 8						Tables 3, 4, 7, & 8 on sheet GT-1100 will be revised in an Addendum to show the top strut elevation as +4ft. Note that, per note 10 on GT-1111, the top strut elevation shall be determined by the Contractor.				
Q - The lateral earth pressure diagram and tables 3&4 have the top street at elevation +4, but tables 7&8 show elevation +6 Which is correct										
Submitted by Shad Gardner Balfour Beatty 08/13/2010										

TG03.00-0052	TG03 Question 0052 - Mud Slab	Closed	08/16/2010	08/22/2010	08/17/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc		George Metzger
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>		
Reference drawing sheets S1-3003 & A1-8711.						Mud slab is shown on 5/S1-3003 (Addendum #1). The BSE scope of work does not include the waterproofing, protection board, concrete protection slab and 5' thick mat slab on top of the mud slab. The mud slab reinforcing shown in the "for reference only" drawings 2/A1-8711 will be revised in an Addendum to match the structural drawings.		
Q - Detail 2/S1-3003 indicates a 3" Mud slab (SAD). Detail 2/A1-8711 indicates a 4" Mud Slab w/ 6"X6" Wire Mesh. Please confirm that the Architectural detail governs, and that the BSE sope ends at the top of Mud Slab and WPM and up by others.								
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010								





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TG03.00-0053	TG03 Question 0053 - Internal Bracing	Closed	08/16/2010	08/22/2010	08/18/2010	Potentially	
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner	Answered By: Webcor Construction LP    Joanne Filipas				
Co-Author:							
REQUEST: Reference specification 31 55 00.  Q - Section 1.5 N states that primary struts are to be proof loaded to 125% of maximum design force. This appears to be either in conflict with 1.5 O, or is referring to something other than pre-loading by jacking. We note that proof load is defined, but the definition appears to be similar to what is generally understood by pre-load. Please clarify intent of proof loading.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010		SUGGESTION:	ANSWER:    Accept Suggestion: <input type="checkbox"/> Proof load and preload are not the same. There is no conflict.  Responded by Fyfe, David (URS Corporation)				
<hr/>							
TG03.00-0054	TG03 Question 0054 - Internal Bracing	Closed	08/16/2010	08/22/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner	Answered By: Adamson Associates, Inc    George Metzger				
Co-Author:							
REQUEST: Reference drawing sheet GT-1110  Q - Loads for re-bracing struts or rakers are not given on sheet GT-1110. Please clarify required loads.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010		SUGGESTION:	ANSWER:    Accept Suggestion: <input type="checkbox"/> Strut loads in the build-out case can be determined by the Contractor based on the information provided on GT-1110.				
<hr/>							
TG03.00-0055	TG03 Question 0055 - Internal Bracing	Closed	08/16/2010	08/22/2010	08/26/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner	Answered By: Transbay Joint Powers Au    Gerry MacClelland				
Co-Author:							
REQUEST: Reference drawing sheet GT-2101.  Q - Is the use of tiebacks acceptable for support of this wall segment? Is the project planning on eventually taking the properties under which such tiebacks would be placed?		SUGGESTION:	ANSWER:    Accept Suggestion: <input type="checkbox"/> The property is identified for property acquisition.				



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<hr/>							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010							
<hr/>							
TG03.00-0056	TG03 Question 0056 - Access Trestle Permanent Structure	Closed	08/16/2010	08/22/2010	08/20/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By: Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Exhibit A, Attachment 3 A.				A. Per Exhibit A, Attachment 3 "The level of the Access Trestle shall be the same as the level of the Temporary Bridges at the connections."			
Q - We note that the access trestle is to be coordinated with permanent construction, not conflict with the permanent structure except for penetrations, and is to be at the same level of the temporary bridges at the connections. This would appear to require that the trestle deck be below the bottom of the ground floor permanent structure section, with built-up ramps to match the street bridges. We also note that the permanent ground level structure is lower at the street crossings than elsewhere. This would push the trestle deck further down, conflicting with the limits of placement of the top level bracing strut. No guidance is given regarding how the future Trade Subcontractor will want to use the trestle to construct the ground floor or the superstructure. Please clarify where the top of trestle deck is intended to be located, and whether it is acceptable to locate the trestle deck at ground floor level, such that it could be used for sequential construction of the ground floor and superstructure. Is there an upturned longitudinal beam down the middle of the street crossings? . Schedule A on S1-3201 only indicates a 30" slab.				B.(insert TT answer)			
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010							
<hr/>							
TG03.00-0057	TG03 Question 0057 - Access Trestle	Closed	08/16/2010	08/22/2010	08/19/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By: Webcor Construction LP    Joanne Filipas			



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<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Exhibit A, Attachment 3  Q - Crane load is indicated to be considered at any location on the access trestle. Only total weight is given, not the concentrated load that occurs when the crane reaches out on one side or the other to the maximum under load. Please confirm that the trestle is to accommodate the crane operating, not just standing or walking, at any location on the trestle.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> Confirmed.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<hr/>							
<b>TG03.00-0058</b>	<b>TG03 Question 0058 - Internal Bracing</b>	<b>Closed</b>	<b>08/17/2010</b>	<b>08/31/2010</b>	<b>08/22/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc    George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference drawing sheet GT-1111 Legend. A.  Q - Please help to clarify the strut and waler system stiffness requirements. Our initial interpretation and the associated analyses indicate that strut and waler sizes increase very significantly over what would be required by strength considerations alone. Please provide a sample calculation or procedure for determining stiffness for comparison with the values given in kip per foot, per foot of wall. B. Pre-loading will take out a portion of the axial shortening of the struts. We assume that it is appropriate to subtract out that deflection from the stiffness calculation. Please confirm.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> The strut and waler system stiffnesses are governed by the need to control ground movements outside the excavation. Consequently the operational stresses in struts and walers implied by the specified stiffnesses will be lower than would be obtained by factoring ultimate stresses. See Attached SSK-RFI TG0300-058. Question B is not clear.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<hr/>							
<b>TG03.00-0059</b>	<b>TG03 Question 0059 - Demolition</b>	<b>Closed</b>	<b>08/16/2010</b>	<b>08/22/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP    Joanne Filipas			



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#### Co-Author:

#### REQUEST:

Reference D-1076 (Existing Terminal Demo).

Q - Existing Terminal Demolition Drawing D-1076 indicates (E) Cantilever Wall for 301 Mission St Building (60 story Tower) to be relocated by others. Please confirm this will be completed prior to the TG03 Work in this area.

Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/13/2010

#### SUGGESTION:

#### ANSWER:

Confirmed.

Accept Suggestion: ☐

<b>TG03.00-0060</b>	<b>TG03 Question 0060 - Milestones</b>	<b>Closed</b>	<b>08/16/2010</b>	<b>08/22/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas			

#### Co-Author:

#### REQUEST:

Reference Exhibit A Section V

Q - Milestones indicates the Trade Subcontractor is to provide all submittals within 10 days of NTP #1. This contradicts innumerable sections of the specifications which provide specific and reasonable time frames for submittals. It is not reasonable to expect all submittals to be delivered within 10 days of NTP #1. Please provide clarification on the contract requirements for delivery of submittals.

Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/13/2010

#### SUGGESTION:

#### ANSWER:

Refer to answer to TG0300-0013.

Accept Suggestion: ☐

<b>TG03.00-0061</b>	<b>TG03 Question 0061 - Micropile</b>	<b>Closed</b>	<b>08/16/2010</b>	<b>08/22/2010</b>	<b>08/17/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

#### Co-Author:

#### REQUEST:

Reference specification 31 63 33, 2.1.A.2.

Q - Specification require micropile contractor to select

#### SUGGESTION:

#### ANSWER:

145 psi grout pressure is a minimum requirement.

Accept Suggestion: ☐



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installation means & methods to develop load capacity & performance required by project documents. Paragraph 2.1.A.2 dictates an installation method of grout pressure at least 145 psi. We request this sentence is removed since it appears to conflict with objective of contractor selected construction procedures.

Submitted by Rob Jameson Malcolm Drilling 08/13/2010

<b>TG03.00-0062</b>	<b>TG03 Question 0062 - Micropile</b>	<b>Closed</b>	<b>08/17/2010</b>	<b>08/31/2010</b>	<b>08/17/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

#### Co-Author:

#### REQUEST:

Reference specification 32 63 33, 3.1.B. & 3.7.B.

Q - Section 3.7.B requires temporary casing or other method of drill hole support in caving or unstable ground. By reference to Section 3.1.B & 3.7.B we understand that use of fluid containing bentonite, drilling mud or chemical stabilizers will not be permitted on the project.

Submitted by Rob Jameson Malcolm Drilling 08/13/2010

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

Confirmed. Drilling mud or chemical stabilizers are not to be used.

<b>TG03.00-0063</b>	<b>TG03 Question 0063 - Micropile</b>	<b>Closed</b>	<b>08/16/2010</b>	<b>08/22/2010</b>	<b>08/17/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

#### Co-Author:

#### REQUEST:

Reference specification 33 63 33, 3.2.C.K.2.

Q - Performance test acceptance criteria is defined in terms of parameter "T" - maximum test load. Parameter T is not defined in performance test schedule. By referral to proof test schedule we infer:  $T = 1.4 \times 1.1 \times \text{Design Load}$   
Please confirm or provide definition of "T" which is applicable to performance test acceptance.

#### SUGGESTION:

#### ANSWER:

**Accept Suggestion:** ☐

Performance test load is specified in table A of specification section 31 63 33.

$F = 1.4 \times F.S. \times \text{Design Load}$

$F.S. = 2.0$





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Submitted by Rob Jameson Malcolm Drilling 08/13/2010							
TG03.00-0064	TG03 Question 0064 - Micropile	Closed	08/16/2010	08/22/2010	08/17/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
Reference specification 34 63 33, 3.5.D. & A.			Accept Suggestion: <input type="checkbox"/>				
Q - Per Micropile allowable construction tolerance, centerline of piling shall not more than 3" from indicated location on drawings. We understand that centerline of reinforcing shall be not more than 0.5" from centerline of pile, I.E. tolerance is cumulative such that reinforcing cannot exceed 3.5" from plan centerline location. Please confirm.			Specification 34 63 33 / 3.5.D will be revised in an Addendum to read as "Centerline of reinforcing steel shall not be more than 0.5 inch from centerline of the pile."				
Submitted by Rob Jameson Malcolm Drilling 08/13/2010							
TG03.00-0065	TG03 Question 0065 - Bid Due Date	Closed	08/17/2010	08/24/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner	Answered By:Transbay PMPC      Gerry MacClelland				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
Our QBD 1 sent on 8/9/10 requested an 8-week extension to the bidding period and provided reasons for our request. We would like to reiterate our concern that it is not possible to provide an accurate design-build bid of this magnitude within the currently allocated 6-week period. (Bidder Name - hidden) requests that the CM/GC decide as soon as possible whether or not the bid period will be extended and notify all bidders of the decision. If SST does not receive notification of a bid extension by Friday, Aug. 20, it may determine that it cannot continue to participate in this procurement.			Accept Suggestion: <input type="checkbox"/>				
			A forthcoming Addendum will include a time extension of 4 weeks beyond the current bid date. The TJPA will continue to monitor contractor questions and the content of future addenda to be satisfied it allows a reasonable period to finalize contractor bids				



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<div>Submitted by Rich Zito Shimmick / Skanska / Traylor Joint Venture (SST) 08/17/2010</div>							
TG03.00-0066	TG03 Question 0066 - Temporary Power	Closed	08/18/2010	08/24/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner	Answered By: Webcor Construction LP   Joanne Filipas				
Co-Author:							
REQUEST: Reference Proect Bidding Manual, IV.A.17(a)  Project Bidding Manual states, "Contractor will provide temporary power to distribution points in the Site Logistics plan (see Exhibit A) for the project. Subcontractor shall be responsible for all temporary power needs to complete their work beyond the distribution points provided by Contractor. Contractor will not provide temporary power for welding." A.Will the Owner (TJPA) pay for temporary power consumption, or does the Trade Subcontractor put thisin our Bid? B. Will the distribution points require separate metering for welding?  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/17/2010		SUGGESTION:	ANSWER:    Accept Suggestion: <input type="checkbox"/> A. Refer to TG0300-0035.  B. Refer to Project Bidding Manual, Section IV.17.				
TG03.00-0067	TG03 Question 0067 - Hazardous Waste	Closed	08/18/2010	09/01/2010	08/18/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner	Answered By: Transbay PMPC   Alfred Lau				
Co-Author:							
REQUEST: Reference specification 01 13 50, 1.5.I & 1.5.H.  Please confirm that "The TJPA is the "generator",...,of any hazardous waste,..." 01 13 50 1.5.I, and that, "The TJPA Representative only (and not the Contractor) will sign the manifestfor the generator of the waste."		SUGGESTION:	ANSWER:    Accept Suggestion: <input type="checkbox"/> 1. As stated in 01 13 50 ¿ 1.5.I, TJPA is the ¿generator¿ of any hazardous waste encountered at the site, as exist, in the course of performance of the Work, but TJPA will not be responsible to any hazardous waste generated by the Contractor working at the Site, and the Contractor will be the generator of				



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Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/17/2010			that material. 2. As per 01 13 50 & 1.8.H, TJPA Representative will sign the manifest for the generator of hazardous waste, except the hazardous waste generated by the Contractor as stated above.				
<hr/>							
TG03.00-0068	TG03 Question 0068 - OCS System	Closed	08/18/2010	08/24/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: A.Will the OCS system be removed to allow crane access across the temp bridges? If so, when? B. What closures (time/duration) will be allowed for the installation of the temporary bridges?  Submitted by Charles M. Garnder Kiewit Infrastructure West Co. 08/17/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> A. OCS system can be removed and reinstalled by the Trade Subcontractor anytime at their convenience, as coordinated with local agencies. This shall be included in the scope of the work.  B. Please refer to the traffic control specification. This shall be included in an upcoming addendum.			
<hr/>							
TG03.00-0069	TG03 Question 0069 - Permits	Closed	08/18/2010	08/24/2010	08/20/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference Project Bidding Manual, IV.A.6 and specification 01 14 10.  Project Bidding Manual IV.4.6 a0 states "Trade Subcontractor shall obtain all required ancillary permits to complete their scope in a timely manner. Refer to Specifications Section 01 14 10 for project permits" Specification 01 14 10 does not distinguish between the Contractor and the Trade Subcontractor. Please clarify specifically which permits are considered "ancillary" and not reimbursed by TJPA. (I.e DPW Tree Planting / Removal, Rock Wheel? SFMTA Traffic Control Plan?, etc.)		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Refer to TG0300-0024.			



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<div>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/17/2010</div>							
TG03.00-0070	TG03 Question 0070 - CDSM	Closed	08/18/2010	08/24/2010	08/19/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Adamson Associates, Inc    George Metzger			
Co-Author:							
REQUEST: Reference drawing sheets GT2101, GT2101, GT2103, S1-2027, & S1-2030.  The Drawings GT 2101, GT 2102, GT2103 show one CDSM Layout and Drawings S1 2022 thru S1 2027, S1 2030 show another CDSM Layout and the dimensioning do not match, the distance to CL of CDSM at A /1 and A / 35 do not match between the two different Layouts.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/17/2010		SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/> GT 2101, GT 2102, GT 2103 take precedent.			
TG03.00-0071	TG03 Question 0071 - As-Built Drawings	Closed	08/18/2010	08/24/2010	08/20/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference specification 01 17 20.  Who is responsible for utility relocation as-built drawings, TG03 or TG04?  Submitted by Charles M. Gardner Kiewit Infrastrcutre West Co. 08/17/2010		SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/> Each Trade Subcontractor is responsible to provide as-builts for their contract work.			



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TG03.00-0072	TG03 Question 0072 - Electronic Files	Closed	08/18/2010	08/24/2010	08/18/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana <b>To:</b> Turner Construction Compan    Daphne Faulkner <b>Answered By:</b> Webcor Construction LP    Joanne Filipas							
<b>Co-Author:</b>							
<b>REQUEST:</b> 1. Will the owner or general contractor please provide bidders with CADD digital files (preferably AutoCAD format) of the drawing provided to TG03 Trade Subcontractors?  2. Will the owner or general contractor please provide bidders with Primavera digital files for Exhibit I schedule contained in the bid package?  Submitted by Kelley Wigton Shimmick / Skanska / Traylor JV (SST) 08/17/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1. Refer to answer to TG0300-0003. 2. No.			
TG03.00-0073	TG03 Question 0073 - Existing Piles and Pile Caps	Closed	08/18/2010	08/24/2010	08/19/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana <b>To:</b> Turner Construction Compan    Daphne Faulkner <b>Answered By:</b> Transbay Joint Powers Au    Gerry MacClelland							
<b>Co-Author:</b>							
<b>REQUEST:</b> After reviewing the reference documents we are not able to find details of the existing San Francisco Terminal pile caps and piles to be removed. Document No. 1 in the attached listing appears to be the one we need. Where can we get a copy of this document and any other pertinent as-built drawings for the existing terminal structure?  Submitted by Kelley Wigton Shimmick / Skanska / Traylor JV (SST) 08/17/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This information is available and will be added to the TJPA FTP site referenced in Section 00 03 31.1.1B. A hard copy will be provided to Webcor/Obayashi. An addendum will be issued adding a reference to these requested drawings to Section 00 03 31.1.2D			
TG03.00-0074	TG03 Question 0074 - Tax Certificate	Closed	08/18/2010	08/24/2010	08/20/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana <b>To:</b> Turner Construction Compan    Daphne Faulkner <b>Answered By:</b> Webcor Construction LP    Joanne Filipas							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Project Bidding Manual, Section V, paragraph A (BCL), #3		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to Specification Section 00 04 54.			



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	<p>Item # 3 requires each bidder to provide a specifically what certificate is required. Is this certificate issued by the State or by the Federal government? It is our understanding that General Partnerships are not usually registered with the State of California, therefore this document would presumably be a Federal certificate. Please advise.</p> <p>Submitted by Chad Trabucco Shimmick / Skanska / Traylor JV (SST) 08/18/2010</p>						
<b>TG03.00-0075</b>	<b>TG03 Question 0075 - Temporary Bridge</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>			
Reference specification 01 53 13, paragraph 1.3.A.1				<b>Accept Suggestion:</b> <input type="checkbox"/>			
<p>Specification states "design shall include cross bridge travel, including typical semi truck traffic and a fully assembled Manitowoc 999 crane weighing 500,000 lbs traveling from trestle to trestle without a hook load." Please verify it is the intent of the specifications that the 999 crane only travels across the temp street while moving from trestle to trestle and that the temp street design does not have to include the Manitowoc 999 loading at any other area of the temporary street.</p> <p>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 8/18/2010</p>				<p>Manitowoc 999 crane loading applies to the entire length of the bridge.</p> <p>Fyfe, David (URS Corporation)</p>			

<b>TG03.00-0076</b>	<b>TG03 Question 0076 - Access Trestle</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/19/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							



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**REQUEST:**

Reference Exhibit A

Attachment 3, Access Trestle Criteria, states "The level of the access trestle shall be the same as the level of the Temporary Bridges at the connections." Attachment 3 also states "The layout for each member of the Access Trestle, shall not conflict with the permanent structure." Tying the trestle to the cross streets will cause the trestle structure (which is approx 7' deep) to conflict with the concrete roof of the follow on structure. It is our understanding that the CM/GC understands this and will coordinate the removal of the access trestle and the temp streets such that the concrete roof can be constructed after these conflicting structures are removed. Pls confirm.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/18/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Coordination is the responsibility of the Trade Subcontractor. Temporary roadways/bridges must remain in place until the permanent structure can support the permanent roadway.

<b>TG03.00-0077</b>	<b>TG03 Question 0077 - Mat Slab Pile Sleeve</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/18/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture Manuel Saldana		<b>To:</b> Turner Construction Company Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Ref: 2/S1-3003

Slip Detail @ Trestle Pile/Mat connection shows a pipe sleeve over the trestle pipe pile to allow for vertical movement of the mat slab per Note 2. Not clear how that will be achieved since the detail shows the Mat slab with the mud slab directly bearing on the concrete encasement of the trestle pipe pile. Please clarify.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/18/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The slip detail is to allow the mat slab (and the waterproofing to adhere to the mat slab) to move upward when ground water table rises to the design level (mat slab will move up approximately 1" under the designed ground water pressure).

<b>TG03.00-0078</b>	<b>TG03 Question 0078 - CSM</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/19/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:	SUGGESTION:			ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Ref: CSM Width/GT-5101				The 3'-6" dimension for the CSM system on detail 2/GT-5101 should read 3"-6" maximum. GT-5101 will be revised to reflect this in an Addendum.			
Plan Sheet 35 of 105, GT-5101, detail 2 shows 3' diameter multi auger soil mixing or a cutter soil mixing system (CSM) with conflicting widths. The stated width is 3'-6", yet the schedule width equals 3'-0", which matches dimension of the multi auger system. However, a 30" wide CSM system and a 36" multi auger system provide the same minimum width. Please confirm the desired width of the CSM system, 30, 36, or 42 inches.							
Submitted by Andres Melgoza Drill Tech & Shoring Inc 08/18/2010							
TG03.00-0079	TG03 Question 0079 - Insurance	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By:Webcor Construction LP Joanne Filipas			
Co-Author:							
REQUEST:	SUGGESTION:			ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference General Requirements - Insurance				With respect to land surveyors only, the Trade Subcontractor or its retained engineers should only have to evidence \$1,000,000 in professional liability insurance covering that scope of work, consistent with the standard requirements set forth in Article 16 of the Long Form Subcontract. This will be included in Addendum 3.			
Says surveyor must carry professional liability of \$25 million/claim. What general liability would the surveyor need to carry? I assume it is not the \$100 million/occurrence as noted for the trade subcontractors. The insurance would cost the surveyor more than it would cost to survey the project.							
Submitted by Lyndi Love MVE 08/18/2010							
TG03.00-0080	TG03 Question 0080 - Schedule	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By:Webcor Construction LP Joanne Filipas			
Co-Author:							





# Webcor/Obayashi Joint Venture

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<b>REQUEST:</b> Reference Exhibit A, Section V  Reference NTP #6, 7, 8, 9, and 10. Please provide specific dates when the Trade Subcontractor will be required to perform the removal work associated with these NTP's. It is not possible to estimate costs for managing and maintaining this project without that specific information.  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/18/2010		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to Exhibit I, BSE Concept Schedule.				
<b>TG03.00-0081</b>	<b>TG03 Question 0081 - Police Officers</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Company   Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP   Joanne Filipas				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference specification 01 15 70, 3.4.A  Section states "Contractor shall provide uniformed...police officers, as required by the TJPA representative..." It is our understanding that per the contract definitions, the Contractor is defined to be Webcor/Obayashi. Please confirm that Webcor/Obayashi will direct and pay the costs for the uniformed officers described herein. If it is the intent of the contract that the Trade Subcontractor direct and pay the costs for these officers, please provide specific guidelines on when these officers will be required. Simply stating "as required by TJPA" will result in exorbitant bid costs due to the lack of specific information provided. Suggest an allowance for this.  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/18/2010		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The Trade Subcontractor shall pay for the cost of the 10B officers and this cost will be reimbursable. This will be issued in an upcoming addendum.				
<b>TG03.00-0082</b>	<b>TG03 Question 0082 - Internal Bracing</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Company   Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc   George Metzger				



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**Co-Author:**

**REQUEST:**

Ref: GT-1110

Ref Note 3 "strut loads are working stress level."  
Regarding 301 Mission Buttress Case Table 3 & 7; is  
Table 7 loading cumulative, or must Table 3 & Table 7 be  
additive? Regardless of cumulative or additive do Table 3  
& 7 loads represent "working stress level"?

Submitted by Gerald W. Brown  
Tutor-Saliba Corporation  
08/19/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Tables 5, 6, 7, and 8 are additive to Tables 1, 2, 3,  
and 4, respectively. All loads in these tables are  
working stress. Note: Tables 3 and 7 have been  
revised in Addendum 2.

<b>TG03.00-0083</b>	<b>TG03 Question 0083 - Dimensions</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Ref: GT-2101

Reference drawing sheet GT-2101 Verify Shoring Wall  
Radius (594') at wall segment R2-1 and or dimensions to  
radius center line (170'-2 1/2" & 220'-9"). Radius & Center  
as identified do not work with layout as shown.

Submitted by Gerald W. Brown  
Tutor-Saliba Corporation  
08/19/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

This will be corrected in an Addendum.

<b>TG03.00-0084</b>	<b>TG03 Question 0084 - Dimensions</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/25/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

Reference drawing sheet GT-2101

Ref Note #16 (RE: Wall Segment X1-1) 1. At what stage of  
excavation in zone #1 will wall X1-1 be removed? 2. Can

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

See reply to RFI 0055.



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	tiebacks be used to support wall segment X1-1?  Submitted by Gerald W. Brown Tutor-Saliba Corporation 08/19/2010						
<hr/>							
TG03.00-0085	TG03 Question 0085 - Cut Off Wall	Closed	08/19/2010	08/25/2010	08/20/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference drawing sheet GT-2103.  Is cutoff wall between grids 33 & 34 required? Schedule appears to show excavation on both sides of this wall going down at the same time.  Submitted by Gerald W. Brown Tutor-Saliba Corporation 08/19/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Refer to Note 12 on drawing GT-2101 regarding location of the cut-off walls.			



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TG03.00-0086	TG03 Question 0086 - Wood Pile Removal	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
<div><div>From: Webcor/Obayashi Joint Venture</div><div>Manuel Saldana</div><div>To: Turner Construction Compan</div><div>Daphne Faulkner</div><div>Answered By:Adamson Associates, Inc</div><div>George Metzger</div></div>							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference drawing sheets GT-5000 & GT-5301.				Accept Suggestion: <input type="checkbox"/>			
1. Can wood piles be drilled out and material (Grout) replaced VRS extracted and grouted as shown.				1. Evaluation of the Contractor's proposed alternative method for extracting the existing timber piles requires more detail than that included in the RFI. Except where Non-Ground Deformation Control Methods are noted as acceptable on the Drawings, pulling out timber piles directly from the ground and grouting without any precautionary measures to control settlements caused by pile extraction is prohibited.			
2. How does removal of wood piles and placement buttress piles work with regard to schedule.							
Submitted by Gerald W. Brown Tutor-Saliba Corporation 08/19/2010							
TG03.00-0087	TG03 Question 0087 - Dimensions	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
<div><div>From: Webcor/Obayashi Joint Venture</div><div>Manuel Saldana</div><div>To: Turner Construction Compan</div><div>Daphne Faulkner</div><div>Answered By:Adamson Associates, Inc</div><div>George Metzger</div></div>							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference drawing sheets S1-2030, S1-2029, & GT-2103				Accept Suggestion: <input type="checkbox"/>			
Drawings appear to have made contradiction regarding limits of contract VRS location of shoring wall at both SW and SE project corners.				See response to RFI 0070.			
Submitted by Gerald W. Brown Tutor-Saliba Corporation 08/19/2010							
TG03.00-0088	TG03 Question 0088 - Train Platforms	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
<div><div>From: Webcor/Obayashi Joint Venture</div><div>Manuel Saldana</div><div>To: Turner Construction Compan</div><div>Daphne Faulkner</div><div>Answered By:Webcor Construction LP</div><div>Joanne Filipas</div></div>							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Will train platforms be constructed prior to/after removal of wall & Trestle/Bridge vertical support removal?				Accept Suggestion: <input type="checkbox"/>			
				Train platforms construction is not in the scope of the work.			
Submitted by Gerald W. Brown Tutor-Saliba Corporation							



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08/19/2010

TG03.00-0089	TG03 Question 0089 - Access Trestle	Closed	08/19/2010	08/25/2010	08/20/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas				
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference specification 01 53 13, 1.3.A.2				Yes. Refer to the the second paragraph of the "General" section of Attachment 3 in Exhibit A.				
Do deflection limits for temp bridges also apply to work trestle?								
Submitted by Gerald W. Brown Tutor-Saliba Corporation 08/19/2010								

TG03.00-0090	TG03 Question 0090 - Internal Bracing	Closed	08/19/2010	08/25/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By: Adamson Associates, Inc    George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference drawing sheet GT-1112				Noted			
Vertical supports of shoring are shown in all stages up to stage 16. Vertical supports will still be required at stage 16 and and beyond to support work trestle & roadways.							
Submitted by Gerald W. Brown Tutor-Salbia Corporation 08/19/2010							

TG03.00-0091	TG03 Question 0091 - Mat Slab Pile Sleeve	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By: Adamson Associates, Inc	
Co-Author:		George Metzger					



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	<div>REQUEST:Reference drawing sheet 2/S1-3003  What is the intent of this detail, how does it work and at what stage of construction is it to be installed?  Submitted by Gerald W. Brown Tutor-Saliba Corporation 08/19/2010</div>	SUGGESTION:					
			ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
			This is a detail to illustrate the trestle pile design requirements.  Trestle pile is a contractor design/build item. Other than supporting the trestle, there are two issues that need to be addressed by the contractor:  1. Trestle Pile shall not restrict the mat slab from upward movement.  2. Trestle pile shall have two steel seep rings (as shown) with waterproofing/flashing integrated into the lower ring.				
TG03.00-0092	TG03 Question 0092 - Insurance	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
	From: Webcor/Obayashi Joint Venture      Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner				
	Co-Author:		Answered By:Webcor Construction LP    Joanne Filipas				
	<div>REQUEST:Reference Exhibit A, paragraph section VI  4.F. as written is commercially unavailable. The clause requires Trade Subcontractor to maintain professional liability coverage continuously throughout the the term of the Contract, and without lapse, for 10 years beyond the Contract Final Final Completion date. The maximum policy term commercially available is 10 years combined for the construction and extended reporting period. A more usualreporting period is 3 years. Please change the extended reporting period to 3 years, or revise the requirement to a total of 10 years. Carrying \$25,000,000 professional liability insurance for 10 years will addsignificant cost to the Project without corresponding benefit as the majority of the design performed by Trade Subcontractor is for temporary work rather than the permanent structure.  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/19/2010</div>	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
			Refer to response TG0300-0001.				



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TG03.00-0093	TG03 Question 0093 - Insurance	Closed	08/19/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Exhibit A, paragraph 1.B				Accept Suggestion: <input type="checkbox"/>			
Section 1.B requires the Trade Subcontractor to maintain \$100,000,000 Commercial General Liability Insurance. Section 16.7 of the proposed subcontract between Webcor and the Trade Subcontractor requires that Sub-subcontractors carry the same amounts of coverage. Potential SBE sub-subcontractors will not be able to provide \$100,000,000 CGL. As a result, Trade Subcontractors will not be able to reach the 24% SBE Goal. It is highly likely that all of the Trade Subcontractors will offer 0% SBE participation as a result of section 16.7. Please advise if Webcor intends to modify section 16.7 and if so, how will it specifically be changed?				In an upcoming addendum, the following language will be added to 1.B of Exhibit A, VI. Insurance Requirement: ¿Notwithstanding Section 16.7 of the Long Form Subcontract, the requirement to maintain \$100,000,000 in Commercial General Liability Insurance shall apply ONLY to the bidding Trade Subcontractor. Sub-subcontractors/Lower-Tier Subcontractors shall maintain the levels of Commercial General Liability Insurance set forth in Section 16 of the Long Form Subcontract agreement.¿			
Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/19/2010							







# Webcor/Obayashi Joint Venture

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<hr/>							
<b>REQUEST:</b> Reference drawing sheet GT-2101, note 16.  Note 16 on GT-2101 requires the internal bracing system to permit removal of wall segment X1-1 PRIOR to the completion of the excavation. When or at what stage of excavation will this wall be removed? Can tiebacks be used to support wall X1-1?  Submitted by Shad Gardner Balfour Beatty 08/23/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Temporary tiebacks are acceptable on wall segment X1-1. The embedded length of the tieback shall not exceed 50 feet.			
<hr/>							
<b>TG03.00-0097</b>	<b>TG03 Question 0097 - Internal Bracing</b>	<b>Closed</b>	<b>08/23/2010</b>	<b>08/30/2010</b>	<b>10/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan      Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc      George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference drawing sheet GT-1111.  GT-1111 requires a minimum stiffness of the internal bracing system which makes strut sizes dependent on the strut's length & spacing regardless of the load. This makes a very inefficient bracing system . Would the Authority consider providing an allowable design deflection criteria, in lieu of the stiffness requirement.  Submitted by Shad Gardner Balfour Beatty 08/23/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The revised shoring wall layout shown in Addendum 3 is too close to the final southwest train box wall. The latter will be placed once the adjacent properties are acquired and demolished. Tiebacks installed at shoring wall segment X1-1 would interfere with the installation of shoring at the final southwest train box wall. Consistent with response to RFI 272, tiebacks are not acceptable at wall segment X1-1.			
<hr/>							
<b>TG03.00-0098</b>	<b>TG03 Question 0098 - Cut-Off Wall</b>	<b>Closed</b>	<b>08/23/2010</b>	<b>08/30/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan      Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP      Joanne Filipas			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference GT drawing set.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Cut-off walls do not serve any purpose of the final design. Other earth retaining systems can be used or			



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The SCDSM cut-off walls are to be located by the contractor as needed. Do these walls serve any purpose for the final design? If not, can other earth retaining systems be used or could they be eliminated if they are not needed by the contractor.

Submitted by Shad Gardner  
Balfour Beatty  
08/23/2010

cut-off walls can be eliminated with Trade Subcontractor's means and methods if Trade Subcontractor can meet the milestone requirements without sectionalized dewatering.

<b>TG03.00-0099</b>	<b>TG03 Question 0099 - Dewatering</b>	<b>Closed</b>	<b>08/23/2010</b>	<b>08/30/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas			

**Co-Author:**

**REQUEST:**

Reference specification 31 23 19, paragraph 1.3.A, drawing sheet S1-2024, Note A Exhibit I, and Schedule (Dewatering).

The above ref specification indicates TG03 dewatering system responsibility for duration of TG03 package. The referenced schedule shows dewatering thru March 2016. Note A DWS S1-2024 states dewatering maintained thru all dead load applications. Question: Does TG03 dewatering responsibility end Feb 2015 and remaining dewatering responsibility by subsequent contractors? (Pump Ownership/Pump/etc).

Submitted by John Foote  
Balfour Beatty Infrastructure  
08/23/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

No. TG03 Trade Subcontractor shall have all responsibilities for dewatering work specified in Exhibit A, IV. C18 and C19. Specification Section 31 23 19 will be revised in a upcoming Addendum.

<b>TG03.00-0100</b>	<b>TG03 Question 0100 - Timber Pile Removal</b>	<b>Closed</b>	<b>08/23/2010</b>	<b>08/30/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc George Metzger			

**Co-Author:**

**REQUEST:**

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐



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	<p>Reference drawing sheet GT-5000, Section 1.</p> <p>Section 1 Stage 3(B) removes existing piles (this stage) Stage 4 notes that (E) Timber piles to be removed during excavation. Please clarify.</p> <p>Submitted by John Foote Balfour Beatty Infrastructure 08/23/2010</p>						<p>The existing piles to be removed in Stage 3 are those at the buttress, as shown on GT-2202.</p>
<hr/>							
TG03.00-0101	TG03 Question 0101 - Demolition	Closed	08/23/2010	08/30/2010	08/30/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   Joanne Filipas			
Co-Author:							
<p><b>REQUEST:</b></p> <p>Reference drawing sheet D-2210.</p> <p>There is a discrepancy in the drawing versus the reference information dated 8/19/2004 (Webcor Existing Foundation Conditions - Hemisphere - 80 Natoma Street). The summary of production piles shown on Table 1 of the Webcor information indicates that Pile 129 was not installed. Also per the Table Pile 145-149 and 153, 154 were installed which are not shown on sheet D2210. Please clarify.</p> <p>Submitted by John Foote Balfour Beatty Infrastructure 08/23/2010</p>		<p><b>SUGGESTION:</b></p>		<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Information shown on D-2210 is based on the 80 Natoma Shoring Plans. Webcor Builders, Tuan &amp; Robinson Structural Engineers, Inc., May 6, 2004 (9 sheets).</p> <p>Information provided within:</p> <p>(a) 80 Natoma Existing Foundation Conditions. Webcor Builders, August 19, 2004 (1 sheet) (b) Table, Pile Layout Numbering Drawing. Webcor, May 5, 2004 (1 sheet) (c) Table, Summary of Production Piles, T&amp;R Project No. 2397.07 (11 sheets) (d) Drawings, Tubex Grout Injection Pile Details</p> <p>American Pile Driving, Inc. (2 sheets) represents the as-built conditions and should be used for the extents of existing piles constructed as part of the 80 Natoma project.</p> <p>Fyfe, David (URS Corporation)</p>			
<hr/>							
TG03.00-0102	TG03 Question 0102 - Demolition	Closed	08/23/2010	08/30/2010	08/30/2010	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP    Joanne Filipas			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference drawing sheet D2213.  Indicates that pile caps are already removed under Existing Terminal and Ramps Demolition Project. Sheet No. GT-5000 Section 1 shows that a portion of the pile caps are still existing. We assume that all pile caps and grade beams are removed under prior demolition contract on sheet D-2213.  Submitted by John Foote Balfour Beatty Infrastructure 08/23/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Not all pile caps between Beale St. and Fremont St. will be removed under the Existing Terminal and Ramps Demolition Project (Contract No. 08-08-DM-000).  Sheet GT-5000 is diagrammatic only. Extent of existing pile caps to be removed under the Buttress, Shoring and Excavation Project (Contract No. 08-04-CMGC-000) are shown on sheet D-2213.  Fyfe, David (URS Corporation)			
<hr/>							
<b>TG03.00-0103</b>	<b>TG03 Question 0103 - Monitoring</b>	<b>Closed</b>	<b>08/24/2010</b>	<b>08/31/2010</b>	<b>09/04/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc    George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference specification 39 09 13  The plans show geotechnical instrumentation including inclinometers, MPBXs, piezometers and settlement points. Specification Section 39 09 13 states that "... Geotechnical instrumentation consists of inclinometers, settlement casings, settlement monitoring points, survey reference points, piezometers and multiple point borehole extensometers." The plans state that the geotechnical instruments for monitoring the TBT excavation and shoring work are to be drilled and installed by the TJPA representative. However, the specifications call for "...furnishing, installing, monitoring, reading, recording, maintaining, protecting ..... geotechnical instrumentation." The specifications go on to state that "...where shown on the drawings, the Contractor will procure and install the specified instrumentation." We find no notes on the plans calling for the Contractor to procure and install the specified instrumentation nor notes as to who is responsible for monitoring the shoring performance. The plans appear to be inconsistent with local practice in that it is customary in Northern California for the Contractor to furnish, install and monitor		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 1. All instrumentation shown on the 7/30/10 geotechnical drawings will be procured, installed, and monitored by the TJPA's Representative. The specifications describe monitoring, which is the responsibility of the contractor, e.g., monitoring procedures to check internal bracing performance in Section 31 55 00, and monitoring wells for the dewatering system in Section 31 23 19.  2. The TJPA will monitor ground movements inside and outside the excavation using the instruments shown on GT-1301 and 1302. The Contractor will monitor the internal bracing system.  3. The TJPA is evaluating the implementation of an automated data collection and management system which uses a web-based portal to assemble data generated by contractor, the TJPA's Representative, and others for examination by relevant parties. In lieu of this, the TJPA's Representative will read the instruments at a frequency dictated by the stage of construction and by the magnitude of movements observed.			



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appropriate geotechnical instrumentation when the Contractor is responsible for constructing works involving deep excavations and shoring. We recognize the Internal Bracing Specification requires a monitoring program for struts, but is silent on exterior monitoring.

1. What is the Owner's intent in this regard?

2. Will the TJPA be responsible for the exterior monitoring as implied, and the Contractor be responsible for monitoring the performance of the shoring systems in the Specifications which state "...furnishing, installing, monitoring, reading, recording, maintaining, protecting ..... geotechnical instrumentation." , Or will the TJPA representatives read and monitor for all the geotechnical instrumentation?

3. If the TJPA representatives read the geotechnical instrumentation, will the TBJPA representatives take the geotechnical instrumentation data readings on a daily basis? If the TJPA representatives are to be responsible for timely reading and reporting on the shoring systems performance, will the TJPA representatives set up the geotechnical instrumentation to be read via dataloggers with in-situ sensors and cellular modems in the case of the inclinometers and/or similarly in the case of the piezometers and MPBXs? Timely notification of all parties should be required.

Submitted by Charles M. Gardner  
Kiewit Infrastructure West Co.  
08/23/2010

TG03.00-0104	TG03 Question 0104 - Dewatering	Closed	08/24/2010	08/31/2010	08/25/2010	Potentially <input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP Joanne Filipas		
Co-Author:						
REQUEST:		SUGGESTION:		ANSWER:		
Per the Bid Documents, the Trade Subcontractor for the BSE package is responsible for removing the dewatering system. Is the Trade Subcontractor for the BSE package				Accept Suggestion: <input type="checkbox"/>		
				TG03 Trade Subcontractor will not be responsible for the pouring back of the void. Waterproofing will be installed by others. Dewatering well casing shall be		



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	<p>also responsible for pouring back the void left in the base slab once the dewatering well is removed? We also request confirmation that the waterproofing will be tied into the dewatering well casing by others. Finally, please provide a detail for abandoning the well casing in place.</p> <p>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/24/2010</p>						capped and left in place.
<hr/>							
TG03.00-0105	TG03 Question 0105 - Utilities	Closed	08/24/2010	08/31/2010	10/15/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Company      Daphne Faulkner		Answered By: Turner Construction Company      Daphne Faulkner			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Can we get a copy of Site Utilities Trade Packages:				Please see response TG0300-0287 that supersedes previously posted response TG0300-0104.			
Package TG04.7 Package TG04.1 Package TG04.3 Package TG04.4 Package TG04.6							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/24/2010							
<hr/>							
TG03.00-0106	TG03 Question 0106 - Hazardous Material	Closed	08/24/2010	08/31/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Company      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Exhibit A				Confirmed, only the existing hazardous material on site shall be included in the additive Class I and II Soil Disposal Premium.			
Please confirm that the "hazardous/High -PH" material that may result from the Perimeter Shoring Diaphragm wall, disposal costs will be included in the Shoring Wall							



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Bid Items and not in the additive Class I and II Soil Disposal Premium.

Submitted by Charles M. Gardner  
Kiewit Infrastructure West Co.  
08/24/2010

TG03.00-0107	TG03 Question 0107 - Internal Bracing	Closed	08/24/2010	08/31/2010	08/25/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP				Joanne Filipas

**Co-Author:**

**REQUEST:**

Reference specification 31 55 00.

In Spec Section 31 55 00 on Page 5 Sub-Section 1.5.B.3. it says that we are to include incidental loads defined by the Contractor (Webcor/Ob??). Can you Please define these loads now during the Bidding Process?

Submitted by Chrales M. Gardner  
Kiewit Infrastructure West Co.  
08/24/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The incidental loads shall be identified by Trade Subcontractor's Internal Bracing Designer and included in the internal bracing design

TG03.00-0108	TG03 Question 0108 - Internal Bracing	Closed	08/24/2010	08/31/2010	08/27/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP				Joanne Filipas

**Co-Author:**

**REQUEST:**

Reference drawing sheet GT-1111, Legend

(TG0300-0058) requested: A. Please help to clarify the strut and waler system stiffness requirements. Our initial interpretation and the associated analyses indicate that strut and waler sizes increase very significantly over what would be required by strength considerations alone. Please provide a sample calculation or procedure for determining stiffness for comparison with the values given

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Refer to response TG0300-0058.



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	<p>in kip per foot, per foot of wall. B. Pre-loading will take out a portion of the axial shortening of the struts. We assume that it is appropriate to subtract out that deflection from the stiffness calculation. Please confirm.</p> <p>Q/A Answers received this morning did not address this question, and can have a significant impact on the Contractor's design and potential for competitive underbidding of this project. We request your clarification on a priority basis as this may affect our decision to Bid this project.</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/24/2010</p>						
<hr/>							
TG03.00-0109	TG03 Question 0109 - Utilities	Closed	08/25/2010	09/01/2010	08/27/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture     Manuel Saldana		To: Turner Construction Company     Daphne Faulkner		Answered By: Webcor Construction LP     Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:     Accept Suggestion: <input type="checkbox"/>			
Response to question TG003-0044 states "Coordinate with and protect in place New active utilities (PG&E and Verizon) constructed by the private utilities that will be supported by the temporary bridge." Please advise where is the information regarding these new utilities so the Trade Subcontractor can review them prior to bid? How does the Trade Subcontractor obtain this information?				Refer to response TG0300-0105.			
Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/24/2010							
<hr/>							
TG03.00-0110	TG03 Question 0110 - Utilities	Closed	08/25/2010	09/01/2010	08/27/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture     Manuel Saldana		To: Turner Construction Company     Daphne Faulkner		Answered By: Webcor Construction LP     Joanne Filipas			
Co-Author:							





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**REQUEST:**

Response to question TG003-0044 states "Protect in place New active sewers constructed as part of the Relocation of Utilities Project as shown on the plans." Please confirm that the project referenced is TG 04.5.1. As these are the only utility relocation plans available to the Trade Subcontractor, we need confirmation that these are the only drawings that must be reviewed prior to bid. If there are other plans the Trade Subcontractor must review in order to ascertain the impacts of new utility relocations, advise where they can be obtained.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/24/2010

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Refer to response TG0300-0105.

<b>TG03.00-0111</b>	<b>TG03 Question 0111 - Schedule</b>	<b>Closed</b>	<b>08/25/2010</b>	<b>09/01/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture Manuel Saldana

**To:** Turner Construction Compan Daphne Faulkner

**Answered By:** Webcor Construction LP Joanne Filipas

**Co-Author:****REQUEST:**

Reference BSE Concept Schedule.

Activity UT-204400, titled "Available: Start Shoring Zone 1" has a start date of 14Jul11. Please explain what this date means. Is the trade subcontractor to understand it cannot begin any zone 1 cdsm work (including pre-trenching) until this date? If so, is the date still accurate. Please clarify.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/24/2010

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

The attached schedule is a concept schedule for this particular Trade Package. The Trade Subcontractor shall provide a schedule that accurately represents their work plan in accordance with the contract documents. Work in Zone 1 may commence upon the receipt of NTP #03.

<b>TG03.00-0112</b>	<b>TG03 Question 0112 - Schedule</b>	<b>Closed</b>	<b>08/25/2010</b>	<b>09/01/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture Manuel Saldana

**To:** Turner Construction Compan Daphne Faulkner

**Answered By:** Webcor Construction LP Joanne Filipas

**Co-Author:****REQUEST:****SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Webcor/Obayashi Joint Venture  
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# Webcor/Obayashi Joint Venture

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1st". Please explain what specific work this activity represents.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/24/2010

<b>TG03.00-0115</b>	<b>TG03 Question 0115 - Schedule</b>	<b>Closed</b>	<b>08/25/2010</b>	<b>09/01/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas			

**Co-Author:**

**REQUEST:**

Reference BSE Concept Schedule.

Activity UT-200600, titled "Available: Start Shoring @ Zone 1 & 2 Minna" has a start date of 15Jul11. Please explain what this date means. Is the trade subcontractor to understand it cannot begin any zone 1 and 2 cdsm work (including pre-trenching) until this date? If so, is the date still accurate? Please clarify.

Submitted by Kelly Turner  
Granite / CJA / NCC Joint Venture  
08/24/2010

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The attached schedule is a concept schedule for this particular Trade Package. The Trade Subcontractor shall provide a schedule that accurately represents their work plan in accordance with the contract documents. Work in Zone 1 and 2 may commence upon the receipt of NTP #03 and NTP #04 respectively.

<b>TG03.00-0116</b>	<b>TG03 Question 0116 - Schedule</b>	<b>Closed</b>	<b>08/25/2010</b>	<b>09/01/2010</b>	<b>08/25/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Joanne Filipas			

**Co-Author:**

**REQUEST:**

Reference BSE Concept Schedule.

Activity UT-200900, titled "Start Shoring @ Zone 1 & 2 Natoma" has a start date of 02JUn11. Please explain what this date means. Is the trade subcontractor to understand it cannot begin any zone 1 and 2 cdsm work (including pre-trenching) until this date? If so, is the date still

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

The attached schedule is a concept schedule for this particular Trade Package. The Trade Subcontractor shall provide a schedule that accurately represents their work plan in accordance with the contract documents. Work in Zone 1 and 2 may commence upon the receipt of NTP #03 and NTP #04 respectively.



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	accurate? Please clarify.  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/24/2010						
TG03.00-0117	TG03 Question 0117 - Schedule	Closed	08/25/2010	09/01/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference BSE Concept Schedule.  Activity UT-203720, titled "Available: Start Shoring Zone 4" has a start date of 25Mar11. Please explain what this date means. Is the trade subcontractor to understand it cannot begin any zone 4 cdsm work (including pre-trenching) until this date? If so, is the date still accurate? Please clarify.  Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/24/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The attached schedule is a concept schedule for this particular Trade Package. The Trade Subcontractor shall provide a schedule that accurately represents their work plan in accordance with the contract documents. Work in Zone 4 may commence upon the receipt of NTP #02.			
TG03.00-0118	TG03 Question 0118 - Schedule	Closed	08/25/2010	09/01/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference BSE Concept Schedule.  Activity UT-201100, titled "Available: Start Shoring @ Zone 3 Natoma" has a start date of 18Mar11. Please explain what this date means. Is the trade subcontractor to understand it cannot begin any zone 3 cdsm work (including pre-trenching) until this date? If so, is the date still accurate? Please clarify.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The attached schedule is a concept schedule for this particular Trade Package. The Trade Subcontractor shall provide a schedule that accurately represents their work plan in accordance with the contract documents. Work in Zone 3 may commence upon the receipt of NTP #05.			



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<div>Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/24/2010</div>							
TG03.00-0119	TG03 Question 0119 - Shoring Wall	Closed	08/25/2010	09/01/2010	08/30/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture     Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference drawing sheet GT-1110.				Accept Suggestion: <input type="checkbox"/>			
Drawing defines four different design cases for temporary shoring design. Please specify limits for each case relative to building column lines.				The limits of these cases is shown on GT-1110, "Reference Design Location Plan," with the following clarification: the boundary between Case West and Case East occurs at Grid 17 as shown on drawing.			
Submitted by Kelly Turner Granite / CJA / NCC Joint Venture 08/24/2010							



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TG03.00-0120	TG03 Question 0120 - Dewatering	Closed	08/25/2010	09/01/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By:Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference specification 31 23 19, paragraph 1.1.A.				Refer to response TG0300-0099.			
Please refer to our previous inquiry regarding dewatering. (TG0300-0099) The bid form docs show 72 mo for maint. However, the above spec section allows for "transfer of ownership." Our concern for 72 mo has to do with issues related to bond limits/duration; definition of final completion; and retention release. Also, what is the warranty period and when does it commence.							
Submitted by John Foote Balfour Beatty Infrastructure 08/25/2010							
<hr/>							
TG03.00-0121	TG03 Question 0121 - Utilities	Closed	08/25/2010	09/01/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By:Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Referene drawing sheet U-2009.				Refer to Exhibit I, BSE Concept Schedule.			
Per Transbay Transit Center Program Relocation of Utilities Project drawing sheet U-1121 (30 of 172) issued 8-6-10 there are 2 large vaults indicated on the SW corner of Minna and 1st Streets. According to the Demolition and Construction Sequence note 6 ¿after electric services are connected and existing electric ductbank is abandoned by PG&E, demolish as indicated existing electrical ductbank manholes, and contents to the limits shown¿ as well as all other utilities that run North and South on 1st Street between Minna and Natoma. Drawing sheet U-2009 (50 of 172) do not indicate these utilities in the Composite Utility Plan and Elevation. Please confirm as per Transbay Transit Center Program Butress/ Shoring/ Excavation drawing D-2230 detail 1 Remove Utilities that the utilities removal will be complete by the TG03 contract start date.							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/25/2010							



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TG03.00-0122	TG03 Question 0122 - Logistics	Closed	08/25/2010	09/01/2010	08/25/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Project Bid Manual IV.A.12.a, 27.b, and Site Logistics Exhibit A.				1. Yes, the Trade Subcontractor shall provide the access. Refer to Exhibit A.			
These sections reference material/personnel hoists. Is the TG03 Contractor to provide access for the follow on trade subcontracts? Please provide specifications for size, type, and capacity, otherwise hoists will be designed to minimum requirements for this Trade Subcontractor to complete its work.				2. Minimum hoist requirement shall be dual hoists, each with 10,000 lb capacity, approximately 5' x 12' inside dimensions and non hydraulic system. This will be included in an upcoming Addendum.			
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/25/2010							
<hr/>							
TG03.00-0123	TG03 Question 0123 - Internal Bracing	Closed	08/25/2010	09/01/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference specification 31 55 00.				1. Incidental Loads: See response TG0300-0107, posted 8/31/10.			
In Spec Section 31 55 00 on Page 5 Sub-Section 1.5.B.3. it says that we are to include incidental loads defined by the Contractor (Webcor/Ob??). Can you Please define these loads now during the Bidding Process?				2. Clearance: Refer to response to TG0300-0005 (posted 8/23/10) for comment on clearances.			
In Spec Section 31 55 00 on Page 6 Sub-Section 1.5.I. it says that we are to coordinate clearances with the Contractor (Webcor/Ob???). Can you Please define the required clearances now during the Bidding Process?				3. Special Inspector: For Section 31 55 00, Page 8 paragraph 1.7.D - Inspections of temporary works are the responsibility of the Trade Contractor.			
In Spec Section 31 55 00 on page 8 Sub-Section 1.7.D. it says that the Contractor (Webcor/Ob???) shall retain a Special Inspector. Does ¿shall retain¿ mean that the Contractor (Webcor/Ob???) will also pay for the Special Inspector services and their testing(s)?				4. Reference to Section 33 55 00 paragraph 1.4.B.7: Yes, confirmed that reference to 33 55 00 should be 31 55 00.			
In Spec Section 31 55 00 on page 8 Sub-Section 1.8.B. there is reference made to Section 33 55 00 1.4.B.7.. This Section 33 55 00 does not exist in the documents, but should be a reference to 31 55 00 1.4.B.7., The 33 should							



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	be a 31. Can we get this confirmed and changed?  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/25/2010						
<hr/>							
TG03.00-0124	TG03 Question 0124 - Warranties	Closed	08/25/2010	09/01/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
REQUEST: Reference specification 01 17 40.  1) Please confirm that the 2 year warranty for subsurface work applies to this Trade Subcontractor package  2) Request a copy of the Contractor's Builder's Risk insurance so we can review terms and conditions.  3) Does the California Public Contract Code 7105 (Acts of God) statute apply in this Trade Subcontract?  4) Will a Contractors Protective Professional Indemnity policy in the amounts specified in Exhibit A section VI be sufficient evidence of coverage to the Owner? 5) Request the general liability requirements be amended to more customary rated A-VII or higher  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/25/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>  1. The warranty requirements in Section 01 17 40 are for the project as a whole and are not specific to an individual package. The warranty items for the BSE package, if any, would be limited to those works in place when the contract is complete.  2. The Builder's Risk policy will be made available prior to the start of construction. Refer to Section 00 08 05, paragraph 1.3.A, in Addendum 2 for the Contractor's requirements.  3. The Public Contract Code 7105 allows public entities to require Builder's Risk insurance from public works contractors to cover damage to the construction site. The requirements of Section 00 08 05 are for the CM/GC. The insurance requirements for the Trade Subcontractors is defined in the Webcor/Obayashi long form subcontract.  4. Yes, a Contractor's Protective Professional Indemnity Policy (CPPI) is sufficient evidence of coverage.  5. See Addendum 2 for the revision to rating.			





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TG03.00-0125	TG03 Question 0125 - QBD	Closed	08/25/2010	09/01/2010	08/27/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana			To: Turner Construction Compan    Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP    Joanne Filipas				
REQUEST: Reference Project Bidding Manual 37/44.  Please refer to the attached spreadsheet for status of QBD's submitted, corresponding TG Question number and response dates. Currently, there are a number (18) QBD's unanswered that were submitted as of 8/20/10.  Request your review of this list and response to the unanswered QBD's as soon as possible.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/25/2010			SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/> Question numbers missing in the sequence either have been answered or are still under review and will be published in future responses.		
<hr/>							
TG03.00-0126	TG03 Question 0126 - Shoring Wall	Closed	08/27/2010	09/03/2010	09/02/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana			To: Turner Construction Compan    Daphne Faulkner				
Co-Author:			Answered By: Adamson Associates, Inc    George Metzger				
REQUEST: Reference drawing sheet GT-5102.  Section 9/GT-5102 Indicates CLSM Shoring wall placed abutting the existing 301 Mission Wall. 301 Mission Drawings Sheet SH-31 Wall D section indicates a grade beam which may extend south past the wall line. This may interfere with the CLSM Shoring wall installation. Please provide more detail to confirm the coordinates of the existing building at 301 mission and the interface with the new CLSM wall, and confirm that the CLSM wall is sufficient to act as one side of shoring for the existing pile removal program.  Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 08/26/2010			SUGGESTION:		ANSWER:    Accept Suggestion: <input type="checkbox"/> The 301 Mission drawings show the grade beam on the 301 Mission side of the property line and therefore should not interfere with installation of the Transbay Transit Center CDSM shoring wall. Regarding the adequacy of the existing 301 Mission shoring walls to act as one side of shoring for the existing pile removal program, no information regarding the as-built and as-remaining/buried condition of these walls has been provided. These walls should not be needed to retain earth on the 301 Mission side of the wall since the 301 Mission structure is deeper than the depth of excavation required to remove the timber piles. However, the integrity of the existing shoring wall to support itself is unknown.		
<hr/>							
TG03.00-0127	TG03 Question 0127 - Temporary Power	Closed	08/27/2010	09/03/2010	08/30/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana			To: Turner Construction Compan    Daphne Faulkner				
			Answered By: Webcor Construction LP    Joanne Filipas				



Refer to Exhibit A, Section IV.B.A.17 Temporary Power. Temporary power may be available by the time of the start of dewatering; however, Trade Subcontractor shall design system such that it can operate in the absence of temporary power.

The cost of temporary lighting shall be included in the base bid. The Trade Subcontractor shall provide all code required temporary lighting. Refer to Exhibit A, Section IV.B.A.18 Temporary Lighting.

**Co-Author:**



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**REQUEST:**

Reference Exhibit A - Scope of Package (General Work page 6 state.

Exhibit A - Scope of Package (general work) Page 6 States 18 Temporary lighting Trade Subcontractor shall be responsible for installing and maintaining temporary lighting at the perimeter traffic/pedestrian barricades, at pedestrian walkways, and as required to provide code-minimum lighting at egress paths, as well as sufficient foot candle lighting levels to safety perform the work at all times, including within the excavation. At a minimum, Trade Subcontractor's lighting plan will include temporary poles at street level. In addition to supporting lighting, temporary poles shall include conduit for security cameras, power at the pole tops for security cameras, and mounting hardware for security cameras. Security cameras will be installed and maintained by others. Temporary lighting work item includes, but is not limited to, installing lighting poles, installing all hardware, switch boxes, breakers, conduits, and pulling strings among temporary power skids/generators/lighting poles and maintenance required for temporary lighting works. Trade Subcontractor's lighting plan will be a submittal requirement for the project.

Do we need to provide pricing for this scope of work? If so, are there drawings showing existing conditions and areas that require Temp Lighting, Street Lighting, and Pedestrian & Traffic Signal, size of Generator required, CCTV, and Electric Security requirements.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

1. The cost of temporary power and lighting shall be included in the base bid.
2. Yes, refer to the Documents for existing conditions.

TG03.00-0130	TG03 Question 0130 - Temporary Power	Closed	08/27/2010	09/03/2010	08/30/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP		Joanne Filipas	
Co-Author:							

**REQUEST:**

Reference Base Bid Items Scope #1.

Base Bid Item Scope #1 Mobilization refers you to Section 01 15 05 which calls out in Summary of Work #3, to install temporary construction power and wiring. What temp

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Bidders shall include the cost of temporary power and lighting in the base bid. Refer to the Documents for the temporary power and lighting requirements.



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power is this referring to? (Lay-down area, office trailers, etc.)

Are we to provide pricing for this scope of work? If so, please define the scope of work required in SOW #3.

<b>TG03.00-0131</b>	<b>TG03 Question 0131 - Temporary Lighting</b>	<b>Closed</b>	<b>08/27/2010</b>	<b>09/03/2010</b>	<b>08/30/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture    Manuel Saldana

**To:** Turner Construction Compan    Daphne Faulkner

**Answered By:** Webcor Construction LP    Joanne Filipas

**Co-Author:**

**REQUEST:**

Page 14 - Exhibit A #23 5- 23 Bridge at First Street call for street lighting at pedestrian walkways and hanging/un-hanging of existing utilities Page 13 Exhibit #24 Bridge at First Street call for removal street lighting.

Do we need to provide temp lighting, or permanent lighting or both?

Is lighting required on the bridge and on the underside? If so, what are the lighting requirements?

Does the bridge work referenced here pertain to only the portion of the bridge that crosses over 1st street?

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Page 14 of Exhibit A refers to Construction Schedule and Milestones. Please clarify question.

<b>TG03.00-0132</b>	<b>TG03 Question 0132 - Schedule</b>	<b>Closed</b>	<b>08/27/2010</b>	<b>09/03/2010</b>	<b>08/30/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor/Obayashi Joint Venture    Manuel Saldana

**To:** Turner Construction Compan    Daphne Faulkner

**Answered By:** Webcor Construction LP    Joanne Filipas

**Co-Author:**

**REQUEST:**

CPM: The concept schedule provided in the Bid Documents does not provide sufficient details for Subcontractors to review risk and workforce requirements. We are requesting you to provide electronic Primavera files for the concept schedule, so we can apply sorts, review calendars, work weeks, restrictions, etc. Cost information can be terminated from these file, as we do

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Electronic copy of the BSE Concept Schedule is not available. Please refer to the Div.00 and Div.01 Specifications for requirements of calendars, work weeks, and other restrictions.



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not need that information.

TG03.00-0133	TG03 Question 0133 - Insurance	Closed	08/31/2010	09/07/2010	08/31/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By: Webcor Construction LP	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference specification 00 08 05 and Exhibit A IV.2.A.				Exhibit A professional liability requirements govern. Refer to response TG0300-0026 for survey liability requirements.			
Professional Liability Insurance limits cahnged to \$2,000,000 each occurrence in addendum #2 in spec section 00 08 05. Please confirm limits changed in Exhibit A VI.2.A to \$2,000,000 as well.							

TG03.00-0134	TG03 Question 0134 - Temporary Bridge		Closed	08/31/2010	09/07/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner			
Co-Author:		Answered By:Webcor Construction LP Joanne Filipas						
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>				
In regards to the temporary bridges at 1st, Freemont and Beale St. The contractor is to reference Spec. # 01 15 70-2 and # 01 53 13 -3.6. Section 01 15 70-2 states we are to provide three lanes at 11'. Section 01 53 13-3.6 calls for one 10' pedestrian path and three barriers assumed 1'-6" at the base. These dimensions add up to 47'-6".				The dimensions in the drawing SL001 will be removed in an upcoming addendum.				
Exhibit A Trade Subcontractor Bid Package Drawing SL-001 shows road widths of 36" at these locations.								
Please confirm total width to be 47'6"								

TG03.00-0135	TG03 Question 0135 - Temporary Bridge	Closed	08/31/2010	09/07/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
Co-Author:		Answered By: Webcor Construction LP    Joanne Filipas					



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	<b>REQUEST:</b> Welding qualifications for Temporary Bridges acll for AWS D1.1/D1.1M not AWS D1.5 Please confirm AWS D1.1/D1.1M is applicable to the Temporary Bridges for the durations expected.	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
			AWS D1.1/D1.1M is not applicable to the temporary bridges. The temporary bridges welding qualifications, welding personnel, and welding procedures shall be according to AWS D1.5/D1.5M.				
			Fyfe, David (URS Corporation)				
<b>TG03.00-0136</b>	<b>TG03 Question 0136 - Hazardous Material</b>	<b>Closed</b>	<b>08/31/2010</b>	<b>09/07/2010</b>	<b>09/02/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan	Daphne Faulkner				
<b>Co-Author:</b>		<b>Answered By:</b> Transbay Joint Powers Au Gerry MacClelland					
	<b>REQUEST:</b> Reference specification 01 13 50 and 31 00 00.  Specification Section 01 13 50 requires management of existing soils consistent with the Contract Documents. Specification 31 00 00 1.3.J states the Testing Agency is an, "Independent testing and inspection organization complying with ASTM E32 and employed by the TJPA to perform verification and testing¿" Please confirm that TJPA will perform testing and will pay the cost for analytical testing associated with soil characterization of Class I and Class II material if required by the appropriate disposal facilities.	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
			Confirmed. Please note that Section 01 13 50 should be read in tandem with 01 13 50/APA, Site Mitigation Plan.				
<b>TG03.00-0137</b>	<b>TG03 Question 0137 - Unforeseen Or Differing Conditions</b>	<b>Closed</b>	<b>08/31/2010</b>	<b>09/07/2010</b>	<b>09/02/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan	Daphne Faulkner				
<b>Co-Author:</b>		<b>Answered By:</b> Transbay Joint Powers Au Gerry MacClelland					
	<b>REQUEST:</b> Reference specification 00 03 20-1, 1.5A.  "Refer to section 00 08 11 Unforeseen or Differing Conditions, for the differing site conditions." This section is not included Please provide.	<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>			
			The section entitled "Unforeseen or Differing Conditions" is found in Section 00 07 00.3.05.				



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TG03.00-0138	TG03 Question 0138 - Schedule	Closed	08/31/2010	09/07/2010	09/09/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana			To: Turner Construction Compan      Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP      Joanne Filipas				
REQUEST: Reference Exhibit A (NTPs).  There are no set dates for NTP's 6-10 and they are contingent on follow on Trade Subcontractor schedules. All of the excavation is required to be completed in 2014. Are NTP's 6-10 going to be issued in a timely manner to ensure the subcontractor is not waiting idle?			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The concept schedule includes the construction plan per the most current construction documents. The concept schedule indicates an approximate start and duration for bracing removal.  Refer to response TG0300-0150.		
<hr/>							
TG03.00-0139	TG03 Question 0139 - Access Trestle	Closed	09/01/2010	09/08/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana			To: Turner Construction Compan      Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP      Joanne Filipas				
REQUEST: Reference Attachment 3. Please confirm that all horizontal members of the access trestle must be above the ground floor slab at all locations.			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Refer to "Level of the Access Trestle" in Exhibit A, Attachment 3. Refer to Section IV. C., Base Scope Item 21. Access trestle shall not interfere with the permanent structure.		
<hr/>							
TG03.00-0140	TG03 Question 0140 - Business Tax Registration	Closed	09/01/2010	09/08/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana			To: Turner Construction Compan      Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP      Joanne Filipas				
REQUEST: Reference is made to Part III. Instruction to Bidders, Subparagraph D., Bidding Process and Procedures, Item 6. Statutory Bidding Requirements, Subitem b) Tax Registration that was changed per Addendum No. 2 and states "Bidder shall list its current contractor license number on the Business Tax Registration Declaration (Section 00 04 54) its San Francisco business tax registration certificate number, as well as the current contractor license number and San Francisco business tax registration certificate number for each Subcontractor listed on the Subcontract list". This form was not changed per Addendum No. 2 and does not contain spaces for us to include this information. Is this form going to be revised or are we just to type this information anywhere on the			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Current Contractor license and Business Tax Certificate is not required on the Business Tax Registration Declaration. This will be addressed in Addendum 3.		



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form?							
TG03.00-0141	TG03 Question 0141 - Bid Forms	Closed	09/01/2010	09/08/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference is made to the various forms that were revised per Addendum No. 2 (i.e. Acknowledgment of Receipt and Review - Project Bidding Manual; Bid Form and Schedule of Bid Prices; Bidding Checklist (BCL); Bid Bond Form; etc). All these form now have "FINAL FOR ADDENDUM" stamped across them. Is it your intent that we submit these forms as is or are you going to be providing us with a separate Bid Package of these forms without this reference stamped across them?		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The bidder shall submit the most recent version of the forms, whether the forms are in the original bid documents or an Addendum.			
TG03.00-0142	TG03 Question 0142 - Schedule	Closed	09/01/2010	09/08/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Owner response to question TG0300-0080 is incomplete. The BSE concept schedule does not contain any information concerning the removal of the access trestle nor the temporary streets. Further, the concept schedule provided shows no work activities beyond the construction of the lower concourse walls. Please provide specific information regarding the expected dates for these NTP's so the bidders can estimate the total costs for performing this work.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Refer to response TG0300-0150.			
TG03.00-0143	TG03 Question 0143 - Long Form Subcontract	Closed	09/01/2010	09/08/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			





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<div>Co-Author:</div> <div><div>REQUEST:</div><div>Reference Exhibit B "Long Form Subcontract". Some of the terms and conditions that were provided in the Long Form Subcontract to be utilized as the written agreement between Webcor/Obayashi and the low bid Subcontractor are overly burdensome, unacceptable and potentially not in conformance with statues and regulations. Please confirm that mutually agreeable terms can be negotiated with Obayashi/Webcor prior to the bid date for the Project.  If the terms and conditions for the Subcontract are not negotiable, then we regret to inform you that we will not be able to supply a bid for this Project.</div></div> <div><div>SUGGESTION:</div></div> <div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Refer to response TG0300-0150.</div></div>							
TG03.00-0144	TG03 Question 0144 - CDSM	Closed	09/01/2010	09/08/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
Co-Author:		Answered By: Webcor Construction LP    Joanne Filipas					
<div>Co-Author:</div> <div><div>REQUEST:</div><div>The CDSM wall requires no vertical interruptions in its drilling path, the utilities will have to wait until a portion of the CDSM wall is complete. Once a portion of CDSM wall is complete then relocation may happen and the utilities will have to be cored through the CDSM wall. Why is the owner relocating the utilities prior; and just not wait until a portion of CDSM is in before locating?</div></div> <div><div>SUGGESTION:</div></div> <div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Refer to the current utility drawings for sequence. Utility relocation is sequenced such that utility service will remain uninterrupted during shoring wall installation. Refer to Addendum 3 for these reference documents.</div></div>							
TG03.00-0145	TG03 Question 0145 - Schedule	Closed	09/01/2010	09/08/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner				
Co-Author:		Answered By: Webcor Construction LP    Joanne Filipas					
<div>Co-Author:</div> <div><div>REQUEST:</div><div>Zone 2 NTP within 235 cd of NTP 1 Finish within 570 cd ----- From NTP1      805 cd</div></div> <div><div>SUGGESTION:</div></div> <div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>It is the intent to have both zones complete at the same time or, as per the schedule in Exhibit A, within 5 calendar days of each other.</div></div>							



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Zone 3 NTP within 265 cd of NTP 1 Finish within 535 cd ----- From NTP1      800 cd  Is requirement to have zone 3 completed prior to zone 2 the owners true intent?							
<hr/>							
TG03.00-0146	TG03 Question 0146 - Utilities	Closed	09/02/2010	09/09/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
REQUEST: Reference specification 02 41 01, 3.3.C.1.  1. referenced Specifications states, "...Contractor shall remove and dispose of as the Contractor's property the San Francisco Fire Dept's (SSFD) Auxillary Water Supply System (AWSS) High Pressure Piping in accordance with (AWSS) standard plans and specifications..."  Please identify which lines are the AWSS lines and if any abatement procedures will be required.  2 Please confirm the existing 16" HPG line indicated on Survey drawing sht. 4 of 10 will be relocated and/or abandoned prior to construction.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The utility relocation drawings posted on the TJPA ftp site identify the AWSS lines that will be abandoned in the cross streets (First Street and Beale Street). The AWSS pipes come in 12 ft. lengths. The abatement procedure is the contractor's mean and methods, consistent with section 02 41 01.3.3C2 and 3. Refer to note 2, sheet D-2230 regarding abandoned utilities.			
<hr/>							
TG03.00-0147	TG03 Question 0147 - Traffic Routing	Closed	09/02/2010	09/09/2010	09/02/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
REQUEST: Reference specification 01 15 70.  Reference spec sections 2.1 E, 2.5 A, & 2.5 C. These		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Section 01 15 70.2.1E will be revised in an addendum to delete the words "and to separate traffic lanes and construction areas" at the end of the paragraph.			





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<hr/>							
<b>REQUEST:</b> Reference plan sheet GT-5100, notes 11 and 12.  On sheet D-5100 of the plans notes 11 and 12 reference "draft report results of the prototype test program installation of shoring walls using the cement deep soil mixing method" and "prototype test program and monitoring during construction of drilled shafts." How can I obtain these reports? Are they available online? Please send response to (e-mail address). Thank You.  Submitted by Jesse Johnson Becho Inc 09/02/2010		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Refer to Section 00 03 20, Geotechnical Data, for the procedure to obtain the report.				
<hr/>							
<b>TG03.00-0151</b>	<b>TG03 Question 0151 - Demolition</b>	<b>Closed</b>	<b>09/03/2010</b>	<b>09/10/2010</b>	<b>09/09/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan      Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP      Joanne Filipas				
<b>Co-Author:</b>							
<b>REQUEST:</b> Drawings D-2210, D-2211, D-2212 and D-2213 are showing to remove existing pile caps and piles. But there are no details regarding which ones are timber and which ones are concrete. Please clarify.  Submitted by Aparna Alla Shimmick / Skanska / Traylor JV (SST) 09/02/2010		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> For information on existing pile caps and piles, refer to Existing Terminal and Ramps original construction drawings: San Francisco-Oakland Bay Bridge Railway Facilities. State of California Department of Public Works, March 1937 and February 1939. See Section 00 03 31, paragraphs 1.2.D.1 and D.8.  Fyfe, David (URS Corporation)				
<hr/>							
<b>TG03.00-0152</b>	<b>TG03 Question 0152 - Demolition</b>	<b>Closed</b>	<b>09/03/2010</b>	<b>09/10/2010</b>	<b>09/08/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan      Daphne Faulkner	<b>Answered By:</b> Transbay PMPC      Gerry MacClelland				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference documents for the (E) 80 Natoma Piles and Shoring wall don't match. Document #3 - 80 Natoma Installed Piles and Document #5 - 80 Natoma Foundation and Structure Plans show a difference of over 400 installed piles.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Based on the information provided by the documents listed in Section 00 03 31, paragraphs 1.2.A.3. & 1.2.A.4, it appears that 1.2.A.2 represents the "as-built" condition of piling at 80 Natoma, and 1.2.A.4 represents the design drawings prepared by the design engineer. Since the project was terminated				



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	<p>Please confirm which document shows the correct number of installed piles for the (E) 80 Natoma structure.</p> <p>Submitted by Aparna Alla Shimmick / Skanska / Traylor JV (SST) 09/02/2010</p>						<p>before its completion, it is likely that not all the design requirements are installed.</p> <p>As noted in paragraph 1.3 of this section, these reference documents are available for information only. The TJPA does not warrant the completeness of the reference documents, nor does it make any representation, either express or implied, that the conditions indicated in the drawings or records are representative of those existing at the Site, or that different conditions may not occur or materials other than or in proportions different from those indicated may not be encountered.</p> <p>See also response to bidders¿ question TG0300-0101 in response set #3.</p>
<hr/>							
TG03.00-0153	TG03 Question 0153 - Pile Removal	Closed	09/03/2010	09/10/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By: Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
<p>Drawing GT-2202 says that the existing piles in the buttress area have to be removed and it refers to Drawing GT-5301 for schematic diagrams of pile removal methods.</p> <p>Please clarify that only the piles in the buttress area have to be removed by one of the methods specified in GT-5301 and all the other piles can be removed during excavation as specified in Stage 4 of Drawing GT-5000.</p> <p>Submitted by Aparna Alla Shimmick / Skanska / Traylor JV 09/02/2010</p>				<p>Refer to Section 02 41 19, paragraphs 3.1 B and C. There are locations noted on the drawings where Non-Ground Deformation Control Methods may be used, for example, on sheet GT-2103, along wall segment 35-1.</p>			

TG03.00-0154	TG03 Question 0154 - Buttress	Closed	09/03/2010	09/10/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc			
Co-Author:							



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#### REQUEST:

Installation sequence Notes 6 & 7 in Drawing GT-2201 states that Primary Shafts C/4, C/6, C/8 and Secondary Shafts C/5 and C/7 shall be filled with concrete from bottom of shaft to ground surface ( elevation +17.00 +/- 2.00) which contradicts with the detail 1 on GT-5201 and Detail 16 on GT-5202. Details on GT-5201 and GT-5202 show that the shafts get filled with concrete to subgrade elevatio(i.e.,bottom of excavation -45.00 +/- 2.00) Please clarify the top elevation of concrete in shafts.

Submitted by Aparna Alla  
Shimmick / Skanska / Traylor JV (SST)  
09/02/2010

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

There is no contradiction. Shafts C/4 thru C/8 are to be filled as noted in notes 6 & 7 on GT-2201; all other shafts are to be filled as noted on GT-5201.

<b>TG03.00-0155</b>	<b>TG03 Question 0155 - Buttress</b>	<b>Closed</b>	<b>09/03/2010</b>	<b>09/10/2010</b>	<b>09/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc			
<b>Co-Author:</b>				George Metzger			

#### REQUEST:

Drawing GT-0000 and GT-2201 say that Secondary Shafts gets filled with Type "A" ( 6000 psi) concrete and Primary Shafts gets filled with Type "B" (2000 psi) Concrete.

The legend for Primary and Secondary Shafts on GT-5201 contradicts with the above detail.

Please clarify.

Submitted by Aparna Alla  
Shimmick / Skanska / Traylor JV (SST)  
09/02/2010

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

GT-0000 and GT-2201 are correct. The legend on GT-5201 will be corrected in an addendum.

<b>TG03.00-0156</b>	<b>TG03 Question 0156 - Buttress</b>	<b>Closed</b>	<b>09/03/2010</b>	<b>09/10/2010</b>	<b>09/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc			
<b>Co-Author:</b>				George Metzger			

#### REQUEST:

Drawing GT-5201 and GT-5202 shows that the shafts gets extended to Working Platform. If so, the shaft above the

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

As shown on the drawings, Type "A" and "B" concrete are placed to the elevation noted on GT-5201 with the



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	<p>subgrade elevation shows it getting filled with 300 PSI CLSM, but per drawing GT-2201 it calls for Type "A" in the primary shafts and Type 2B in the secondary shafts up to ground surface?</p> <p>Please clarify.</p> <p>Submitted by Aparna Alla Shimmick / Skanska / Traylor JV (SST) 09/02/2010</p>						<p>exception of Primary Shafts C/4, C/6, and C/8 and Secondary Shafts C/5 and C/7, as noted on GT-2201, "Installation Sequence Notes."</p>
TG03.00-0157	TG03 Question 0157 - Shoring Wall	Closed	09/03/2010	09/10/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Company	Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
<p>On dwgs GT-2101, 2102, 2103 calls for sectional details for CDSM wall which gives the details about pre-trenching. As per the Specification 31 56 13, the contractor shall construct a trench along the entire alignment of the shoring wall&amp; cut-off walls. But for walls X2-1, J/12.3 -13, A/19-25, A/25-26, A/26-30, A/30-33.5, A/33.5-35, J/25-27, J/33.5-35, 35-1&amp;cut-off walls do not have any pre-trenching details shown. Can the contractor assume that the walls with no pre-trenching details do not require any pre-trenching?</p> <p>Submitted by Aparna Alla Shimmick / Skanska / Traylor JV (SST) 09/02/2010</p>		<p>Pre-trenching is required along the entire alignment of the shoring walls and the cut-off walls. The sections on sheets GT-5103 thru GT-5105 are taken at adjacent properties for the purpose of showing proximity of the work to the adjacent property. Pre-trenching, shoring wall installation, excavation, etc., is required along all shoring wall segments regardless of the presence or absence of a section/detail.</p>					
TG03.00-0158	TG03 Question 0158 - Specific Project Requirements	Closed	09/03/2010	09/10/2010	09/07/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Company	Daphne Faulkner	Answered By:Transbay Joint Powers Authority Gerry MacClelland			
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
<p>Specification section 00 08 13 1.6 B states that the Contractor shall comply with Ordinance #175 91, Article 21 of the SF Municipal Code restricting the use of potable</p>		<p>The restriction is limited as defined in the code. The contractor is allowed to obtain water from SFPUC for use in the drilled shaft work.</p>					



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	<p>water for soil compaction and dust control activities. Does this specification also apply to water being used for drilled shaft excavation?</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 09/02/2010</p>						
TG03.00-0159	TG03 Question 0159 - Temporary Bridge	Closed	09/03/2010	09/10/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Adamson Associates, Inc    George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
<p>Schedule A on S1-3201 identifies top of structure elevations. When these elevations are cross referenced against the elevations of the cross streets the temporary bridges that tie into it will be several feet above grade, unless there is a provision for a concrete "leave out" Drawing A 5206 shows First Street Elevation at 14.94. The top of structure at this zone is from 12.79' to 13.47', this allows less than 2' for the temporary bridge installation. Depending on the final Temp. bridge design and clearance necessary to construct box structure below the bridge deck may be as much as 6' above the city street. Is it the owners intent to ramp up on the city street to the temp bridge elevation? If so what is the max grade allowed for the approach ramp?</p> <p>Also, please comment on the intent for side sloping, access for business, support of fill, etc. This condition applies to Beale street as well.</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 09/02/2010</p>				<p>S1-3201 shows general top of structural elevations at the Ground Floor Slab. The schedule is not intended to show all top of structural elevations.</p> <p>Utility corridors are to be provided at the cross streets of Beale, Fremont, and First. Where required, the temporary bridges are provided over the area of the utility corridors, which are lower than the adjacent slabs. See architectural drawings A1-6000, A1-6118, and A1-6231 provided for reference.</p> <p>Note that drawing A-5206 referred to in the information request was not included in the BSE package.</p> <p>The temporary bridges will be set to tie into existing street grades without significant changes in elevation. This approach will avoid the need for side sloping, or other grading for access.</p>			

TG03.00-0160	TG03 Question 0160 - Schedule	Closed	09/03/2010	09/10/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By: Webcor Construction LP	
Co-Author:		Joanne Filipas					





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	<p><b>REQUEST:</b></p> <p>Response to TG0300-0080 indicates , "Refer to Exhibit I - BSE Concept Schedule" BSE Concept schedule zones conclude with "Verticl Walls (2nd Lift) to Ground Level" with it's successor being "(Finish) Below Grade Structure Zone 'X'"</p> <p>Is it the Concept for this activity to include the Top Deck of the Below Grade Structure? Do the removal activities described in NTP #7-10 commence after completion of the Finish Below Grade Structure activities?</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 09/02/2010</p>	<p><b>SUGGESTION:</b></p>			<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Refer to response TG0300-0150.</p>		
<b>TG03.00-0161</b>	<b>TG03 Question 0161 - Water Discharge</b>	<b>Closed</b>	<b>09/03/2010</b>	<b>09/10/2010</b>	<b>09/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Gerry MacClelland			
<b>Co-Author:</b>							
	<p><b>REQUEST:</b></p> <p>Reference specification 01 14 10/APA-4</p> <p>Addendum No. 2 states that TJPA will reimburse the Contractor for costs associated with the State Water Resources Control.</p> <p>Please confirm that the TJPA will reimburse the Contractor for costs associated with the preparation of the Stormwater Pollution Prevention Plan as required by the General Permit for Stormwater Discharges.</p> <p>Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 09/02/2010</p>	<p><b>SUGGESTION:</b></p>			<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Section 01 14 10/APA is limited to permits responsibility and fees only. The cost of developing plans needed for required permits are the Trade Subcontractor's responsibility.</p>		
<b>TG03.00-0162</b>	<b>TG03 Question 0162 - Site Area</b>	<b>Closed</b>	<b>09/03/2010</b>	<b>09/10/2010</b>	<b>09/08/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Gerry MacClelland			
<b>Co-Author:</b>							





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TG03.00-0164	TG03 Question 0164 - Internal Bracing	Closed	09/07/2010	09/13/2010	09/22/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
<p>Information Requested</p> <p>Reviewing Drawings GT-1110, GT-1111, GT-1112 and GT-5101, and our In-house Design, there seems to be a conflict in the TJPA Design of the CDSM wall. Drawings GT-1111 and GT-1112 note that the Max Cantilever to ground surface is 10' max (install) and 13' max (removal), but with the West, East, and Buttress Earth pressures from GT-1110 and Strut Elevation called out at + Elevation 11, + Elevation 6, and + Elevation 4 and the Top of Pile beams form GT-5101, produce cases where the install Cantilever exceed the 10' Max.</p> <p>A/1-5 +22.0 -11 = 11' that exceeds 10'</p> <p>1-1 +24.0-11 = 13' that exceeds 10'</p> <p>X1-1 +25.0 -11 = 14' that exceeds 10'</p> <p>X1-2 +24.0 -11 = 13' that exceeds 10'</p> <p>J/13-19 +18.0 -6 = 12' that exceeds 10'</p> <p>J/19-25 +17.0 -6 = 11' that exceeds 10'</p> <p>J/25-27 +15.0 +4 =11' that exceeds 10'</p> <p>Does the note on Stage 2 on Drawing GT-1111 infer that the Owners Design of the CDSM wall can take the "Over Cantilever" because we can dig to a specific Elevation of +8 west of Grid Line 17 and to Elevation + 7 east of Grid Line 17? Or does the Owners Design need to be Revised to add an additional Strut/Waler Level to the Owners Wall Design? Can we get a clarification on the 10' max shown on Drawing GT-1111 and the west end walls? Can we use 14', 13', 12', 11' cantilever to the first strut level elevation shown at +11, +6, and +4 vs the 10' max shown on GT-1111 Drawings?</p> <p>Submitted by Charles M. Gardner</p> <p>Kiewit Infrastructure</p> <p>09/03/2010</p>				<p>The elevation of the top strut shall be no lower than the following elevations (NAVD88): at Case West +11.00 (install) and +8.00 (removal); at Case East +6.00 (install) and +3.00 (removal); at 301 Mission Buttress Case and 301 Mission Podium Case +4.00 (install) and +1.00 (removal). This information will be included in an Addendum.</p>			

TG03.00-0165	TG03 Question 0165 - Excavation	Closed	09/07/2010	09/13/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc	
Co-Author:						George Metzger	
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Earthwork 31.00.00, 3.19.B.2 which states				The sentence, "Barricades shall be installed at the			





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09/03/2010							
TG03.00-0167	TG03 Question 0167 - Hazardous Material	Closed	09/07/2010	09/13/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Transbay Joint Powers Au	Gerry MacClelland		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Reference specifications 00 03 35 and 00 07 00. Research shows that Asbestos is very probable in mortar use before 1975. Abandoned brick sewer lines may have lining and mortar which could contain asbestos. Please confirm any materials found to contain Asbestos in this instance will be handled under section 00 07 00 3.05 of the specifications.				Section 00 07 00 article 3.05 is clearly written. Also reference Section 01 13 50.			
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 09/03/2010							
TG03.00-0168	TG03 Question 0168 - Demolition	Closed	09/07/2010	09/13/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc	George Metzger		
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Specification section 02 41 19 1.4.E requires a submittal of existing timber pile documentation of existing timber piles by, "Survey indicating position and top elevation of existing timber piles and other materials to be demolished and removed."				The position and top elevation of the existing timber piles are needed to assist in the monitoring of the ground movements during pile removal. This survey is required only for the piles specified to be removed on sheet GT-2202. The specification will be revised to clarify this in an addendum. The text "and other materials to be demolished and removed" will be deleted in an addendum.			
Could you clarify the intent and purpose of this requirement, and what "other materials" are?							
Submitted by Charles M. Gardner Kiewit Infrastructure West Co. 09/03/2010							



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TG03.00-0169	TG03 Question 0169 - Demolition	Closed	09/07/2010	09/13/2010	09/15/2010	Potentially	
From: Webcor/Obayashi Joint Venture    Manuel Saldana    To: Turner Construction Compan    Daphne Faulkner			Answered By: Webcor Construction LP    Joanne Filipas				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference reference documents 80 Natoma St., Installed Piles.					Accept Suggestion: <input type="checkbox"/>		
In the reference document, only a select number of piles show Pile Top and Pile Tip Elevations in Table 1 (these piles are highlighted in yellow on the drawing). For the piles where no information is given, please provide pile lengths, pile top elevations and pile tip elevations.					Reference documents listed in Section 00 03 31 are provided as the basis for the conditions at the site to be encountered. With regard to the bidder's question to this specific reference (00 03 31, paragraph 1.2.A3, Table 1, prepared by T&R and pile layout/numbering sketch prepared by American Pile Driving), Table 1 lists known existing piles and where entries (e.g., date installed, pile length, approx. pile top and approx. pile tip) are absent, bidders may assume piles have not been driven. Where undocumented obstructions and/or interferences are found, see contract provisions for changed site conditions.		
Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010					Fyfe, David (URS Corporation)		
TG03.00-0170	Can tiebacks be used for temporary bracing at the transverse end walls (Lines 1 and 35)? If so, please indicate any requirements or limitations associated with their use.	Closed	09/07/2010	09/13/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana    To: Turner Construction Compan    Daphne Faulkner			Answered By: Adamson Associates, Inc    George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Can tiebacks be used for temporary bracing at the transverse end walls (Lines 1 and 35)? If so, please indicate any requirements or limitations associated with their use.					Accept Suggestion: <input type="checkbox"/>		
Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010					Use of tiebacks in walls adjacent to grid line 1 and 35 is not acceptable due to the complexity of the site conditions, which include adjacent properties and an existing shoring wall, and the quality of the soils.		
TG03.00-0171	TG03 Question 0171 - Internal Bracing	Closed	09/07/2010	09/13/2010	09/17/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture    Manuel Saldana    To: Turner Construction Compan    Daphne Faulkner			Answered By: Adamson Associates, Inc    George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
As noted in Question TG0300-0058, preloading the struts will increase the effective stiffness of the bracing system (particularly by pre-compressing the struts).					Accept Suggestion: <input type="checkbox"/>		
					We do not believe that preloading increases the effective stiffness of the struts. The struts will expand and contract due to temperature variations and this		



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	<p>(1) Can this factor be considered when evaluating the average stiffness tributary to a given strut per the note in the lower right-hand corner of GT-1111?</p> <p>(2) Can preload values higher than those specified in Tables 1 through 4 on GT-1110 be used to increase the effective stiffness of the bracing system?</p> <p>Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010</p>						could be interpreted as changing the effective stiffness, but we do not believe it is feasible to control the temperature at the time of installation and pre-loading to account for this when selecting the member sizes.
TG03.00-0172	TG03 Question 0172 - Schedule	Closed	09/07/2010	09/13/2010	09/09/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By: Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Exhibit A, Section V. In reference to the concept schedule (Exhibit I), it is stated that although the schedule activities should not be assumed to be a complete or binding work plan . . . it is mandatory that each Completion Date be met so as not to impact follow-on Trade Subcontractors or the Critical Path of the Project. Are the Excavation Finish Dates for each of the Zones the mandatory Completion Dates referred to above?				Yes, the durations indicated in the milestones for NTP 2-5 are mandatory.			
Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010							
TG03.00-0173	TG03 Question 0173 - Demolition	Closed	09/07/2010	09/13/2010	09/27/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By: Transbay PMPC      Alfred Lau			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Exhibit A, Section IV.C.14 (p. 10).				Note 10 on D-0001 (and similar notes on others drawing sheets) requires Contractor to provide means			



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<div><div><p>Exhibit A states: ¿Existing temporary shoring wall installed by Existing Terminal and Ramps Demolition Contractor at the eastside of Fremont Street shall be removed and disposed in accordance with the Contract Documents.¿</p><p>However, the Terminal Demolition Plans include notes stating that ¿. . . Contractor to furnish and install shoring and bracing as necessary to ensure no adverse impacts to adjacent roadways and building.¿ These notes seem to apply to the entire perimeter of the existing building and not just to the eastside of Fremont St.</p><p>Please clarify if the TG03 Contract includes removal of the previously installed shoring and bracing along the eastside of Fremont Street only, or also around the entire perimeter of the existing terminal structure.</p><p>Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010</p></div><div><p>for temporary ground support as required and as necessary to protect adjacent ground when excavation demands such protection. One example of this requirement is the pre-trenching activities prior to installing CDSM wall as required per note 11 on GT 2101 (and similar notes on other sheets). The temporary shoring walls installed for excavation by this Work will need to be removed by this trade contract as part of underground structure demolition and clearing per the same note 10 on D-0001.</p></div></div>							
TG03.00-0174	TG03 Question 0174 - Shoring Wall	Closed	09/07/2010	09/13/2010	09/13/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Will it be permissible to shed bracing loads from the transverse end walls (near Lines 1 and 35) into the longitudinal CDSM walls (Lines A and J)? If this is acceptable, please indicate if there are any limitations or restrictions on the design assumptions regarding the amount of load that can be shed over a given length of wall.		<b>SUGGESTION:</b> Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Diagonal bracing at the corners of the excavation is acceptable. See Note 11 on GT-1111.			
TG03.00-0175	TG03 Question 0175 - Shoring Wall	Closed	09/07/2010	09/13/2010	09/17/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture      Manuel Saldana		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							







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TG03.00-0177	TG03 Question 0177 - Internal Bracing	Closed	09/07/2010	09/13/2010	09/16/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner	Answered By:Transbay Joint Powers Au Gerry MacClelland				
Co-Author:							
REQUEST: Reference drawing sheet GT-2101.  Regarding previous question TG0300-0084, part 1 which was unanswered: At what stage of excavation in Zone 1 will wall X1-1 be removed?  Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> It is anticipated that the shoring line adjustment will occur prior to the start of installation.			
<hr/>							
TG03.00-0178	TG03 Question 0178 - Micropile	Closed	09/07/2010	09/13/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner	Answered By:Webcor Construction LP      Joanne Filipas				
Co-Author:							
REQUEST: Reference drawing sheet S1-3003.  Detail 1 indicates that the micropile design shall be by the Contractor, or in this case, by the micropile subcontractor.  (1) Is the micropile subcontractor responsible for designing the micropile anchorage in the concrete base slab?  (2) Is the micropile subcontractor responsible for furninshing and installing micropile anchorage reinforcing steel?  Submitted by Rich Zito Shimmick / Skanska / Traylor JV (SST) 09/07/2010		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> (1) Yes. (2) Yes.			
<hr/>							
TG03.00-0179	TG03 Question 0179 - Shoring Wall	Closed	09/07/2010	09/13/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner	Answered By:Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST: CDSM wall layout sheet GT-2101 shows Wall Segment X2-1 on the south side of the building between grid lines		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> This will be revised in an addendum.			

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	based upon the design profile?						
	Shimmick / Skanska / Traylor JV (SST) 09/07/2010						tributary areas from the "Design Profile" will vary slightly from the strut loads presented in tables 1 thru 4. Tables 1 thru 4 shall be used for strut loads. For seismic increment strut loads, refer to tables 5 thru 8.
<b>TG03.00-0182</b>	<b>TG03 Question 0182 - Demolition</b>	<b>Closed</b>	<b>09/07/2010</b>	<b>09/13/2010</b>	<b>09/14/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b>	Demolition Drawing D-2213 is showing ro remove (E) Fremont Street temporary shoring wall and note 9 on the same drawing says that As - Built information for type and location of temporary shoring wall will be available on or about the first quarter of 2011.  Please provide some information (Sheet piles? Dimensions?) regarding this temporary shoring wall for bidding purpose.  Submitted by Aparna Alla Shimmick / Skanska / Traylor JV (SST) 09/07/2010	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		For bidding purposes, bidder may assume the temporary Fremont St. shoring wall is a conventional interlocking sheet pile shoring system. Bidder may assume a wall length of 195 feet, a retaining height of 20 feet, and an embedment depth of 50 feet for a total driven sheet length of 70 feet.  Fyfe, David (URS Corporation)
<b>TG03.00-0183</b>	<b>TG03 Question 0183 - Geotechnical</b>	<b>Closed</b>	<b>09/08/2010</b>	<b>09/14/2010</b>	<b>09/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Adamson Associates, Inc	George Metzger		
<b>Co-Author:</b>							
<b>REQUEST:</b>	Please provide the "Geotechnical Recommendation Report" referenced in paragraph 6.1.2.2--Subsurface Conditions of the Final Geo-technical Data Report  Submitted by Greg Overhage Shimmick / Skanska / Traylor JV (SST) 09/07/2010	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		The sentence is a typo. There is no report titled "Geotechnical Recommendation Report." The Final Geotechnical Data Report includes a description of stratigraphy and information on the characterization of the major soil strata.



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TG03.00-0184	TG03 Question 0184 - Shoring Wall	Closed	09/09/2010	09/15/2010	09/09/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana			To: Turner Construction Compan      Daphne Faulkner			Answered By: Adamson Associates, Inc      George Metzger	
Co-Author:							
REQUEST: GT-5102 & GT-5105 Drawings from GT-5102 to 5105 shows CDSM wall sections with pre-trenching details. As per the scale on these drawings, the pre-trench depth varies from 12' to 25'.  Please confirm.			SUGGESTION: Answered by George Metzger, 9/9/10 Refer to Section 31 56 13, article 3.2 A: "The depth and width of the trench shall be that required to remove the obstructions from the path of the shoring wall."			ANSWER:      Accept Suggestion: <input type="checkbox"/> Answered by George Metzger, 9/9/10 Refer to Section 31 56 13, article 3.2 A: "The depth and width of the trench shall be that required to remove the obstructions from the path of the shoring wall."	
<hr/>							
TG03.00-0185	TG03 Question 0185 - Hazardous Material	Closed	09/09/2010	09/15/2010	09/14/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana			To: Turner Construction Compan      Daphne Faulkner			Answered By: Transbay Joint Powers Au      Gerry MacClelland	
Co-Author:							
REQUEST: 1. As per the Site Mitigation plan by Treadwell & Rollo, the extent of hazardous of material information is available for the proposed project location except in the CDSM wall segment X1-1 & R2-1 areas.  Please provide the related hazardous material information for the above mentioned areas.			SUGGESTION: Answered by Gerry MacClelland, 9/14/10 At the time the Site Mitigation Plan was drafted there was uncertainty concerning the perimeter of the shoring wall, so a conservative boundary was used which did not cross south of Natoma St. Information on the soil contamination in the area of wall segment X1-1 and R2-1 can be found in the following reference documents:  Soil Investigations of 546 Howard and 75 Natoma, ERM West, January 2009 Site Investigation Report, San Francisco-Oakland Bay Bridge West Approach Project Including Transbay Terminal Loop. California: Professional Service Industries, Inc., 1999. (see pg. 43) See Section 00 03 35 for references to these documents.			ANSWER:      Accept Suggestion: <input type="checkbox"/> At the time the Site Mitigation Plan was drafted there was uncertainty concerning the perimeter of the shoring wall, so a conservative boundary was used which did not cross south of Natoma St. Information on the soil contamination in the area of wall segment X1-1 and R2-1 can be found in the following reference documents:  Soil Investigations of 546 Howard and 75 Natoma, ERM West, January 2009 Site Investigation Report, San Francisco-Oakland Bay Bridge West Approach Project Including Transbay Terminal Loop. California: Professional Service Industries, Inc., 1999. (see pg. 43) See Section 00 03 35 for references to these documents.	
<hr/>							
TG03.00-0186	TG03 Question 0186 - Traffic Routing	Closed	09/09/2010	09/15/2010	09/14/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana			To: Turner Construction Compan      Daphne Faulkner			Answered By: Transbay Joint Powers Au      Gerry MacClelland	
Co-Author:							
REQUEST:			SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>	



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The traffic lane requirements as per the specification 01 15 70 says that contractor needs to maintain 3 lanes of 11' at all the times on the First Street from Mission to Folsom and also at the intersection of Fremont and Natoma.

With the above restrictions, safe operations for CDSM walls by using big equipment may not be obtained. Is it allowable for contractor to perform the work with half the street closed?

Answered by Gerry MacClelland, 9/14/10  
Base your bid on maintaining the requirement of 3 lanes of 11 feet each, per the specification.

Base your bid on maintaining the requirement of 3 lanes of 11 feet each, per the specification.

TG03.00-0187	TG03 Question 0187 - Shoring Wall Traffic Routing		Closed	09/09/2010	09/15/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc George Metzger				
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Position of CDSM walls with reference to sidewalks is not clear on the provided GT drawings. Please provide the distances between sidewalks and CDSM walls to see the possibility of maintaining traffic lanes as specified in specifications 01 15 70.				Answered by George Metzger, 9/13/10 The GT drawings provide the survey control points to locate the shoring wall. The existing condition site survey drawings that show existing streets and sidewalks are included in the bid documents.				

TG03.00-0188	TG03 Question 0188 - SBE Program	Closed	09/09/2010	09/15/2010	09/10/2010	No	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Transbay Joint Powers Au Sara Gigliotti			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
In specification section 00 08 21 - 1.3.D it states that DBE's currently certified by CUCP, CCSF HRC, & OSOD may participate in the TJPA's SBE Program. Specification section 00 08 21/AT1 states that DBE's currently certified in only CUCP may participate in the TJPA's DBE Availability Advisory Percentage. Please clarify which certification agencies will quality the DBEs & SBEs for the TJPA SBE Program. Also will LBEs certified by CCSF(.) HRC qualify as SBEs under the SBE Program?		Answered by Sara Gigliotti, 9/10/10		Answered by Sara Gigliotti, 9/10/10			
		As stated in 00 08 21, 1.3.D, DBEs currently certified in the CUCP, as well as SBEs certified by the City and County of San Francisco Human Rights Commission (HRC), and the California Department of General Services Office of Small Business and Disabled Veteran Business Enterprise Services (OSDS) may participate in the TJPA's SBE Program. HRC issues LBE certifications. OSDS issues SBE and DVBE certifications. These count toward participation in the		As stated in 00 08 21, 1.3.D, DBEs currently certified in the CUCP, as well as SBEs certified by the City and County of San Francisco Human Rights Commission (HRC), and the California Department of General Services Office of Small Business and Disabled Veteran Business Enterprise Services (OSDS) may participate in the TJPA's SBE Program. HRC issues LBE certifications. OSDS issues SBE and DVBE certifications. These count toward participation in the			



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		TJPA's SBE Program.		TJPA's SBE Program.			
		00 08 21 also states that the Contractor is responsible for reviewing the policies outlined in the TJPA's SBE Program. The TJPA SBE Program is available on the TJPA website: <a href="http://www.transbaycenter.org">http://www.transbaycenter.org</a> > TJPA > Doing Business with the TJPA > Small Business Enterprise (SBE) Program.		00 08 21 also states that the Contractor is responsible for reviewing the policies outlined in the TJPA's SBE Program. The TJPA SBE Program is available on the TJPA website: <a href="http://www.transbaycenter.org">http://www.transbaycenter.org</a> > TJPA > Doing Business with the TJPA > Small Business Enterprise (SBE) Program.			
		Only DBEs (certified in the CUCP) may participate in the TJPA's DBE Program.		Only DBEs (certified in the CUCP) may participate in the TJPA's DBE Program.			
<b>TG03.00-0189</b>	<b>TG03 Question 0189 - Utilities</b>	<b>Closed</b>	<b>09/09/2010</b>	<b>09/15/2010</b>	<b>09/13/2010</b>	<b>No</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP    Marina Rosso			
<b>Co-Author:</b>							
<b>REQUEST:</b> May the Transbay Transit Center Program Relocation of Utilities Project drawings be included in this bid package as reference drawings?		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/> Answered by: WO DocControl, 9/13/10 Refer to response TG0300-0144.			
<b>TG03.00-0190</b>	<b>TG03 Question 0190 - Geotechnical</b>	<b>Closed</b>	<b>09/09/2010</b>	<b>09/15/2010</b>	<b>09/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc    George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> GT-1110 Drawing (Drawing) GT-1110 contains 4 charts describing heave. What are these charts for? Do these charts detail the max heave we should expect? Was heave included in the owners design?		<b>SUGGESTION:</b>	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/> Answered by George Metzger, 9/13/10  These diagrams indicate the predicted heave at the bottom of the excavation due to the unloading of the soil caused by the excavation. It is the responsibility of the Contractor to evaluate the loads, including imposed displacements, on the internal bracing system as part of their design of the internal bracing system.			





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TG03.00-0191	TG03 Question 0191 - Shoring Wall	Closed	09/09/2010	09/15/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner	Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST: Reference specification 31 56 13.  Can the Trade Subcontractor rely on the CDSM wall being impervious? If the CDSM wall leaks will it be the basis for a change order?		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Answered by George Metzger, 9/13/10  The Contractor is responsible for installing a wall which satisfies the requirements in the contract documents. The Contractor is responsible for repairing leaks. The work to repair the leak will not be reimbursed as a change order.			
<hr/>							
TG03.00-0192	TG03 Question 0192 - Buttress	Closed	09/09/2010	09/15/2010	09/14/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner	Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST: Reference drawing sheet GT-5202.  This plan calls out "(4) 4 in. diameter PVC or steel pipe sleeves...tied to the reinforcement steel cage" We assume that these are the access tubes for the required Cross Hole Sonic Logging Test. Usual access tube size is only 2 inches in diameter. Please confirm that you specifically require 4 in. or that regular 2 inches in diameter access tubes (PVC or steel) can be used instead.  Question B: Can reinforcement spiral be replaced by regular ring hoops?		SUGGESTION: Answered by: George Metzger, 9/14/10  The four 4-inch-diameter pipes shown on the plans are required.  Regarding Question B, #7 circular hoops at 6" o.c. with couplers or welded splices are acceptable in lieu of spiral reinforcement.		ANSWER:      Accept Suggestion: <input type="checkbox"/> Answered by: George Metzger, 9/14/10  The four 4-inch-diameter pipes shown on the plans are required.  Regarding Question B, #7 circular hoops at 6" o.c. with couplers or welded splices are acceptable in lieu of spiral reinforcement.			
<hr/>							
TG03.00-0193	TG03 Question 0193 - Site Maintenance	Closed	09/13/2010	09/19/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner	Answered By: Webcor Construction LP      Marina Rosso				
Co-Author:							
REQUEST: Reference Project Bidding Manual, page 34 paragraph 6.  The Project Bidding Manual states: "Trade Subcontractor shall include in the Bid two man-hours of cleanup for every forty man-hours of work. This Labor, provided by Trade		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Answered by W/O Doc Control, 9/13/10  This requirement applies to the entire scope of work.			





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Subcontractor, will be used as part of a Composite Project efforts to maintain a clean work area. The actual clean-up hours used versus the number of hours owed (tracked through certified payroll) will be reconciled. Contractor has option to deduct this from Trade Subcontractor's scope of Work incrementally or in its entirety and execute the Composite Project clean-up."

Is this necessary for the entire TG03 package or just the portion that we are coordinating trestle removal? And/or re-shoring?

<b>TG03.00-0194</b>	<b>TG03 Question 0194 - Temporary Power</b>	<b>Closed</b>	<b>09/13/2010</b>	<b>09/19/2010</b>	<b>09/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP    Marina Rosso				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference drawing sheet SL-003		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> W/O Doc Control, 9/13/10				
Please confirm PG&E will provide the transformers for the skids as shown on the Site Logistics Temporary Power Plan SL-003.			Confirmed.				

<b>TG03.00-0195</b>	<b>TG03 Question 0195 - Schedule</b>	<b>Closed</b>	<b>09/13/2010</b>	<b>09/19/2010</b>	<b>09/15/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana		<b>To:</b> Turner Construction Compan    Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP    Marina Rosso				
<b>Co-Author:</b>							
<b>REQUEST:</b> Exhibit A.V Construction Schedule and Milestones:		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Answered by W/O Doc Control, 9/15/10				
1) NTP #03, #04, and #05 are indicated to be issued , "no later than" 175, 235, and 265 calander days (respectively) for each of Zones 1,2, and 3. What is the "no earlier than" dates for these milestones? Theoretically TJPA could issue NTP #03-#05 immediately after NTP#02 which would stack the work. Request earliest start date to realistically plan our work.			1) There are no early start dates for NTP #03, #04, #05.  2) Refer to response TG0300-0150.  3) Refer to response TG0300-0150.				



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	2) What are the durations of Milestones NTP#06 through #7?						
	3) How are Milestones NTP #06 through #10 tied to the critical path?						
TG03.00-0196	TG03 Question 0196 - Access Trestle	Closed	09/13/2010	09/19/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP Marina Rosso			
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
The Scope of Work for the Removal and Disposal of Access Trestle as described in Exhibit A IV.C.22 indicates, "The Structural Steel Trade Subcontractor shall remove/dispose the Access Trestle above the Lower Concourse slab,ζ"				Answered by W/O Doc Control, 9/13/10			
Please confirm that the Access Trestle remains the property of the BSE Trade Subcontractor, and will be disposed at a location (within the Bay Area) of their choice.				The Structural Steel Trade Subcontractor shall remove and dispose of the Access Trestle above the Lower Concourse slab.			
TG03.00-0197	TG03 Question 0197 - Geotechnical Report	Closed	09/13/2010	09/19/2010	09/16/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Adamson Associates, Inc George Metzger			
Co-Author:							
REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>			
The Final Geotechnical Data Report prepared by Arup North America Ltd. Article 6.1.2.2 indicates,"A more detailed description of stratigraphy and information on the characterization of the majormajor soil strata are presented in the Geotechnical Recommendations report."				Answered by George Metzger, 9/16/10			
Is this report available? If so, how may we access this?				Refer to response TG0300-0183.			



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TG03.00-0198	TG03 Question 0198 - Site Area	Closed	09/13/2010	09/19/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By:Webcor Construction LP      Marina Rosso			
Co-Author:							
REQUEST: Reference Exhibit A drawings SL-001 & SL-002.  Dwg. SL-001 shows the area bounded by First, Fremont, Minna and Mission Sts. as an "Emergency Gathering Point" Dwg. SL-002 shows outbound trucks exiting this area. The "Staging Parcels" sketch in Section 01 14 19 does not show this area. Is this area available for staging/laydown use by the SBE Subcontractor? If so, are there any restrictions on its use?		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Answered by W/O Doc Control, 9/13/10  Refer to response TG0300-0162.			
<hr/>							
TG03.00-0199	TG03 Question 0199 - Retention	Closed	09/13/2010	09/19/2010	09/14/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By:Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
REQUEST: Reference Answers to Pre-Bid Meeting Questions.  The answer to Question 13 says that retention is withheld for the duration of each subcontractor's scope of work rather than the entire project. Most of the SBE Subcontractor's scope of work will be complete with the placing of the rat slabs. However, the contract will continue until the SBE Subcontractor's responsibility for shoring/bracing removal and trestle/bridge removal is complete. The schedule for this work is contingent on other Trade Subcontractors and the completion date for the entire scope of the SBE Trade Subcontract Package is unknown. Will Webcor/Obayashi release retention attributable to all work completed up until the placing of the rat slabs when the placing of the rat slabs is complete?		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Answered by Gerry MacClelland, 9/14/10  Retention to the CM/GC shall be reduced as described in 00 70 00.9.04. Section 00 05 20.5.04D states "the CM/GC must proportionately reduce retainage for its Trade Subcontractors." The amount of retention released upon placement of the rat slab will be based on the amount to the Trade Contractor's contract billed at that time.			
<hr/>							
TG03.00-0200	TG03 Question 0200 - Temporary Lighting	Closed	09/13/2010	09/19/2010	09/13/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By:Webcor Construction LP      Marina Rosso			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			



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	Reference Exhibit A, Section IV.B.A.18, "Temporary Lighting"				Answered by W/O Doc Control, 9/13/10		
	Is the SBE Trade Subcontractor responsible for maintaining temporary lighting until the rat slabs are placed or until the end of the SBE Trade Subcontract?				The BSE Trade Subcontractor's responsibility for maintaining temporary lighting will end at the acceptance of the rat slab.		
<b>TG03.00-0201</b>	<b>TG03 Question 0201 - Tax Certificate</b>	<b>Closed</b>	<b>09/13/2010</b>	<b>09/19/2010</b>	<b>09/16/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Transbay Joint Powers Au Sara Gigliotti			
<b>Co-Author:</b>							
<b>REQUEST:</b>	Reference is made to Part V, Webcor/Obayashi Bidding Forms, Item A. Bidding Check List, Subitem 3. Current Business Tax Registration Certificate. In Addendum 2 you specifically deleted the requirement for us to submit our "Current San Francisco Business License Certificate". You also changed "Current Business Tax Certificate" to "Current Business Tax Registration Certificate". We have various city Business Tax Registration Certificates. Is it your intent for us to only submit our current Business Tax Registration Certificate for "San Francisco".	<b>SUGGESTION:</b>	Answered by Sara Gigliotti, 9/16/10	<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		
		Per project bidding manual section III.D.6.b, the requirement is for a San Francisco Business Tax Registration No.		Answered by Sara Gigliotti, 9/16/10	Per project bidding manual section III.D.6.b, the requirement is for a San Francisco Business Tax Registration No.		
<b>TG03.00-0202</b>	<b>TG03 Question 0202 - Bid Due Date</b>	<b>Closed</b>	<b>09/13/2010</b>	<b>09/19/2010</b>	<b>09/13/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture	Manuel Saldana	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP Marina Rosso			
<b>Co-Author:</b>							
<b>REQUEST:</b>	Our QBD sent on 9/02/10 expressed our serious concern with the SBE Trade Package schedule, liquidated damages and other contract terms. We requested that Webcor/Obayashi meet with the SBE Trade Package bidders, as soon as possible, in order to clarify and resolve the major issues of concern. We also requested that the bid due date be postponed by 6 weeks.	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		
				Answered by W/O Doc Control, 9/13/10			
	We have not yet received a response to our 9/02/10 QBD.			Refer to response TG0300-0150.			



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We cannot continue to expend resources on this bid without Webcor/Obayashi acknowledging our concerns and committing to act timely to help resolve them.

We ask that Webcor/Obayashi provide us with a response to our 9/02/10 QBD by Friday 9/17/10, otherwise we will have to suspend our estimating effort on Bid Package TG03.

TG03.00-0203	TG03 Question 0203 - Regulatory Requirements		Closed	09/15/2010	09/21/2010	09/15/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Manuel Saldana	To: Turner Construction Compan		Daphne Faulkner		Answered By:Webcor Construction LP		Joanne Filipas
Co-Author:									
REQUEST:			SUGGESTION:		ANSWER:		Accept Suggestion:		<input type="checkbox"/>
1. Reference section 1 of the Long Form Subcontract (last sub-paragraph); also reference paragraph 2.05 of section 00 05 20 of the Agreement and section 01 14 10 Regulatory Requirements: which require compliance with applicable federal laws and guidelines. Several other specifications (particularly, those relating to health and safety) specifically list specific provisions of the Code of Federal Regulations that the Contractor (and therefore, where relevant, the Trade Subcontractor) must comply with. Provide a list of all applicable federal laws and guidelines (other than those specific provisions of the Code of Federal Regulations that are already included in the General Conditions and other bid documents) that the Trade Subcontractor must comply with on this project. In particular, provide a list of all Federal Acquisition Regulations that apply to Trade Subcontractor's obligations on this project.			Answered by W/O Doc Control, 9/15/10		Answered by W/O Doc Control, 9/15/10		Those documents are available in the public domain. The project is not subject to the Federal Acquisition Regulations.		Those documents are available in the public domain. The project is not subject to the Federal Acquisition Regulations.

TG03.00-0204		TG03 Question 0204 - Payment		Closed	09/15/2010	09/21/2010	09/15/2010	Potentially	<input type="checkbox"/>	
From: Webcor/Obayashi Joint Venture		Manuel Saldana		To: Turner Construction Compan		Daphne Faulkner		Answered By: Webcor Construction LP		Joanne Filipas
Co-Author:										
REQUEST:				SUGGESTION:				ANSWER: Accept Suggestion: <input type="checkbox"/>		



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	Reference 4.1 of the Long Form Subcontract: The second paragraph of this provision states that the CM/GC has no obligation to pay the subcontractor until TJPB approves the CM/GC's application for payment and TJPB actually pays the CM/GC. We request that you correct this provision to comply with the California public policy against pay-if-paid provisions.				Refer to response TG0300-0150.		
TG04.5.1-0001	TG0451 Question 0001 - SBE Program	Closed	08/18/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference RFQ, p6				Non-SBE contractors are excluded from bidding this scope of work or performing work required for this trade package 100% SBE participation is required per section IV.C of the bidding manual.			
Is this project only open to SBA's for bidding? Is this set aside for only SBA bidders?							
Submitted by Heather Kay KJ Woods Construction Inc. 08/16/2010							
TG04.5.1-0002	TG0451 Question 0002 - SBE Program	Closed	08/18/2010	08/25/2010	08/23/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Manuel Saldana	To: Turner Construction Compan	Daphne Faulkner	Answered By: Webcor Construction LP Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
W.A. Rasic is not an SBE. However, we fully intend to conduct a comprehensive GFE to increase overall SBE participation (1st, 2nd tier subcontractors, vendors, etc.) Can W.A. Rasic bid on this project direct to the J.V.?				Non-SBE contractors are excluded from bidding this scope of work or performing work required for this trade package 100% SBE participation is required per section IV.C of the bidding manual.			
Submitted by John Solis W.A. Rasic Construction 08/16/2010							



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<b>TG04.5.1-0003</b>	<b>TG0451 Question 0003 - SBE Program</b>	<b>Closed</b>	<b>08/19/2010</b>	<b>08/26/2010</b>	<b>08/23/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana <b>To:</b> Turner Construction Compan    Daphne Faulkner <b>Answered By:</b> Webcor Construction LP    Joanne Filipas							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference specification section IV, paragraph #1  We are not a SBE or DBE are we excluded from bidding on this project TG04.5.1.  Submitted by Tom Cornett Underground Construction Co., Inc. 08/16/2010		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Non-SBE contractors are excluded from bidding this scope of work or performing work required for this trade package 100% SBE participation is required per section IV.C of the bidding manual.			
<b>TG04.5.1-0004</b>	<b>TG0451 Question 0004 - Liquidated Damages</b>	<b>Closed</b>	<b>08/31/2010</b>	<b>09/07/2010</b>	<b>09/08/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana <b>To:</b> Turner Construction Compan    Daphne Faulkner <b>Answered By:</b> Webcor Construction LP    Joanne Filipas							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference specification 00 05 20-11, 4.02.  This section requires \$50,000 liquidated damages per day if project is not substantially complete more than 90 days. This is for the entire project and not TG04.5.1. Please Clarify. Page 11 of Bid manual and forms specifices 4 Milestones without and LD's.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Subcontractor is responsible for any damages resulting from Subcontractor delays as set forth in section 7 of the long form subcontract.			
<b>TG04.5.1-0005</b>	<b>TG0451 Question 0005 - Project Staffing Requirements</b>	<b>Closed</b>	<b>08/31/2010</b>	<b>09/07/2010</b>	<b>09/01/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor/Obayashi Joint Venture    Manuel Saldana <b>To:</b> Turner Construction Compan    Daphne Faulkner <b>Answered By:</b> Webcor Construction LP    Joanne Filipas							
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference Exhibit H Safety, page 7.  If we have 61 employees work on site, we need to have 2 full time designated safety persons (DSP) on site. Is this correct? Is this in addition to the requirements of 00 70 00-68 paragraph 12.01.B?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Exhibit I (safety manual) provides direction on this matter on page 7 - section titled ¿ Project Staffing Requirements.¿ Section 00 07 00 12.01.B does not apply to the Trade Subcontractor for this bid package only.			



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TG04.5.1-0006	TG0451 Question 0006 - Bid Bond	Closed	08/31/2010	09/07/2010	09/03/2010	Potentially	
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Bidding Manual, page 12 paragraph 4.C., document 00 04 30-1.				Accept Suggestion: <input type="checkbox"/>			
Project Bidding manual page 12 of 44 requires bid security made to Webcor/Obayashi JV. Document 00 04 30 Appears to be between TJPA and JV. Please clarify.				See Addendum 1 for correct Bid Bond Form. Section 00 04 30 is not for Trade Subcontractor.			
TG04.5.1-0007	TG0451 Question 0007 - BIM & CPM	Closed	08/31/2010	09/07/2010	09/01/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference specificatoin 01 13 10-2, paragraph 13.A				Accept Suggestion: <input type="checkbox"/>			
Contract Requires premavera P6 or compatible format. Is Microsoft Project Acceptable?				No - Microsoft Project is not compatible with P6.			
TG04.5.1-0008	TG0451 Question 0008 - Length Of Warranty	Closed	08/31/2010	09/07/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			
Reference Exhibit "B" Warranty, 2nd paragraph.				Accept Suggestion: <input type="checkbox"/>			
Does warranty period extend to after completion of the entire project or only after TG04.5.1 is completed? The warranty form says indicates after "Filing Notice of Completion on all improvements". See attached which can be more than 4 years.				Refer to Section 01 17 00.1.3C. Since it is the intention to put these relocated utilities into service once complete, this paragraph establishes the basis for an early Substantial Completion. Also see Section 00 07 00.3.19C. The period for the warranty is generally defined in Section 01 17 40 as well as in individual specification sections, as stated in 01 17 40.1.2B.			
TG04.5.1-0009	TG0451 Question 0009 - Length Of Warranty	Closed	08/31/2010	09/07/2010	09/08/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							





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<div><div><div>REQUEST:</div><div>Reference specification 01 17 40-2, paragraph 1.5.A.</div><div>Exhibit "B" is blank for period of warranty. 01-17-40-2 requires 2 years after substantial completion of TG04.5.1. Draft Subcontract agreement seems to indicate warranty after completion of the entire project. Please Clarify.</div></div><div><div>SUGGESTION:</div></div><div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>See response to TGO4.5.1-0008.</div></div></div>							
<hr/>							
TG04.5.1-0010	TG0451 Question 0010 - Maintenance Bond	Closed	08/31/2010	09/07/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Transbay Joint Powers Au Gerry MacClelland			
Co-Author:							
<div><div>REQUEST:</div><div>Reference specification 00 08 13/APA, page 15, paragraph 6.B.</div><div>Is Maintenance Bond Required?</div></div>		<div><div>SUGGESTION:</div></div>		<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>Please refer to Section 00 07 00.10.02B, which describes the TJPA's requirements for a Performance Bond, including corrective Work required during the correction period.</div></div>			
<hr/>							
TG04.5.1-0011	TG0451 Question 0011 - Insurance Requirements	Closed	08/31/2010	09/07/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
<div><div>REQUEST:</div><div>Reference specification 00 08 05, paragraph 1.2.</div><div>Please confirm that \$25,000,000 limit on GL is not for TG04.5.1 contract. This question was repended to during pre-qualification process (Question #1).</div></div>		<div><div>SUGGESTION:</div></div>		<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div><div>See section IV.I of the project bidding manual as clarified in section IV.A of exhibit A.</div></div>			
<hr/>							
TG04.5.1-0012	TG0451 Question 0012 - Mobilizations	Closed	09/03/2010	09/10/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan      Daphne Faulkner		Answered By: Webcor Construction LP      Joanne Filipas			
Co-Author:							
<div><div>REQUEST:</div></div>		<div><div>SUGGESTION:</div></div>		<div><div>ANSWER:</div><div>Accept Suggestion: <input type="checkbox"/></div></div>			



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	Reference specification 01 15 05 & Bid Form Exhibit A.  This section is about mobilization cost and how it is release, however there is no mobilization line item on bid form (exhibit A). Should bid form be revised to included mobilization?						Bid form modified per Addendum 2.
<hr/>							
TG04.5.1-0013	TG0451 Question 0013 - Personnel Requirements	Closed	09/03/2010	09/10/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference specification 01 14 00, paragraph 1.8.B.  This section requires a full time graduate licensed engineer or architect to be on site as CQC manager. Is this position filled with CMGC or Trade Contractor for TG04.5.1.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The Contractor's Quality Control (CQC) Manager, as referenced in Section 00 14 00, Quality Control, paragraph 1.8.B, will be provided by the CM/GC. Trade Subcontractor is responsible for providing QC personnel as required by Section 01 14 00, Quality Control, paragraph 1.8.C. Qualifications for this personnel include a minimum of 10 years of relevant construction experience, specific to the Trade Subcontractor's scope of work, of which 5 years must be in quality control for public works projects.			
<hr/>							
TG04.5.1-0014	TG0451 Question 0014 - Fall Protection	Closed	09/03/2010	09/10/2010	09/03/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By:Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference specification 01 15 45-5, paragraph 1.6.C.  Fall protection is required for all trenches 5 feet or deeper. Does this requirement include lifeline harness, lanyard, tie down, etc>?		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Refer to exhibit H (Webcor/Obayashi Site Specific Safety Program - Revision 0, dated 7-30-2010), Code of Safe Conduct and Work Practices/Excavation (page 15).			





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<b>TG043-0001</b>	<b>Site Survey</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/02/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> Do we provide all survey for our work?  W/O to provide answer.		<b>SUGGESTION:</b>		<b>ANSWER:</b> Yes.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>TG043-0002</b>	<b>SBE Requirements</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/04/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Transbay Joint Powers Au Sara Gigliotti							
<b>Co-Author:</b>							
<b>REQUEST:</b> This project is indicated as to be 100% SBE. Please confirm that this means that all of our subcontractors (and sub tier subcontractors if any) and truckers must therefore be SBE companies. Please also confirm that not all suppliers must be SBE. It will be impossible to obtain quotations for asphalt, VCP, aggregate import materials etc. from SBE companies.		<b>SUGGESTION:</b>		<b>ANSWER:</b> All subcontractors, at any tier, including truckers, must be SBEs. Good faith efforts must be made to purchase materials and supplies from SBE manufacturers or dealers. If materials or supplies are purchased from an SBE manufacturer, 100 percent of the cost counts as SBE participation. If materials or supplies are purchased from an SBE dealer, count 60 percent of the cost of materials and supplies toward SBE participation.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>TG043-0003</b>	<b>Lead in AWSS Pipes</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/03/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> Are AWSS pipes to be demolished? If so, how is the hazardous lead in the joints to be handled?		<b>SUGGESTION:</b>		<b>ANSWER:</b> VOID		<b>Accept Suggestion:</b> <input type="checkbox"/>	
<b>TG043-0004</b>	<b>Permit Reimbursables</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/04/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> Will we be reimbursed for all excavation, street space, meter, and other permits?		<b>SUGGESTION:</b>		<b>ANSWER:</b> See Section 01 14 10/APA for a matrix of permit responsibility.		<b>Accept Suggestion:</b> <input type="checkbox"/>	



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TG043-0005	Phase II Drawings	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: Do we include anything indicated in the Phase II drawings?		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
W/O to provide answer.				No.			
TG043-0006	OCIP Requirements	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay PMPC                      Guy Hollins			
Co-Author:							
REQUEST: Is there (or will there be) an OCIP on this project? If so, what insurances will this OCIP include?		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
				There is no current, or planned OCIP for this project.			
TG043-0007	Bid Form Clarification	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: The bid form is far too complex. We can possibly understand the need for the data indicated by the bid form from the subcontractor awarded the project, but we can see no need for each and every bidder to fill out every space in a ten page bid form. In addition the bid form requires us to fill in the quantities. As every subcontractor will have different quantities, this seems somewhat odd. A typical SF PUC style bid form, with quantities provided, would result in bids that could be confidently compared with each other- ¿Apples to Apples¿, not¿ Oranges to Apples¿. We request that such a bid form be provided. If the bid form is not simplified greatly, we will not be able to bid this project, since it will take more time to complete the form than actually estimate the project.		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
W/O to provide answer.				See revised bid form in Addendum 3.			



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TG043-0008	Bid Date Extension	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By:Transbay PMPC		Guy Hollins	
Co-Author:							
REQUEST: Can the bid date please be delayed?		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		The bid opening date will proceed as currently scheduled.	
TG043-0009	Exhibit I Schedule and Exhibit A.V	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By:Webcor Construction LP		David Hungerford	
Co-Author:							
REQUEST: Exhibit I, Schedule, appears to show the physical work occurring between 1/27/11 and 3/31/11, approximately 68 calendar days (CD). This is approximately 48 working days. In this amount of time we are to install the sewer, install the water, get SFWD to do the tie ins (which often takes 2 weeks) and then do all the demolition and restoration. Please confirm that this is your intent. Also note that Exhibit A.V appears to require (under milestones) that the water work be completed within 80 CD of NTP-thus it seems that the water will have to be completed prior to the sewer. Please confirm this is your intent.  W/O to provide answer.		SUGGESTION:		ANSWER: VOID		Accept Suggestion: <input type="checkbox"/>	
TG043-0010	Bid Package Drawing Clarification	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By:Webcor Construction LP		David Hungerford	
Co-Author:							
REQUEST: Exhibit A.IV, Clarification of Bid Package. It states that the revisions are for construction of Bid Package TG04.5.1 ONLY. However the Delta 1- Field Order-revisions state that the revisions (are) for TG04.3 and TG 04.4. So if they are for construction of Bid Package TG04.5.1 ONLY, why are they revisions for TG04.3 and TG04.4? Are you trying to say-Use all the drawings as provided, and then when we give you a contract we will reissue the drawings, without changes, other than stating		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		The list of drawings to be used in this bid package is found in section 00 01 15.1 of the specifications. Use all of the drawings provided. Upon completion of this bid process, a conformed set of these documents for this trade package will be issued at a later date.	



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<div>that they are now issued for construction¿? Please clarify exactly what you mean.</div> <div>W/O to provide answer.</div>							
TG043-0011	Investigative Trench Drawing	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: Exhibit A.IV (page 9), Number 11 states to include two investigation trenches as shown on sheets U-1007 & U-1008 dated 8-27-10. This is not the date of the drawings provided. Please clarify.		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Correction: Correct drawing is 9-29-10 "For Construction Drawings."			
W/O to provide answer.							
TG043-0012	Demolition of Existing Electrical, Gas and Telecom	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: Sheet U1110 and all the other demo sheets. On sheet U1110 note 5 does not specifically state that the gas is to be demolished by PG&E, note 7 does not say duct bank to be removed by AT&T (other notes are similar), but the notes also do not specifically state that ¿Trade contractor is to demolish¿ or something similar. Exhibit A.IV.D.2 (page 7), third bullet, states: ¿Unless noted otherwise on the drawings, Electrical, Gas & Telecommunication lines will be abandon and all feeders removed by the respective utility owners prior to demolition by this contract.¿ Thus there is an ambiguity. Are we, or are we not to include demolition of the Electrical, Gas & Telecommunication lines? In either case, who removes the boxes, vaults etc.? Please clarify. Exactly what is required at all locations on the plans?		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Demo as shown on the drawings. Note 5 says ¿"DEMOLISH AS INDICATED EXISTING HP GAS" Note 7 says ¿"DEMOLISH AS INDICATED EXISTING TELECOMMUNICATIONS DUCTBANKS/ MANHOLES"  In regard to Exhibit A.IV.D.2, demolish as shown in the drawings.			
W/O to provide answer.							



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TG043-0013	Demolition of Utilities	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: Referenced: Sheet U1110  Are the utilities to the east of the wall, (and on U1111 to the west of the wall) to be demolished by others? Please confirm.		SUGGESTION:		ANSWER: VOID		Accept Suggestion: <input type="checkbox"/>	
<hr/>							
TG043-0014	Temporary Tie In	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: Who is to perform Exhibit A.IV.D.4 (page 8), 4th bullet and any other, temporary tie in? Please provide drawing showing exactly what is required for the temporary tie in(s). Include line, grade, size etc.  W/O to provide answer.		SUGGESTION:		ANSWER: VOID		Accept Suggestion: <input type="checkbox"/>	
<hr/>							
TG043-0015	Tie In Sequence	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   David Hungerford			
Co-Author:							
REQUEST: Exhibit A.IV.D.4 (Page 8), 7th bullet. This states that "final tie into buildings will be performed after complete commissioning of the water systems at 1st, Howard, & Natoma Streets east of First Street. As this work will not be under our control, how can we be sure we can complete this work in the time allowed for in bid Exhibit A? Please discuss and clarify.  W/O to provide answer.		SUGGESTION:		ANSWER: If a coordinated commissioning of the water system falls outside of the prescribed duration required for this scope of work, a modification to the required schedule dates will be made as is appropriate.		Accept Suggestion: <input type="checkbox"/>	
<hr/>							
TG043-0016	Liquidated Damages	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By: Webcor Construction LP   David Hungerford			
Co-Author:							







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TG043-0019	Testing Payment Responsibilities	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Transbay PMPC		Guy Hollins		
Co-Author:							
REQUEST: Specs. 000700.8.02. Do we have to pay for any testing such as compaction testing, concrete testing, water quality testing, soils analytical etc.?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Testing by others. Retesting due to failure of Trade Subcontractor will be borne by Trade Subcontractor.			
TG043-0020	Utility Crossing Rate Schedule	Closed	11/02/2010	11/16/2010	11/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Transbay PMPC		Guy Hollins		
Co-Author:							
REQUEST: Specs . 000810/APB contains Cost of Utility Crossing Schedules dated January 2004. These are obviously not the current rates. Will we be paid for support and work around of non-governmental and SFWD facilities? If so, will the rates be the rates in effect when the work will be done (2011) or not?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Contractor should use current published Costs of Utility Crossing Schedules at the time of construction.			
TG043-0021	Fire Hydrant Use	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Webcor Construction LP   David Hungerford				
Co-Author:							
REQUEST: Specs. 000813.1.6.  Will we be allowed to use hydrant water?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Comply with specifications.			
TG043-0022	Excavation - Public Notice	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Webcor Construction LP   David Hungerford				
Co-Author:							
REQUEST: Specs. 000813.1.8.B.  Who does the excavation permit public notifications?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> TJPA representative will perform outreach based on timely notification by contractor.			



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TG043-0023	Waste Management Plan	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP   David Hungerford				
REQUEST: Specs. 000815.  Is Webcor/Obayashi's Solid Waste Management plan available? What do we need to do to comply with your plan?  W/O to provide answer.			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> No - not available. Trade Subcontractor is to plan per City of San Francisco requirements.		
<hr/>							
TG043-0024	Unit Prices for Class 1&2 Disposal	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP   David Hungerford				
REQUEST: Specs. 011020.  Do you already have unit prices for Class 1 & 2 disposal? Do we have to match these?  W/O to provide answer.			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> Unit pricing to be established by Trade Subcontractor as part of bid.		
<hr/>							
TG043-0025	Groundwater Discharge	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP   David Hungerford				
REQUEST: For groundwater discharge does the allowance cover all our costs including fees, testing and analysis, metering etc.?			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> There is no discharge allowance for the utility relocation. Dewatering and associated costs for the utility relocation project are borne by the Trade Subcontractor.		
<hr/>							
TG043-0026	Class 1 - Contaminated Soil	Closed	11/02/2010	11/16/2010	11/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Transbay PMPC      Guy Hollins				
REQUEST:			SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>		



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	Specs. 011020.  What is the definition of Class 1 Contaminated soil? Is it Federal Class 1 RCRA or California Class 1 Non-RCRA or what exactly?						The TJPA environmental consultant will determine what is Class I RCRA and Non-RCRA hazardous waste based on federal and state regulations.
<b>TG043-0027</b>	<b>Class 2 - Contaminated Soil</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/03/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Transbay PMPC      Guy Hollins			
<b>Co-Author:</b>							
<b>REQUEST:</b> Specs. 011020.  What is the exact definition of Class 2 Contaminated soil?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		Class II waste is material not classified as Class I RCRA/Non-RCRA but that still contains contamination that prevents it from being disposed of as unrestricted waste. This is determined on a case-by-case basis by landfill operators. The TJPA environmental consultant will assist in the identification of Class II hazardous waste.	
<b>TG043-0028</b>	<b>HASP</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/02/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP      David Hungerford			
<b>Co-Author:</b>							
<b>REQUEST:</b> SMP plan page 8.  Is your HASP available?  W/O to provide answer.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		The HASP included in Exhibit H of the Long Form Subcontract.	
<b>TG043-0029</b>	<b>Traffic Control Requirements</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/04/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP      David Hungerford			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			



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	Specs. 011570.1.2.D requires that the contractor or subcontractor to have a C-31 license to do the traffic control. We have an A license. Does this mean we cannot do our own traffic control, but must instead hire a subcontractor? Or, are you providing traffic control including plans, signs etc.? If we are allowed to provide our own traffic control (or if we must hire a subcontractor) does the three man traffic control need to be dedicated solely to performing traffic control work?					Traffic control to be by trade subcontractor. Traffic control to be as required by specifications.	
<hr/>							
TG043-0030	Changeable Message Sign Requirements	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By: Webcor Construction LP David Hungerford			
Co-Author:							
REQUEST: Specs. 011570.2.4.A.  Do we need to include changeable message signs?		SUGGESTION:		ANSWER: Yes.		Accept Suggestion: <input type="checkbox"/>	
<hr/>							
TG043-0031	K-rail requirements	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By: Webcor Construction LP David Hungerford			
Co-Author:							
REQUEST: Specs. 011570.2.5.  Do we need to provide K rail?		SUGGESTION:		ANSWER: Yes, (Section 01 15 70.2.6 is the correct reference).		Accept Suggestion: <input type="checkbox"/>	
<hr/>							
TG043-0032	Temp. Tape and Markers	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By: Webcor Construction LP David Hungerford			
Co-Author:							
REQUEST: Specs. 011570.2.7.  Do we need to provide temporary tape and markers?		SUGGESTION:		ANSWER: Yes.		Accept Suggestion: <input type="checkbox"/>	



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TG043-0033	Traffic Loop Repair	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> Specs. 011570.2.8.  Do we need to provide traffic loop repair?		<b>SUGGESTION:</b>		<b>ANSWER:</b> Yes.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
TG043-0034	Traffic Lane Requirements	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> Specs. 011570. Traffic Lane requirements.  Does Natoma need a lane open, 1 at 11¿ westbound and if so where? It is difficult to understand what is required where, perhaps due to the line spacing of the table. And, how are we to keep an 11¿ lane open on a 22¿ wide street and still perform the work? Please allow closure of Natoma with local traffic access.		<b>SUGGESTION:</b>		<b>ANSWER:</b> Contractor is to follow the Traffic Lane Requirements in the specifications. If the number of lanes and/or lane widths for through traffic cannot be achieved, contractor shall submit for a Special Traffic Permit.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
TG043-0035	Specialty Traffic Permits	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> If special traffic permits are required, are the costs reimbursable?		<b>SUGGESTION:</b>		<b>ANSWER:</b> See Section 01 14 10/APA.		<b>Accept Suggestion:</b> <input type="checkbox"/>	
TG043-0036	Truck Routes	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Daphne Faulkner <b>Answered By:</b> Webcor Construction LP   David Hungerford							
<b>Co-Author:</b>							
<b>REQUEST:</b> Specs. 011570.3.23.  Are there specific approved truck routes? If so, please provide.		<b>SUGGESTION:</b>		<b>ANSWER:</b> No.		<b>Accept Suggestion:</b> <input type="checkbox"/>	



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W/O to provide answer.							
TG043-0037	Trench Plate installation method	Closed	11/02/2010	11/16/2010	11/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Transbay PMPC		Guy Hollins		
Co-Author:							
REQUEST: Specs. 013565.1.5.B.  This section requires that plates be flush with street or sidewalk. Does this mean all plates must be in cut-in depressions in the street, and not placed on the street with cutback ramps as is normal procedure in SF? Please confirm.		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> In accordance with the specifications, contractor shall install plates or decking flush with the existing street or sidewalk.				
TG043-0038	Depth of Bedding above Pipe	Closed	11/02/2010	11/16/2010	11/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:AECOM Technical Servicε Eric Zagol				
Co-Author:							
REQUEST: Specs. 312310.1.8.A.  This section states "pipe zone shall include...from bottom of pipe...to a horizontal level above the top, as specified below." Could not find anywhere "below" where information regarding the depth of the bedding above the top of the pipe was provided. Please provide.		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> "Below" is a reference to next numbered section: Section 31 23 10.1.9, Bedding.				
TG043-0039	Pavement Mill and Fill Requirements	Closed	11/02/2010	11/16/2010	11/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:AECOM Technical Servicε Eric Zagol				
Co-Author:							
REQUEST: Specs. 321217.3.4.A.		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/> Restore all excavations for the Work in accordance				



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	<p>This section states that the Contractor shall mill and fill AC pavement as directed by TJPA representative. Prior to bid we must be told exactly which areas are to be milled &amp; filled. If you cannot provide exact and complete parameters (such as a drawing showing the exact limits of the mill and fill required), we will have to assume that absolutely no mill and fill is required. We cannot be expected to know what the TJPA representative will require.</p>						



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TG043-0042	SFWD Temp. Connections	Closed	11/02/2010	11/16/2010	11/03/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford			<b>To:</b> Turner Construction Compan   Daphne Faulkner				
<b>Co-Author:</b>			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>REQUEST:</b> Specs 331100.1.1.C.  Does SFWD perform temporary connections that are indicated by the bid documents?			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Connections of any new pipe (including new pipe indicated as temporary in the Plans) to existing shall be by SFWD.		
<hr/>							
TG043-0043	SFWD Material Transportation	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford			<b>To:</b> Turner Construction Compan   Daphne Faulkner				
<b>Co-Author:</b>			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>REQUEST:</b> Specs. 331100.1.3.B.  This requires that we move SFFD & SFWD material. What material is that? Perhaps we will understand the fire hydrant situation if previous question, above is answered, but what material is SFWD providing that we have to move? For connections, SFWD has always transported their own material. Please specify exactly what material we need to transport.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Transport materials that are purchased and procured from SFFD and SFWD.		
<hr/>							
TG043-0044	Water Dist. Piping & Valves Clarification	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford			<b>To:</b> Turner Construction Compan   Daphne Faulkner				
<b>Co-Author:</b>			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>REQUEST:</b> Specs. 331100.3.2.E.  See items 2 and 5. What do they mean? This does not make any sense as written. Please provide rewritten specification that can be understood.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> See Addendum 3 for reformatted specification section.		
<hr/>							
TG043-0045	Side Sewer Replacement Clarification	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford			<b>To:</b> Turner Construction Compan   Daphne Faulkner				
<b>Co-Author:</b>			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b>		





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	<p>Specs. 333110.1.1.A.4.</p> <p>This section says <i>to</i> replace existing side sewers and/or culverts which are to remain in place as per plans. <i>to</i> This could be interpreted to mean that all side sewers and culverts on all portions of the project are to be replaced in their entirety. Is that the intent? If so, please indicate more obviously.</p>						<p>Accept Suggestion: <input type="checkbox"/></p> <p>Replace existing side sewers and/or culverts as indicated on the plans.</p>
TG043-0046	ACWS and Planning Limits	Closed	11/02/2010	11/16/2010	11/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Company Daphne Faulkner		Answered By: AECOM Technical Services Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Specs. 333110.1.1.A.9.				Restore all pavement in accordance with the specifications inclusive of DPW Order No. 176,707, "Regulations for Excavation and Restoring Streets in San Francisco," which describes the limits of milling and filling for ACWS restoration.			
As stated above, please provide exact limits of planning and ACWS.							
TG043-0047	Catch Basins and Traps	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Company Daphne Faulkner		Answered By: Webcor Construction LP David Hungerford			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Specs 333110.1.1. A.5 & 11.				VOID			
Please provide exact limits and count of catch basins requiring cleaning and installation of traps and caps.							
TG043-0048	Spigot Type	Closed	11/02/2010	11/16/2010	11/04/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Company Daphne Faulkner		Answered By: AECOM Technical Services Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			



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333110.2.1.B.	Define ¿spigot¿ type. Is this Bell x Spigot or Spigot x Spigot (Band seal) pipe?					See Addendum 3 for revised specification wording.	
TG05.02-0001	Inclusion of Engineering Enterprise in Bid	Closed	02/11/2011	02/21/2011	02/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By:Webcor Construction LP Tim Maxwell			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Sieera Electric wants to include the Engineering Enterprise for this bid. The Engineering Enterprise (at the advise of their insurance carrier) carries a \$75K deductible not a \$50K deductible. The Engineering Enterprise is registered as an SBE with the State of California. They have been in business for 36 years and never have had a claim filed against them. Their Insurance Company will not allow the deductible changed for any singular project. Is there a way the deductible difference can be waived?				Insurance requirements as set forth in the subcontract boilerplate exhibit is the responsibility of the firm entering into contract with Webcor/Obayashi Joint Venture.			
TG05.02-0002	Amount for Liquidated Damages	Closed	02/11/2011	02/21/2011	02/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Daphne Faulkner		Answered By:Webcor Construction LP Tim Maxwell			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
An actual Dollar amount is not specified for the LD's. What is the Dollar amount in the LD's and will it be based on per calendar day.				Refer to Specification Section 00 05 20 Article 4 paragraph 4.02			
TG05.04-0001	Insurance Requirements	Closed	02/10/2011	02/20/2011	02/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Kevin Chiu		Answered By:Webcor Construction LP Tim Maxwell			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Does a submitting JV need its own insurance meeting the requirements stated in the RFP, or is the specified				YES - if contracting as a JV the JV must be a legal entitiy with it's own insurance.			



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coverage being met by the partner firms making up the JV sufficient for the General Contract/Selection Panel?

<b>TG05.04-0002</b>	<b>Definition of a Joint Venture</b>	<b>Closed</b>	<b>02/10/2011</b>	<b>02/20/2011</b>	<b>02/14/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      David Hungerford

**To:** Turner Construction Compan   Kevin Chiu

**Answered By:** Webcor Construction LP   Tim Maxwell

**Co-Author:**

**REQUEST:**

What is the Agency's Definition of a Joint Venture and what agreements need to be in place if firms want to submit their proposal as a Joint Venture?

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

The CM/GC defines a joint venture as provided in California Business and Professions Code section 7029, et seq. Any respondent joint venture must be properly licensed as a single entity and must submit with its Qualification Statement a copy of the joint venture agreement. The agreement shall identify the responsibilities of each partner in the joint venture for the scope of work established by the RFP, demonstrate the relationship between partners, and provide for contractual relationships and authorities to bind each entity to the obligations of the joint venture. The joint venture respondent should submit experience and qualifications as an entity and should submit experience and qualifications for each joint venture partner.

<b>TG05.04-0003</b>	<b>Temporary Pavement Clarification</b>	<b>Closed</b>	<b>02/10/2011</b>	<b>02/20/2011</b>	<b>02/14/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
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**From:** Webcor Construction LP      David Hungerford

**To:** Turner Construction Compan   Kevin Chiu

**Answered By:** Transbay PMPC      Alfred Lau

**Co-Author:**

**REQUEST:**

In the Traffic Control Specification 01570-2F # 10 "TEMPORARY PAVEMENT" is Temporary Pavement in regards to traffic controls limited to the following:  
A. Pothole Patching;  
B. "Cutback or Coldpatch" at bridging and plating, handicap ramps, and sidewalk repairs;  
C. Misc Roadway Maintenance;  
D. Does not include Roadway Grinding or Hot Asphalt

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

Section 01 15 70, paragraph 1.2.F.10 defines ¿temporary pavement¿ as part of the scope for Traffic Routing Work. The requirement for ¿temporary pavement¿ is to accommodate construction traffic control and maintenance of public and construction safety throughout the complete construction duration. It is envisaged that the scope may include pothole patching; "cutback or coldpatch" at bridging and



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	Application.					plating, handicap ramps, and sidewalk repairs; and misc. roadway maintenance. Usually, roadway grinding and hot asphalt application, which are typically utilized for larger paving areas, and possibly permanent installations, will not be necessitated by temporary pavement work. However, without the opportunity to review the traffic control plan as stipulated in 1.2.A of the same section, we cannot preclude the need at this time.	
TG05.2R-0001	Bass Electric - Switch Board AIC Rating	Closed	03/29/2011	03/29/2011	03/29/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Daniel Foudy		To: Turner Construction Compan Daphne Faulkner		Answered By:Webcor Construction LP Tim Maxwell			
Co-Author:							
REQUEST: Please provide AIC rating for the (5) five 2500 Amp temp switch boards.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> All overcurrent protective devices within equipment must be able to clear a fault without extensive damage to the equipment itself, as required by the NEC. Therefore, it is the responsibility of the design engineer of the switchgear/switchboard manufacturer/supplier retained by the successful bidder to determine the required AIC rating.			
TG05.4-0004	Team Leader Preference	Closed	02/10/2011	02/20/2011	02/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Kevin Chiu		Answered By:Webcor Construction LP Tim Maxwell			
Co-Author:							
REQUEST: Will there be a preference for teams led by a Contractor versus a Professional Services Company.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> No Preference as long as the entity possess required licensing.			
TG05.4-0005	CityBuild/First Source Referral Program Certificate	Closed	02/10/2011	02/20/2011	02/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Kevin Chiu		Answered By:Webcor Construction LP Tim Maxwell			
Co-Author:							





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TG05.4-0009	Non-Discrimination in Contracts and Benefits	Closed	02/10/2011	02/20/2011	02/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Kevin Chiu			Answered By: Webcor Construction LP      Tim Maxwell				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
The proposal checklist in Attachment 2 specifies "NonDiscrimination in Contracts and Benefits (section 00 04 70)" but the only mention of this section is in the Specifications' table of contents where the title and information are struck through/crossed out. What do the submitters need to include in proposals to satisfy the checklist requirement?					Accept Suggestion: <input type="checkbox"/> Inclusion of form is a misprint. Section 00 04 70 was deleted under Rev. 2 of the contract Specifications. The form is no longer required and will not be included in RFP reviews.		
TG08.1-A001	Blast Loading	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Daphne Faulkner			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Spec Section/Dwg Sheet: 08 44 26 - 1.5.B.f  Is "Blast Loading" criteria applicable to all systems? It is shown in all of the specifications, but is only used by Schlaich Bergman in the design of W-3 (CW-2).					Accept Suggestion: <input type="checkbox"/> Each system must comply with the Blast Criteria outlined in the performance criteria for each system in the following specification sections: 08 44 23/1.5-C.1.k, 08 44 26/1.5-B.1.f, 08 44 33/1.5-A.2.f, 08 44 36/1.5-B.1.f, and 08 63 03/1.5-B.1.h. W1 and W10 must be tested for Blast, per sections 08 44 26/1.8-G and 08 63 03/1.8-C.		
TG08.1-A002	Spec Clarification	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Daphne Faulkner			Answered By: Adamson Associates, Inc      George Metzger				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Spec Section/Dwg Sheet: 08 44 03; S1-6000; 08 44 36; S1-6001  In drawing S1-6000, specification 08 44 03 is mentioned for three wall types (W-1, W-3 & W-8). According to the table of contents, specification 08 44 03 does not exist. On drawing S1-6001, refers to spec 08 44 36 for the skylight (W-10). This spec section refers to W-8. Please clarify the applicable spec section.					Accept Suggestion: <input type="checkbox"/> Section 08 44 03 does not exist. S1-6000 and S1-6001 will be corrected in the document set issued for bid. See the table of contents, Section 00 01 10.21, for a list of sections that apply.		



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TG08.1-A003	Wall Type Nomenclature	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST: The drawings reference "CW" wall types and the IFB and specifications reference "wall types". Please confirm the following correlation: W-1 = RSC-1 & RSC-2; W-3 = C-1; W-4 = C-2; W-8 = CW-3; W-10 = SL-1. Please clarify the applicable specification section.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> The October 15, 2010, Stage One Design-Build Glazing drawings and specifications refer to Curtain Wall systems noted as W1, W3, W4, W8, and W10. See the documents for a description of the systems. Earlier designations used in prior in-progress drawing issues no longer apply.			
TG08.1-A004	Glass Specification	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST: Spec Section/Dwg Sheet: 08 44 26-25; 2.2-A-1  Please clarify the glass specification; According to spec 08 44 26-25, para 2.2-A-1, "heat strengthened" according to spec 08 44 26-25, para 2.2-A-1-a, "full tempered float glass". Which should it be?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> "Heat strengthened" glass in accordance with Section 08 44 26/2.2-A-1 is required. References to full tempered float glass will be removed from the specification section in the documents issued for bid.			
TG08.1-A005	Glass Spec - Frit	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST: Spec Section/Dwg Sheet: 08 44 26-25 / A-8021 & A1-8140  No frit is required according to spec 08 44 26-25, para 2.2-A-1-a. Glass with frit is shown on dwgs. A-8021 / A1-8140. Should there be glass with frit or not?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Frit is required on the W-1 glass as shown on the drawings. Specification section 08 44 26 will be corrected to include a frit requirement when issued for bid.			
TG08.1-A006	Corner Supported Glazing Assemb (W-1)	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Daphne Faulkner		Answered By:Adamson Associates, Inc   George Metzger			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			



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	<p>Spec Section/Dwg Sheet: 08 44 26-2</p> <p>3. Joints: Ventilation shall be provided through the awning through the 3/4" gaps between each of the glass panels, according to spec 08 44 26-2, para 1.2-A-5. [More]"¿designed using rainscreen system with 2 layers of defense with rainscreen seal and continuous air seal system." - spec 08 44 26-8, para 1.5-D. Interpret that the joints shall be opened, not sealed. If the joints will not be sealed, all items specifying the sealing system in spec 08 44 26, will not be applied to W-1? Please confirm the interpretation.</p>						
						Two layers of defence with rainscreen seal are not required at W-1. Paragraph 1.5-D will be deleted from Section 08 44 26 when the section is issued for bid.	
TG08.1-A007	Cable supported glazed curtain wall (W-3) - Steel	Closed	11/30/2010	12/14/2010	11/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Spec Section/Dwg Sheet: 08 44 33-2 / A1-8100; A1-8201			This question will be resolved prior to the documents issued for bid.				
1. Steel spec: "with stainless steel Tee sections consisting of steel plates and a double row of stainless steel cables" - spec 08 44 33-2, para. 1.2-A-1.; [note] "PTD. Galv steel horizontal girder" and "S.S. clip screwed to welded T-section" per dwg. A1-8100; [note] "painted galv. steel horizontal girder" per dwg A1-8201. Interpret that painted galv. steel horizontal T-section and stainless steel cables and cable clamps are required. Is that correct?							
TG08.1-A008	Cable supported glazed curtain wall (W-3) - Glass	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Turner Construction Compan   Daphne Faulkner	Answered By:Adamson Associates, Inc   George Metzger				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Spec Section/Dwg Sheet: 08 44 33-27			"Heat strengthened" glass in accordance with Section 08 44 33/2.2-C is required. References to full tempered float glass will be removed from the section in the documents issued for bid.				
2. Glass spec: "heat strengthened" glass per spec 08 44 33-27, para 2.2-C; "fully tempered float glass" per spec 08 44 33-27, para 2,2-C-1 & C-2. Should the glass be "heat							





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strengthened" or "fully tempered"?							
TG08.1-A009	Cable supported glazed curtain wall (W-3) - Glass Type GL-1B	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Spec Section/Dwg Sheet: 08 44 33-27						Glass type GL-1B has been eliminated from the W3 system. Section 08 44 33 will be revised to reflect this in the documents that will be issued for bid.	
3. Glass spec: GL-1B are spandrel panels according to spec 08 44 33-27, para 2.2-C-2. Cannot locate GL-1B in the drawings. Please advise on location of type GL-1B.							
TG08.1-A010	Cable supported glazed curtain wall (W-3) - Fall Protection system	Closed	11/30/2010	12/14/2010	11/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Spec Section/Dwg Sheet: 08 44 33.7						Fall protection is not required on the W-3 system. The specification section will be modified in the documents issued for bid.	
4. Fall protection system: per spec 08 44 33-7, para 1.5-A-3, should the fall protection system be included in the W-3 package? Please advise of the locations if the fall protection package is required in this assembly.							
TG08.1-A011	Cable supported glazed curtain wall (W-3) - Firestopping	Closed	11/30/2010	12/14/2010	12/06/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Daphne Faulkner	Answered By:Adamson Associates, Inc George Metzger	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Spec Section/Dwg Sheet: 08 44 33-28						Firestopping is not required anywhere with the W3 system. Section 08 44 33 will be modified to delete the firestopping paragraph 2.4-C in the documents issued for bid.	
5. Fire stopping: per spec 08 44 33-28, para 2.4-C, is there any fire stopping required for package W-3? If so, please advise on the location of the fire stopping.							







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<b>REQUEST:</b> Spec Section/Dwg Sheet: A1-8401  1. Steel spec: "All grid shell members, nodes, mullions, cables, glass clamps & fasteners are to be stainless steel, per dwg. A1-8401. Please confirm that all of these parts are to be stainless steel? Or should only the cables be stainless steel?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This question will be resolved prior to the documents issued for bid.			
<hr/>							
<b>TG08.1-A019</b>	<b>Metal-framed skylights (W-10) - Glass</b>	<b>Closed</b>	<b>11/30/2010</b>	<b>12/14/2010</b>	<b>12/06/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> Spec Section/Dwg Sheet: 08 63 03-25  2. Glass spec: per spec 08 63 03-25, para 2.2-A, shown to be "heat strengthened" glass; per spec 08 63 03-25, para 2.2-A-1, shown as "fully tempered float glass". Should the glass be "heat strengthened" or "fully tempered"?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> "Heat strengthened" glass in accordance with Section 08 63 03/2.2-A is required. As noted, "Final glass schedule to be determined from the results of testing defined in section 1.5 A 12.g and calculations."			
<hr/>							
<b>TG08.1-A021</b>	<b>Steel (W-10) - AESS type</b>	<b>Closed</b>	<b>12/01/2010</b>	<b>12/15/2010</b>	<b>12/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b> It is specified Architecturally exposed structural steel, but drawing A1-8401 indicates stainless steel for system W-10. What material shall be used for the grid shell of the skylights?		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> This question will be resolved prior to the documents issued for Bid.			
<hr/>							
<b>TG08.1-A022</b>	<b>Blast Loading Reqs</b>	<b>Closed</b>	<b>12/01/2010</b>	<b>12/15/2010</b>	<b>12/07/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Adamson Associates, Inc   George Metzger			
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			

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	The blast requirement is mentioned in all above listed specifications but the "Transbay transit Center Basis of Design Report" from Schlaich Pergermann and Partner LP dated October 18, 2010, indicates blast load only for the Grand Hall façade (w-3)? Which glazing systems have a bomb blast requirement?						
TG19.01-0001	TG19.1 Questions 0001 - (E) Lighting	Closed	10/11/2010	10/25/2010	10/13/2010	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Joanne Filipas	To:	Turner Construction Company Daphne Faulkner	Answered By:	Webcor Construction LP Joanne Filipas		
Co-Author:							
REQUEST:	Ref C-2000  There are currently (E) light fixtures in the (5) planter boxes. Are we required to stub up electrical conduits for the future installation of light fixtures in the planter boxes?	SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
					Contractor is to locate, cut, and cap all existing electrical lines feeding existing lights within existing planter boxes. Prior to removal of the planters, the contractor shall verify the location of existing electrical lines within the limits of work. Cutting and capping of existing electrical lines shall occur at the face (north) of the new interim screen wall and shall facilitate the future use and connection to reinstalled planter boxes (and lights) by others at a future date. See Note 3 on Drawing C-2000.  Fyfe, David (URS Corporation)		
TG19.1-0002	TG19.1 Questions 0002 - Stone	Closed	10/11/2010	10/25/2010	10/13/2010	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP Joanne Filipas	To:	Turner Construction Company Daphne Faulkner	Answered By:	Webcor Construction LP Joanne Filipas		
Co-Author:							
REQUEST:	Ref S-0002 Note 6-B  Please provide "Architect Approved" stone support system, anchors, and accessories for the stone walls.	SUGGESTION:		ANSWER:	Accept Suggestion:	<input type="checkbox"/>	
					Contractor is to propose stone support systems, anchors and accessories that comply with requirements of the Contract Documents; Architect to approve.  Fyfe, David (URS Corporation)		



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TG19.1-0003	TG19.1 Questions 0003 - Stone	Closed	10/11/2010	10/25/2010	10/13/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP   Joanne Filipas				
REQUEST: Ref S-0002 Note 6-A  Please provide manufacturer & specs for the stone panels.			SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> New stone panels to match existing stone panels. All available information on existing stone panels has been provided on the drawings. Contractor is to submit manufacturer and specs of new stone panels to Architect for approval.  Fyfe, David (URS Corporation)		
<hr/>							
TG19.1-0004	TG19.1 Questions 0004 - (N) Lighting	Closed	10/11/2010	10/25/2010	10/13/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP   Joanne Filipas				
REQUEST: Ref C-2000 Note 10  Please provide the locations where the (N) in ground lights will be reconnected to. Electrician needs to know where the (N) in-ground lights will receive power.			SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Contractor shall disconnect existing underground electrical lines servicing existing in-ground lights and reconnect existing electrical lines to new in-ground lights. New in-ground lights are to be inset into asphalt pavers/topping slab. New in-ground lights shall be located at new wall slots (4 total) and shall be placed between the face (north) of the new wall and the new concrete curb. See Note 10 on Drawing C-2000.  Existing electrical power source servicing existing in-ground lights is to be located in field; locating and shut-off of existing power source to be coordinated with TJPA Representative.  Fyfe, David (URS Corporation)		
<hr/>							
TG19.1-0005	TG19.1 Questions 0005 - (E) Lighting	Closed	10/11/2010	10/25/2010	10/13/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas			To: Turner Construction Compan   Daphne Faulkner				
Co-Author:			Answered By: Webcor Construction LP   Joanne Filipas				
REQUEST: Ref C-2000 Note 10  Please provide specifications for the (E) in-ground lights. Require specs in order to match manufacture, size, and model type.			SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Type, model, size, and manufacturer of existing in-ground lights to be determined in field by contractor. Contractor to submit manufacturer and specs of new in-ground lights to TJPA Representative for approval.		



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Fyfe, David (URS Corporation)							
TG19.1-0006	(E) Lighting	Closed	10/15/2010	10/29/2010	10/13/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Joanne Filipas		To: Turner Construction Compan		Daphne Faulkner	
Co-Author:		ANSWERED By: Webcor Construction LP		Joanne Filipas			
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref C-2000 Note 10				The depth and alignment of existing electrical conductor/conduit shall be determined in field by the Contractor; work shall be coordinated with the TJPA Representative.			
Note 10 calls out contractor to disconnect (E) underground electrical line servicing (e) in ground lights and reconnect to (n) in ground lights. There are no asbuilt drawings showing (e) conduit routing and depth to determine if additional demo of concrete or excavation for conduit routing is required. Please provide additional information.				Fyfe, David (URS Corporation)			
TG19.1-0007	Nelson Studs Welding Requirements	Closed	10/15/2010	10/29/2010	10/15/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Joanne Filipas		To: Turner Construction Compan		Daphne Faulkner	
Co-Author:		ANSWERED By: Webcor Construction LP		Joanne Filipas			
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Ref S-500, S-4000 2&3/S5000				#6 verticals referred to as a nelson product are deformed bar anchors. Yes, #6 verticals are welded to the existing embed plate. The welding requirement is full penetration. If the existing embed plate is not continuous and/or does not exist, the #6 verticals shall be drilled and epoxied 6" into existing concrete with Hilti RE500 or approved equal.			
On wall elevation A on sheet S-4000 and detail 2/S-5000 the #6 verticals are referred to as Nelson Studs. Are the #6 verts to be welded to the (e) embed plate? If so, what are the welding requirements? If the (e) embed is not continuous or does not exist, do the #6 verts get drilled and epoxied into the (e) concrete?				Fyfe, David (URS Corporation)			
TG19.1-0008	(E) Chain Link Fence	Closed	10/15/2010	10/29/2010	10/15/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Joanne Filipas		To: Turner Construction Compan		Daphne Faulkner	
Co-Author:		ANSWERED By: Webcor Construction LP		Joanne Filipas			
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	





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Ref A/C-5000	Note calls out for (e) chain link gate to be removed and relocated. Drawings do not show where the gate shall be relocated or if additional fencing is required. Please clarify.						
						Remove and relocate (E) chain link gate/fence as-required. The location of the gate shall be coordinated in field with the TJPA Representative. The extent of the new temporary construction fence is shown on Drawing C-2000.	
						Fyfe, David (URS Corporation)	10/15/2010
<b>TG19.1-0009</b>	<b>Joint Sealant</b>	<b>Closed</b>	<b>10/15/2010</b>	<b>10/29/2010</b>	<b>10/15/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Joanne Filipas	<b>To:</b> Turner Construction Company	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b> A-B/A-6000		<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		
In details A&B, the drawings show a 1/2" joint between the aluminum composite panel and the epoxy set stone panel with no sealant. The (e) wall joint is caulked with sealant. Should this joint be sealed?				No, there is no sealant between the aluminum composite panel and the epoxy set stone panels.			
				Fyfe, David (URS Corporation)	10/15/2010		
<b>TG19.1-0010</b>	<b>Painting</b>	<b>Closed</b>	<b>10/15/2010</b>	<b>10/29/2010</b>	<b>10/15/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Joanne Filipas	<b>To:</b> Turner Construction Company	Daphne Faulkner	<b>Answered By:</b> Webcor Construction LP	Joanne Filipas		
<b>Co-Author:</b>							
<b>REQUEST:</b> A&D/A-6000		<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>		
The drawings call for the wall on the transbay terminal side to receive 16ga galv. Coated G90 rolled steel panels. The (e) wall looks to be plaster w/expansion joints. Are there any specific requirements for joints etc. on the (n) wall. Does the (n) wall get painted?				The requirements for the joints on the terminal side are shown on Detail E/A-6000 for the vertical joints and Detail D/A-6000 for the top and bottom horizontal joints. Intermediate horizontal joints should not be provided. Note on Detail E/A-6000 the SASM waterproofing sheet behind, and the 2" overlap of the 16 Ga steel sheet. The overlap also includes a 3" width of sealing tape between the sheets. The metal sheet joints are then secured to the plywood backer behind with stainless steel self-tapping sheet metal screws at 8" on center. The rolled sheet is to be galvanized for weather resistance, but is not painted.			
				Fyfe, David (URS Corporation)	10/15/2010		





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TG19.1-0011	TG19.1 Questions 0011 - Concrete Curbs	Closed	10/15/2010	11/18/2010	10/15/2010	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Manuel Saldana		To: Turner Construction Compan    Daphne Faulkner		Answered By: Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: C-2000 & C-5000 Plan view on sheet sht C-2000 calls for (4) new 9" x 12" concrete curbs. Detail B-C-5000 shows the curbs in section. Do these curbs get placed on top of the (E) pavers or do they go down on top of the 4" topping slab w/pavers around the (N) curb? Are there any rebar or epoxy anchorage requirements?		SUGGESTION: Answered by David Fyfe, 10/15/10 New concrete curbs are to be placed on top of existing 4" topping slab. Remove and replace existing pavers as required to facilitate construction of new concrete curb. Height of curb shall be measured from top of pavers.  For vertical reinforcement, use four #3 bars (equally spaced with a minimum of 4" cover at each end); for anchorage, drill four 1" embeds per curb. For longitudinal reinforcement, use two #3 bars with minimum 3" cover.		ANSWER:      Accept Suggestion: <input type="checkbox"/> New concrete curbs are to be placed on top of existing 4" topping slab. Remove and replace existing pavers as required to facilitate construction of new concrete curb. Height of curb shall be measured from top of pavers.  For vertical reinforcement, use four #3 bars (equally spaced with a minimum of 4" cover at each end); for anchorage, drill four 1" embeds per curb. For longitudinal reinforcement, use two #3 bars with minimum 3" cover.  Fyfe, David (URS Corporation)    10/15/2010			
TG4.2R-0001	AWSS Experience Requirement	Closed	01/24/2011	02/03/2011	01/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan    Daphne Faulkner		Answered By: Webcor Construction LP    Joanne Filipas			
Co-Author:							
REQUEST: Reference BOE Specifications Section 02723, Part 3  There was discussion at the Pre-Bid Meeting that an upcoming addendum may change the experience requirements to do the AWSS work, above the usual DPW requirements currently in the specifications. This has the potential to rule out perfectly competent bidders and reduce the pool of bidders. Shaw Pipeline hopes there will not be a change from the specifications in this regard		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> There will be no change to requirements currently carried in bid documents.			
TG4.2R-0002	AWSS Fittings Procurement Schedule	Closed	01/24/2011	02/03/2011	01/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan    Daphne Faulkner		Answered By: Webcor/Obayashi Joint Vt Richard Buelllesbach			
Co-Author:							
REQUEST: The foundry that fabricates the fittings recently quoted Shaw Pipeline Inc. 18-20 weeks to procure fittings. Assuming this timeframe will be similar at the time of contract award, the current schedule will not be		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/> The response to this QBD will require input from all parties involved. W/O will not be providing a preliminary answer at this time			



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achievable. Will an extension of time by granted, equal to the time taken to get the fittings?							
TG4.2R-0003	AWSS Fittings Materials Payment	Closed	01/24/2011	02/03/2011	01/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Daphne Faulkner		Answered By:Transbay Joint Powers Au Sara Gigliotti			
Co-Author:							
REQUEST: The foundry that fabricates the fittings will require payment in full upfront. Assuming it is a further 18-20 weeks before the contractor get the fittings to install, will a payment be made upfront to the trade subcontractor at the time the foundry requests payment and of the full cost of the materials?		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Federal, State, and local law prohibit TJPA from paying for materials prior to their incorporation into the public work. The limited exception to this rule is that the CM/GC may apply for a partial payment (up to 75% of fair market value) for materials delivered and stored on site, subject to inspection and specified restrictions. (Contract General Conditions (Section 00 07 00), at 9.03l.)			
TRANSWORLD 012	Detail required for concrete sleeve installation	Closed	02/08/2011	02/08/2011	04/20/2011	Potentially	<input type="checkbox"/>
From: Transworld Construction, Inc.                      Erik Liu		To: Webcor Construction LP                      David Hungerford		Answered By:Webcor Construction LP   Marina Rosso			
Co-Author:							
REQUEST: ---- detail required for concrete sleeve installation The existing condition of the manhole covers is not consistent with our contract documents. Detail 1/C- 5001 indicates that the existing manhole sits on existing concrete slabs to which we are to drill 1 inch embedment. However, if you refer to the attached photograph indicated as picture one, you can clearly see that the manhole cover is actually a part of a concrete ring assembly. Please provide a new detail and instructions for the installation of the required concrete sleeve.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> This RFI is superseded by Transworld RFI 012.1, forwarded to Turner as T-0030.			
TRANSWORLD 014	RFI is not applicable	Closed	04/20/2011	04/30/2011	04/20/2011	Potentially	<input type="checkbox"/>





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There is one existing conduit on the south side of the wall protruding from the soil coming from the basement wall. The electrical conduit is approximately 6 feet east from the western transformer vault vent opening. Attached you can see the pictures of this conduit that is currently sticking out below the scaffolding planking. An added supplemental plan is also attached for your reference. Please provide instructions on electrical work.

This RFI is superseded by RFI 022.2, forwarded to Turner as T-0031.1.

TRANSWORLD 023	Void below existing embed	Closed	03/31/2011	04/10/2011	03/31/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford		To: Transworld Construction, Inc. Erik Liu		Answered By: Webcor Construction LP      David Hungerford			
Co-Author:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
REQUEST: Regarding the grouting work scheduled for tomorrow to fill the voids per W/O RFI #T-0045 ... the grouting contractor is requesting to use the grout mix design as indicated in the following sheet. Apparently this matter was raised with Mr. Doug Jacobson who knows that this substitution request! RFI is on the way. The attached sheet is a specification program from another project not related to the Transbay Project. Our contractor's recommendation is to use this same grout mix design. Please advise if the use of this grout mix design is acceptable.				VOID RFI. Work was already completed and this RFI no longer applies. See confirmation attached.			

TRANSWORLD 025	Electrical conduit and box detail	Closed	04/04/2011	04/05/2011	04/15/2011	Potentially	<input type="checkbox"/>
From: Transworld Construction, Inc.      Erik Liu		To: Webcor Construction LP      David Hungerford		Answered By: Webcor Construction LP      David Hungerford			
Co-Author:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
REQUEST: We need direction for the electrical installation inside the new concrete stem wall. We are planning on installing the formwork for the south-side of the wall starting				The question stated "It is our understanding that we are completing abandoning the originally anticipated electrical lighting work as anticipated in our contract			



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	<p>Wednesday morning. As such, we need to install the electrical conduits and boxes tomorrow, Tuesday, at the latest to meet our schedule. Please provide detailed information on the entire conduit run and the elevation of the boxes. It is our understanding that we are completing abandoning the originally anticipated electrical lighting work as anticipated in our contract documents.</p>						<p>documents." However there are no electrical drawings in the contract documents. This RFI was recieved at 4:28pm, the day before the wall was to be closed up, and requests an answer by tomorrow, which is not enough time to review. Due to the timing of this RFI, it was not submitted to the design team, but instead a meeting was held with URS in the field for direction. For record, see the attached inspection report and email for what is to be done.</p>
<b>TRANSWORLD 026.1</b>	<b>301 Mission Wall - Framing Modifications and Base Plate Conflict</b>	<b>Closed</b>	<b>05/06/2011</b>	<b>05/16/2011</b>	<b>06/01/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Webcor Construction LP   Marina Rosso			
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: C/S-5000, B/A-6000, attached sketches, and referenced RFI's		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
Field verified measurements and layout for the location of the structural steel does not coordinate with the stucco inset locations as shown on detail C/S-5000. In addition framing around the perimeter of the wall (aluminum panel locations) had to be modified due to assembly and installation methods. (See attached pictures and sketches. This RFI addresses three framing issues. All issues have been discussed in the weekly 301 Mission Wall subcontractor meeting with URS, Turner, Transworld, TJPA and Webcor-Obayashi.				Can't find answer in Constructware.			
1.) In two of the four stucco slot locations, field conditions show that a portion of the base plate conflicts with the stucco slot. This base plate encroaches into the stucco panel per dimensions shown on the attached sketch. Please advise.							
2.) The structural steel had been relocated to CL of the wall (per RFI T-0098) and therefore studs around the steel per B/A-6000 could not be set per plan. Transworld has installed hat channel metal framing to the face of the structural steel tube using fasteners into the structural steel as per RFI T-0106 as well as modified the boxed							



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	<p>framing per attached sketches around the perimeter of the wall. Sizes of metal framing were used to align with adjacent framing per plan. This work is currently installed, please confirm framing modifications per attached marked up details are acceptable.</p> <p>3.) Blocking a the top of the wall at the north side (between the framing and 8"x 8" tube steel) was not installed, as there was no room between the framing and steel. Framing was attached directly to the tube steel. See attached.</p> <p>Please confirm that the framing modifications in item 2 and 3 are acceptable and provide direction at the base plate conflict per item 1.</p>						
<hr/>							
TRANSWORLD 028	Install the sleeves for light fixtures	Closed	04/14/2011	04/24/2011	04/14/2011	Potentially	<input type="checkbox"/>
From: Transworld Construction, Inc. Erik Liu		To: Webcor Construction LP David Hungerford	Answered By:Webcor Construction LP David Hungerford				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Per W/O Field directions, TCI was required to install 1-1/2" sleeves for future light fixtures at new concrete footing below the asphalt paver. Please confirm if this is acceptable.				See attached URS email for direction on placement of conduit installations through the 301 Mission concrete wall.			
				Email from David Fyfe on 04/07/11 states: "We met in the field this morning and agreed to provide/install three conduit layout options to maintain scheduled pour and help ensure the new electrical/conduit alignment provides a code compliant preferable connection to the future lights;			
				1) conduit/boxes in wall as installed prior to today with minor adjustments to provide required clearances to steel; 2) conduit running east-west along north side of wall as installed this morning; 3) conduit running east-west along south side of wall, (note this option only required providing 4 short (approx. 18") conduit runs from south side of wall to north side of wall prior to pour, and was provided in case there are issues with options 1 and 2)."			



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TRANSWORLD 029	Extra HSS Steel Column needed	Closed	04/13/2011	04/23/2011	04/13/2011	Potentially	<input type="checkbox"/>
From: Transworld Construction, Inc. Erik Liu		To: Webcor Construction LP David Hungerford	Answered By:Webcor Construction LP David Hungerford				
Co-Author:							
REQUEST: Reference: S-4000  On sheet S-4000, it is indicated that the tube steel should be maintained 8" clear on both sides where the utility vault is located. The two (2) steel tube at the east end wall is more than 5' apart. Please clarify that an additional tube steel is needed?		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Proceed per contract documents. Specifically notes on S-4000 regarding the spacing requirements of the 10" x 10" tube steel. 1. HSS 10" x 10" x 5/8" at 5'-0" O.C. MAX, UNO 2. Maintain 8" clear from edge of utility vault vent opening to centerline of post.			
TRANSWORLD 031	Stone and Aluminum Panel layout sketch	Closed	06/08/2011	04/19/2011	04/19/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Transworld Construction, Inc. Erik Liu	Answered By:Webcor Construction LP David Hungerford				
Co-Author:							
REQUEST: Please confirm the attached aluminum and stone tile layout is acceptable.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> This RFI does not clearly state an issue or a good question. Why is it being asked? We will not forward this on until more detail is provided.  Responded to RFI in an email on 4/19/11.			
TRANSWORLD 038	Concrete mix design for concrete repair work	Closed	06/08/2011	06/18/2011	06/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Webcor Construction LP David Hungerford	Answered By:Webcor Construction LP David Hungerford				
Co-Author:							
REQUEST: This is to respond to submittal title TA1010.S-5000.A01 Rapid Set for Concrete Repair ( TCI #31) Please identify a product or a custom mix design that would meet these specifications. In our past practice we have successfully used the suggested grout product as a concrete patch. In our investigations with suppliers and other contractors, it seems that the general conclusion is that using a grout product (such as the one proposed) would be the appropriate product for this application and condition. The proposed grout seems to offer greater strength and structural performance than the original concrete that has		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> The submittal response referenced in this RFI is incorrect. The suggested product was never submitted past Webcor-Obayashi's possession. Due to compliance with the direction given per response to RFI T-0130, a submittal was not required.  An email chain was generated from conversations between W/O and Turner, then a message sent between Turner and URS, which relayed the product type and an email chain starting from URS was recieved noting that the material is not acceptable. Upon further review of codes, the material is acceptable, which had been discussed in the weekly subcontractor meeting held on Monday June 6, 2011.			



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	since been removed. Is there another product that you could identify that would achieve these specifications? Since we are not the project designers, we can only suggest those products that would generally be used and accepted in our standard of practice It was based on this standard of practice that we submitted the RapidSet grout product.					This RFI is no longer valid. Transworld is to submit products that will be used to repair this condition, per sub meeting.  Transworld is aware of this and is submitting product for review.	
<hr/>							
TRANSWORLD 039	301 Mission Wall - New concrete curb detail	Closed	06/13/2011	06/30/2011	06/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Webcor Construction LP                      David Hungerford	Answered By: Transworld Construction, I Erik Liu				
Co-Author:							
REQUEST: Please provide detail for the new concrete curb		SUGGESTION:		ANSWER:              Accept Suggestion: <input type="checkbox"/> David,  Hold the RFI and product submittal that you got today. I will revise the rfi b ased on today's discussion and the concrete submittal may not be necessary based on a conversation I had with danny.  -Erik			
<hr/>							
U-0001	First Street Electrical or Telecom Trench	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan                      Daphne Faulkner	Answered By: AECOM Technical Servicε Eric Zagol				
Co-Author:							
REQUEST: Ref U-2016, U-2020 and Attached  Sheet U-2016 calls out a 9-6", 1-4" E by PG&E. Sheet U-2020 calls out the same trench as AT&T's. The section shows it as a AT&T's. Please confirm this trench is AT&T's.		SUGGESTION:		ANSWER:              Accept Suggestion: <input type="checkbox"/> Sheet U-2020 call out for the subject trench is correct, the trench is AT&T's.			
<hr/>							
U-0002	Conflict with Electrical and Water Pipe Station 5.50	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan                      Daphne Faulkner	Answered By: Webcor Construction LP                      Jeffrey Negley				





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<b>Co-Author:</b>								
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>				
Ref U-3408 and attached.			Adjust Joint Trench per U-3400 General Notes 2, 3, 5 and 6.					
During the review of the model, we have found that a conflict exists between the joint trench electrical conduits and water pipes. Please advise.			Construct hydrant lateral to maintain a minimum 28-inch cover (18-inch below street concrete base) and adjust joint trench at lateral crossing to maintain a minimum 6-inch separation at crossing per U-3400 General Note 6.					
<b>U-0003</b>	<b>Conflict Between Electrical trench and telecom conduit near station 1.50</b>	<b>Closed</b>	<b>10/25/2010</b>	<b>11/08/2010</b>	<b>11/05/2010</b>	<b>Potentially</b>	<input type="checkbox"/>	
<b>From:</b> Webcor Construction LP	Joanne Filipas	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> AECOM Technical Service				Eric Zagol
<b>Co-Author:</b>								
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>				
Ref U-2007, and attached			4-6" Electric ductbank is to cross under the 6-4" Telecommunications ductbank, see U-3407 and U-3410 Section E.					
During our review of the model, we have found a conflict between the electrical joint trench and telecom conduit near station 1.50 on Minna Street. Please advise.								
<b>U-0004</b>	<b>Telecom and Water Conflict Station 3.25</b>	<b>Closed</b>	<b>10/25/2010</b>	<b>11/08/2010</b>	<b>11/05/2010</b>	<b>Potentially</b>	<input type="checkbox"/>	
<b>From:</b> Webcor Construction LP	Joanne Filipas	<b>To:</b> Turner Construction Compan	Daphne Faulkner	<b>Answered By:</b> AECOM Technical Service				Eric Zagol
<b>Co-Author:</b>								
<b>REQUEST:</b>	<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b> <input type="checkbox"/>				
Ref U-2007 and attached.			Adjust Joint Trench per U-3400 General Notes 2, 3, 5 and 6.					
During our review of the model, we have found that the water latereal running north on Minna street is in conflict with telecom conduits in the joint trench. Please advise.			Construct hydrant lateral to maintain a minimum 28-inch cover (18-inch below street concrete base) and adjust Joint Trench at lateral crossing.					
<b>U-0005</b>	<b>Water, Telecom and Electrical Conflict at Station 5.50</b>	<b>Closed</b>	<b>10/25/2010</b>	<b>11/08/2010</b>	<b>11/05/2010</b>	<b>Potentially</b>	<input type="checkbox"/>	



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U-0006	<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> Ref U-2008, U-2030 and attached.  During our review of the model, we have found that the water system running in the east/west direction along Minna Street at station 5.50 is in conflict at three locations with the Electrical/Telecom joint trench. Please advise.	<b>To:</b> Turner Construction Compan  <b>SUGGESTION:</b>	<b>Answered By:</b> AECOM Technical Service  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> At water laterals crossing Joint Trench: - Adjust Joint Trench per U-3400 General Notes 2, 3, 5 and 6. - Construct hydrant lateral to maintain a minimum 28-inch cover (18-inch below street concrete base) and adjust Joint Trench at lateral crossing.  At water main crossing with 6-4-inch conduit constructed by AT&T in Phase II (Sheet U-2030): - Construct water main as shown. - AT&T to design and construct Phase II AT&T conduit to avoid water main constructed under TG04.5.1.				
U-0007	<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> Ref U-2008, U-2030 and attached.  A conflict exists between the 4" HPG and electrical conduits near station 6.45. Please advise.	<b>To:</b> Turner Construction Compan  <b>SUGGESTION:</b>	<b>Answered By:</b> AECOM Technical Service  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Electrical trenches at STA 6+42 +/- and at STA 6+85 +/- as shown on Sheet U-2030 are Relocation of Utilities Project Phase II work Not Included in Package TG04.5.1. The FINAL alignment and elevation of these trenches will be coordinated and designed by others pending the conduit penetration elevations through the Transit Center perimeter shoring wall and into the Transit Center West Center Electric Vault. As shown in Sheet U-3410 Section Q electric ductback is located below the 4-inch HPG. Per U-3410 General Notes 2, 3, 5 and 6 adjust Joint Trench at crossings to allow conduits to stub out below the 4-inch HPG.				
U-0007	<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> Ref U-2030 and attached.	<b>To:</b> Turner Construction Compan  <b>SUGGESTION:</b>	<b>Answered By:</b> AECOM Technical Service  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Electrical trenches at STA 6+42 +/- and at STA 6+85				



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	The water line running east/west along Minna street is in conflict with an Electrical trench at station 6.45. Please advise.					+/- as shown on Sheet U-2030 are Relocation of Utilities Project Phase II work Not Included in Package TG04.5.1. The FINAL alignment and elevation of these trenches will be coordinated and designed by others pending the conduit penetration elevations through the Transit Center perimeter shoring wall and into the Transit Center West Center Electric Vault. U-2030 elevation shows the ductbancks crossing under the 8-inch water in Minna Street.	
U-0008	Gas and Water Conflict at Station 7.30	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Joanne Filipas		To: Turner Construction Compan   Daphne Faulkner		Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST: Ref U-2009 and attached.  A conflict exists between the HPG and water line at station 7.30 along Minna Street. Please advise.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Adjust Joint Trench per U-3400 General Notes 2, 3, 5 and 6.  Construct hydrant lateral to maintain a minimum 28-inch cover (18-inch below street concrete base) and adjust joint trench at lateral crossing to maintain a minimum 6-inch separation at crossing per U-3400 Note 6 with approval from PG&E on-site inspector.			



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U-0009	Joint Trench and Sewer Conflict on First Street at Station 9.25	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan   Daphne Faulkner			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Ref U-2009 and attached			Adjust Joint Trench per U-3400 General Notes 2, 3, 5 and 6.				
The sewer line running in the north south direction at station 9.25 along First street is in conflict with the electrical joint trench. Please advise.			Joint Trench crossing 10-inch SD at STA 9+29 +/- is shown in U-3409 and U-3031 Profile D.				
U-0010	Electrical Line Transition In Joint Trench from Minna to Shaw Alley	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan   Daphne Faulkner			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Ref U-3408, Q/U-3410, P/U-3410 attached.			No. The 5-inch and 2-inch electric conduits in Section Q/U-3410 should be located on the south side of the Joint Trench				
Section Q/U-3410 shows a 5" and 2" electrical line on the north side of the joint trench. Section P/U-3410 shows the same 5" and 2" electrical lines on the west side of the joint trench as it turns north on Shaw Alley. Is the intent for these electrical lines to cross within the joint trench? Please advise.							
U-0011	Manhole #203 Elevation Conflict	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan   Daphne Faulkner			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Ref U3031, U3007 and attached.			Construct sewer MH#203 rim to match existing grade at EL 22.0 +/- as shown on Sheet U-3007.				
Detail B/U-3031 shows the elavtion of manhole #203 at 21.75 however U-3007 calls out an elevation of 22.0. Please confirm what the elavation of Manhole #203 is.							
U-0012	Electrical/Telecom Conflicts between Plan and Section	Closed	10/25/2010	11/08/2010	11/05/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Joanne Filipas      To: Turner Construction Compan   Daphne Faulkner			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							



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<b>REQUEST:</b> Ref U-1108. U4000, H/4001 and attached.  1. Section H/U-4001 shows the (E)(6)4"E(D) just north of the (E)T(NR) however the plans show it north of the (E) SS. Please advise.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Existing Topographic and Utility Survey Sheets and Sheet U-1108 show the horizontal location north of the (E) sewer. Section H on Sheet U-4001 shows the subject (E)(6)4"(D) at two locations, one is incorrectly shown. The horizontal location of the subject duct in Section H on Sheet U-4001 should be consistent with location shown in the Existing Topographic and Utility Survey Sheets and Sheet U-1108.				
<hr/>							
<b>U-0013</b>	<b>Water Connections at Howard</b>	<b>Closed</b>	<b>10/25/2010</b>	<b>11/08/2010</b>	<b>11/05/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> AECOM Technical Service Eric Zagol			
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref I-3120, U-3116, U-3112  There is a discrepancy in the elevations called out for the 12" water line connections at Howard. The First and Howard connection shows the elevation at 13 on U-3120 and no elevation is provided on Howard. If we were to scale, the elevation should be at 14. Please provide the connection elevation.	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Construct the 12"x12"x12" TEE at center line EL 13.0 as shown on Sheet U-3120.				
<hr/>							
<b>U-0014</b>	<b>Size of Gas Line on First Street</b>	<b>Closed</b>	<b>10/25/2010</b>	<b>11/08/2010</b>	<b>11/05/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> AECOM Technical Service Eric Zagol			
<b>Co-Author:</b>							
<b>REQUEST:</b> Ref U-2003, U-2021 and attached.  The HPG line on U-2003 is 4". The same gas line on U-2021 is shown as 2". What size is the gas line?	<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> HPG by PG&E on First St. is 4" as shown on Sheet U-2003.				
<hr/>							
<b>U-0015</b>	<b>LEED Requirements for RUP work</b>	<b>Closed</b>	<b>10/26/2010</b>	<b>11/09/2010</b>	<b>11/05/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Joanne Filipas		<b>To:</b> Turner Construction Compan   Daphne Faulkner		<b>Answered By:</b> Transbay PMPC      Guy Hollins			



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#### Co-Author:

#### REQUEST:

RE: Specification 01-81-13 1.1.3B

The specification section referenced provides a drawing which outlines the "LEED Project Limit". On this drawing, the limit line is drawn on Minna Street and Natoma Street and incorporates First Street, Fremont Street and Beale Street where they cross the new building. Is it the intent of this specification section that the RUP work in the areas enclosed are to be incorporated into the LEED program?

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

It is not the intent of this specification section apply LEED requirements to the RUP work.

<b>U-0016</b>	<b>Street Light Relocation</b>	<b>Closed</b>	<b>11/02/2010</b>	<b>11/16/2010</b>	<b>11/17/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jeffrey Negley		<b>To:</b> Turner Construction Compan Michelle Smith	<b>Answered By:</b> AECOM Technical Service Eric Zagol				

#### Co-Author:

#### REQUEST:

Plan/Drawing Reference: U-3201

Please identify the PG&E manhole on Second St & Minna, where we are to connect the new conduit for the relocated street light on the west end of Minna St.  
The connection manhole depicted on the plans does not appear to be owned by PG&E - the cover is marked "Steam".  
Please review and advise.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

11/8/2010  
Eric Zagol  
Alignment of conduit shall be south of existing NRG Energy steam manhole, adjacent to existing street light conduit as shown, connecting to and intercepting existing street light conduit in PG&E MH E-1319 immediately west of the existing steam manhole. Coordinate connection with PG&E through BLHP and TJPA's representative.

<b>U-0017</b>	<b>JT Conflict with Basement @ Rickenbacker Rest.</b>	<b>Closed</b>	<b>11/09/2010</b>	<b>11/23/2010</b>	<b>01/12/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jeffrey Negley		<b>To:</b> Turner Construction Compan Michelle Smith	<b>Answered By:</b> AECOM Technical Service Eric Zagol				

#### Co-Author:

#### REQUEST:

Reference sheet U-3407.  
PG&E has been potholing on the south east corner of Minna @ 2nd St. for a new gas line over the past number of days. We have observed in their potholes that a basement structure for the Rickenbacker Restaurant (123 2nd St.) extends out beyond the property line and under

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

E. Zagol 1/11/11

See revised Joint Trench Plan and Elevation Phase I Plans titled "Revisions - Minna Street 12/27/10" for realignment of Joint Trench.



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	the sidewalk, along both Minna and 2nd Street. The basement appears to extend almost up to the roadway curb on 2nd Street and to face of curb or beyond on Minna. The joint trench at its current alignment (on Plan Sheet U-3407) along the south east corner of 2nd & Minna will be in conflict with this basement structure. Please review and advise.				*****  E. Zagol 12/17/10  The Joint Trench as currently shown in Sheet U-3407 is in conflict with the 123 Second Street sidewalk basement between Minna Street stations 0+75 and 0+90.  Separate from the conflict mentioned above, PG&E has requested TJPA to add additional conduits to the Joint Trench.  Revised drawings will be provided that address the following:  Realignment of Joint Trench west of station 2+00, realignment of the sewer west of station 2+25, and revisions to the water line (vertical and hydrant lateral) west of station 1+02 to address the conflict with 123 Second Street sidewalk basement. Modifications to Joint Trench sections from First Street to Second Street to accommodate PG&E's additional conduits. Modifications at the future Transit Center stubouts to accommodate PG&E's Joint Trench configuration revisions. RFI-U0050. ***** *****		
					E. Zagol 11/18/10  AECOM will attend the planned site visit to 123 Second Street on 11/19/10 to evaluate conflict. We are actively working with PG&E to identify options for the Joint Trench alignment west of STA 1+12 if 123 Second Street basement is confirmed in conflict.  On 11/17/10 PG&E reported at TJPA's weekly PG&E coordination meeting that the preferred realignment option, north of the proposed sewer utilizing existing PG&E MH 1319, was electrically feasible. PG&E has scheduled field crews for the week of 11/29/10 to confirm that there is adequate space in their existing		



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	location was potholed, a number of existing utilities were discovered. Per inspection with BLHP on 12/20/2010, inspector Robert Kawano requests to re-route existing conduits in the new light pole ftg. location at STN. 4+12.03. Utilities seem to be privately owned by 555 Mission St.. Please advise.				----- RFI U-0019.1 Response - Eric Zagol - 12/27/2010  Unforeseen condition requiring improvements by property owner to relocate privately owned utilities in the City right of way. TJPA Representative to coordinate with property owner to relocate utilities.		
U-0020	Street Lighting Relocation Plan for Minna	Closed	11/15/2010	11/29/2010	11/18/2010	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Jeffrey Negley	To: Turner Construction Compan   Michelle Smith	Answered By: AECOM Technical Servicε Eric Zagol				
	Co-Author:						
	REQUEST:	SUGGESTION:	ANSWER:            Accept Suggestion: <input type="checkbox"/>				
	Reference: Plan/Drawing Reference: U-3201		11/18/2010, per Eric Zagol; At the request of the TJPA, SFPUC BLHP provided temporary overhead power for four street lights on Minna St. The temporary overhead power is shown in the attached sketch RFI-U0020 SKU-01. The temporary overhead street light power allows PG&E to de-activate existing underground electric ductbanks in Minna St. while maintaining power to the existing street lights.				
	We have been informally advised that the Design Engineer and BLHP are considering a revised installation plan for the street lights on Minna. This would include the installation of temporary overhead power lines to feed the relocated street light poles, until such time as the new lights are powered from underground by Trinet.		The temporary overhead power to existing street lights can remain active until the two street light relocations in Minna Street are constructed, new underground street light duct, bull boxes and cables are constructed, and new underground power connections have been coordinated with SFPUC BLHP and PG&E.				
	Here is a sequence as Trinet understands it. Trinet would install the new light pole foundations on the north side of Minna and then relocate the light poles from the south side, per plans. BLHP would then install overhead cable, extending from a pole on 2nd St., to provide power for the lights. During installation of the new foundations, Trinet would install underground conduit from the pole to an adjacent splice box, and then later extend the underground conduit from the splice box to the PG&E power source, as depicted on the plans.		Since SFPUC BLHP provided temporary power to the existing street lights, the construction sequence of the new street lights with respect to the other works on Minna St. now has more flexibility and is not required prior to performing other works in Minna St.				
	Please clarify the street lighting relocation plan currently under consideration. Also, if the BLHP plan to feed the lights temporarily from overhead, will any changes be required to the foundation and light pole installation plan to accommodate an overhead power feed?						
	Please review and advise.						



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U-0021	M.H. #501 and existing utilities	Closed	11/17/2010	11/22/2010	12/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jeffrey Negley		To: Turner Construction Compan Michelle Smith		Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Plan/Drawing: U-3021				Please provide a mark up of U-3021 indicating the horizontal location of the utilities discovered that correlate to the section sketch provided. Also, please clearly indicate those utilities that were not marked in the field in response to the USA ticket for this excavation work.			
During potholing activities in 1st St. where Manhole #501 is to be installed Trinet has encountered a number of existing utilities which occupy the same intended space for Manhole #501. Please see the attached sketch for locations and clarifications of these utilities.				*****			
Some of these utilities, particularly UT Group #2 and UT Group #5 (reference sketch) are intended to be disconnected by PG&E by November 24th. Please confirm.				E. Zagol 11/24/10			
UT Group #1, which appears to be owned by ATT is noted on the drawings as to be disconnected and demolished. Please advise as to when this utility is scheduled to be disconnected.				In response to items listed above:			
UT Groups #3 and #4 are unidentified and were not included in the USA markings for this area. In order to construct M.H. #501 per the contract drawings these utilities must be removed or relocated. Please advise as to the ownership of these utilities and provide direction on how to proceed.				1. As of 11/17/10 PG&E has stated that the de-energization of Minna St. will be complete by 11/24/10. In accordance with Specification 024100 1.3 B and 024100 3.5 B obtain in writing a Utility Severance Certificate (or equal) that all connections have been disconnected and the utility is not active.			
Note: due to construction, we are requesting that this RFI be answered by 11/22/10 if possible.				2. As of 11/17/10 AT&T has stated that contents in AT&T existing ducts along First St. have been terminated with the exception of the new duct from Howard St. to 400 Howard St. property. Confirm that the existing AT&T duct subject of discursion is the the exiting duct from TMH-1887 to Existing Transbay Terminal as shown to be demolished on U-1121. In accordance with Specification 024100 1.3 B and 024100 3.5 B obtain in writing a Utility Severance Certificate (or equal) that all connections have been disconnected and the utility is not active.			
				3. Groups #3 and #4 utilities are not shown on AECOM's existing utility plans and as noted in the RFI are not included in the USA markings. Pending direction from TJPA's representative in accordance with Specification Section 00 08 10 the suggested first course of action is to notify USA and request a "No Response Follow Up Message". Other suggested actions have been provided to TJPA PMPC for consideration and direction further direction provided by the TJPA's Representative.			
				*****			



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					E. Zagol 11/26/10		
					RE item #1, See attached email and email attachment from Antonio Chan (PG&E) dated 11/24/10 confirming de-energization of electric ducts in Minna St. and First St.		



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U-0022	SFWD crossings at Minna St. and 1st	Closed	11/17/2010	12/01/2010	12/03/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Jeffrey Negley                      To: Turner Construction Compan   Michelle Smith			Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Reference Plan/Drawing: U-1002 and attached PDF.				100 First St. Building Engineer confirmed existing laterals do not provide service to 100 First St.			
Current USA markings have identified (2) SFWD laterals which are not indicated on the drawings. These are located at approximately STA 8+59 and 9+06 and extend from the main in Minna St., North toward the building of 100 1st. ST. These laterals need to be identified and recorded in order to properly document and construct both the new water line and the new joint trench.				After new water in Minna Street is constructed, water services and hydrant laterals are connected; main to main connections are made by CDD , and pipes are secure; and the existing water main is abandoned, demolish existing laterals identified at approx. STA 8+59 and 9+06.			
Any additional work associated with these utilities may result in a cost or schedule impact. Please review and provide direction on how we should proceed.				DO NOT provide a connection from new water main to existng laterals at approx. STA 8+59 and 9+06.			
				*****			
				Tap record and meter information provided by SFPUC Customer Service Bureau indicates two water laterals to the 100 First St. property entering the building from First Street approximately 50 feet south of Mission St. Meter boxes located along First St. west sidewalk.			
				Coordinate with the 100 First St. Building Maintenance, Bradford J. Collins (CAC Real Estate Management Co., Inc.), Tel: 415.243.8803 thru the TJPA's representative to confirm that laterals do not provide service to 100 First St. property from Minna Street.			
<hr/>							
U-0023	MOP 1 for de-energizing PG&E at Minna St. between 1st and 2nd St	Closed	12/01/2010	12/02/2010	12/02/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Jeffrey Negley                      To: Turner Construction Compan   Michelle Smith			Answered By: Turner Construction Comp Michelle Smith				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
There is a live PG&E cable in conduit (see RFI U-0021) in First Street at intersection of Minna Street.				Please see attached document. This will be the MOP Form that W/O and its subcontractors are to use for the duration of the project for the deenergization, disconnect, or demolition of any utilities.			
Per spec section 01.01.42 / AT2-1 MOP for the Utility Shutdown Template, MOP 1 was created and sent via email on 11/29/10 requesting signatures from TJPA and PG&E for verifcaiton the conduit is de-energized. Copy							



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enclosed.

Also per spec section 02 41 00-3 (Vol. 20 Contract # CMCG 08-04 Existing Utilities)  
Item A - "Coordinate the shut off or disconnect of existing utilities affecting demolition work with the utility owner at least (7) seven calendar days prior to commencing with the work. The TJPA Representative will coordinate with the utility owner to open/close valves on piping, perform piping disconnects required and perform electric and telecommunication disconnects required. Do not proceed with this phase of work before getting the approval from the TJPA Representative".

Please provide approval.

In addition, per item B of spec section 02 41 00-3, "Prior to removal of any non-governmental (privately owned) ductbank, conduit or gas lines, obtain in writing a Utility Severance Certificate that all connections have been disconnected and the utility is not active".

Please provide a Utility Severance Certificate per item B above.

Sewer work on First Street is scheduled to start 12/1/10. Work cannot proceed until the conduit is de-energized.

Thank you.

U-0024	EBI demo dwgs and schedule for coordination			Closed	12/02/2010	12/03/2010	12/08/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jeffrey Negley	To: Turner Construction Compan		Michelle Smith	Answered By: Turner Construction Comf Michelle Smith			
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER: Accept Suggestion: <input type="checkbox"/>			
Due to ongoing demolition work by EBI, W/O is requesting formal transmission of the most current demolition drawings and schedule.			Per our utilities working session yesterday (12/7/10), the demolition drawings being used are the original set issued for construction, dated 1/14/10. C. Traylor will follow up to find out if/when Webcor/Obayashi was issued a copy of this set, or issue a new one for your						
These documents will be used for coordination efforts with									



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	<p>the RUP subcontractors.</p> <p>Please forward to W/O as soon as possible.</p> <p>Thank you.</p>						<p>records. The following supplemental documents have been issued since this set:</p> <p>- BSE drawing package - issued to W/O as Field Order #002 by TJPA (not attached to this RFI)</p> <p>- Demolition Sequence drawings and manual - (copies attached to this RFI)</p>
U-0025	<b>Capped 6" Water Main in First St Investigative Trench at Minna St.</b>	<b>Closed</b>	<b>12/03/2010</b>	<b>12/06/2010</b>	<b>12/08/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Michelle Smith			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order), and attached sketch  Trinet has encountered a capped 6" water main running along the center of the First St. investigative trench at the east end of Minna St. - see attached sketch . Please confirm if the line is active or dead. We cannot excavate this section of trench to the required 8' depth until this water line is removed.		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Contact USA and request SFWD (or SFPUC CDD) contact information.  Contact SFWD (or SFPUC CDD) and request field visit to determine status (active or abandoned) of existing capped 6" water pipe.				
U-0026	<b>Unidentified Facility in First St Invest Trench - 21'-7 from Curb</b>	<b>Closed</b>	<b>12/03/2010</b>	<b>12/06/2010</b>	<b>12/09/2010</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Michelle Smith			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)  See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 21'-7" from face of curb, on the attachment		<b>SUGGESTION:</b>	<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Verizon (MFS and MCI) conduits appear to be labeled in section however unknown conduits are indicated either directly below or adjacent to the identified Verizon conduits. How were the Verizon conduits (MFS and MCI) identified? Did Verizon confirm those labeled as Verizon (MCI and MFS) are theirs and the others are unknown? Please clarify. As per Demolition Plans, protect Verizon (MFS and MCI) structures in				





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	and advise if it needs to be cut and capped.					place until temporary bridge is constructed and Verizon conduits are relocated.	
U-0027	Unidentified Facility in First St Invest Trench - 18'-7 from Curb	Closed	12/03/2010	12/06/2010	12/07/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Michelle Smith			Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)			- Confirm the "unidentified" utility was not marked by a utility in response to USA ticket.				
See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 18'-7" from face of curb, on the attachment and advise if it needs to be cut and capped.			- Confirm that USA No Response Follow-Up procedures (First, Second and Third No Response Follow-Up) were followed in an effort to identify the utility including notifying utilities. Investigation information provided appears to be consistent with plans indicating a PG&E utility.				
			- Confirm PG&E was contacted via USA process to mark underground facilities.				
U-0028	Unidentified Facility in First St Invest Trench - 14'-7 from Curb	Closed	12/03/2010	12/06/2010	12/07/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Michelle Smith			Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)			- Confirm the "unidentified" utility was not marked by the utility in response to USA ticket.				
See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 14'-7" from face of curb, on the attachment and advise if it needs to be cut and capped.			- Confirm that USA No Response Follow-Up procedures (First, Second and Third No Response Follow-Up) were followed in an effort to identify the utility including notifying utilities. Investigation information provided appears to be consistent with plans indicating a PG&E utility.				
			- Confirm PG&E was contacted via USA process to mark underground facilities.				



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U-0029	Unidentified Facility in First St Invest Trench - 13'-4" from Curb	Closed	12/03/2010	12/06/2010	12/07/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Michelle Smith			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)					Accept Suggestion: <input type="checkbox"/>		
See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 13'-4" from face of curb, on the attachment and advise if it needs to be cut and capped.					- Confirm the "unidentified" utility was not marked by the utility in response to USA ticket.		
					- Confirm that USA follow up procedures were followed in an effort to identify the utility including notifying utilities with no response.		
U-0030	Unidentified Facility in First St Invest Trench - 9'-10" from Curb	Closed	12/03/2010	12/06/2010	12/10/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Michelle Smith			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)					Accept Suggestion: <input type="checkbox"/>		
See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 9'-10" from face of curb, on the attachment and advise if it needs to be cut and capped.					Verizon (MFS and MCI) conduits appear to be labeled in section however unknown conduits are indicated either directly below or adjacent to the identified Verizon conduits. How were the Verizon conduits (MFS and MCI) identified? Did Verizon confirm those labeled as Verizon (MCI and MFS) are theirs and the others are unknown? Please clarify. As per Demolition Plans, protect Verizon (MFS and MCI) structures in place until temporary bridge is constructed and Verizon conduits are relocated.		
U-0031	Unidentified Facility in First St Invest Trench - 7'-2" from Curb	Closed	12/03/2010	12/06/2010	12/07/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan      Michelle Smith			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)					Accept Suggestion: <input type="checkbox"/>		
See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 7'-2" from face of curb, on the attachment					- RFI states "unidentified" utility yet highlighted utility in New Section 1 states "10 AWSS", please clarify question.		



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and advise if it needs to be cut and capped.

U-0031.1	24in Concrete Wall in First St. Invest Trench - 7ft 2in from FOC	Closed	12/23/2010	01/02/2011	12/29/2010	Potentially	<input type="checkbox"/>			
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Kevin Chiu	Answered By: AECOM Technical Service		Eric Zagol		
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion:	<input type="checkbox"/>
Reference: Sheet U-1007, attached section and plan sketches, and attached documentation of notifications to USA North						Unknown 24" concrete wall to be demolished by Transit Center Project (NIP) within the area impacted by the CDSM shoring wall and mass excavation.				
See the highlighted wall on attached plan and section through the investigative trench on the East side of First St. from Stn. 10+00 to 9+70. Per note 4 on sheet U-1007 Trinet requests direction regarding the unidentified 24" concrete wall found 7'-2" from the East face of curb and 10" cover that was encountered but not indicated on the contract plans.						Answered by Eric Zagol AECOM 12/29/2010				
Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this wall by 12/27/10.										

U-0032	Unidentified Facility in First St Invest Trench - 3'-2" from Curb		Closed	12/03/2010	12/06/2010	12/07/2010	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Michelle Smith	Answered By: AECOM Technical Service			Eric Zagol
Co-Author:									
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)						- Confirm the "unidentified" utility was not marked by a utility in response to USA ticket.			
See attached plan and section through the investigative trench on the east side of First St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 3'-2" from face of curb, on the attachment and advise if it needs to be cut and capped.						- Confirm that USA No Response Follow-Up procedures (First, Second and Third No Response Follow-Up) were followed in an effort to identify the utility including notifying utilities. Investigation information provided appears to be consistent with plans indicating a AT&Y utility at this location.			



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- Confirm AT&T was contacted via USA process to mark underground facilities.

U-0032.1	Unidentified 18" Concrete Wall in First St Invest Trench - 3ft-2in from Curb	Closed	12/23/2010	01/02/2011	12/29/2010	Potentially	<input type="checkbox"/>
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**From:** Webcor Construction LP      David Hungerford      **To:** Turner Construction Compan   Kevin Chiu

**Answered By:** AECOM Technical Service Eric Zagol

**Co-Author:**

**REQUEST:**

Reference: Sheet U-1007, attached section and plan sketches, and attached documentation of notifications to USA North

See the highlighted item on attached plan and section through the investigative trench on the East side of First St. from Station 10+00 to 9+70. Per note 4 on sheet U-1007, Trinet requests direction for the demolition of the 18" concrete wall found 3'-2" from the East face of curb and 17.5" covered that was encountered but not indicated on the contract plans.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/27/10.

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

Unknown 18" concrete wall to be demolished by Transit Center Project (NIP) within the area impacted by the CDSM shoring wall and mass excavation.

Answered by Eric Zagol  
AECOM 12/29/2010

U-0033	Unidentified Facility in First St Invest Trench - 5'-8" from Curb	Closed	12/03/2010	12/06/2010	12/07/2010	Potentially	<input type="checkbox"/>
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**From:** Webcor Construction LP      David Hungerford      **To:** Turner Construction Compan   Michelle Smith

**Answered By:** AECOM Technical Service Eric Zagol

**Co-Author:**

**REQUEST:**

Reference: Sheet U-1002 (dated 2010-10-01 - RUP Field Order)

See attached plan and section through the investigative trench on First St. at Minna St.. During Trinet's investigation, an unidentified utility/facility was encountered in the trench. Please identify the highlighted utility, located 5'-8" from face of curb, on the attachment and advise if it needs to be cut and capped.

**SUGGESTION:**

**ANSWER:**      **Accept Suggestion:** ☐

- Confirm the "unidentified" utility was not marked by the utility in response to USA ticket.

- Confirm that USA No Response Follow-Up procedures (First, Second and Third No Response Follow-Up) were followed in an effort to identify the utility including notifying utilities. Investigation information provided appears to be consistent with plans indicating traffic signal utility.



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- Confirm SFMTA was contacted via USA process to mark traffic signals and street light underground facilities.

U-0033.1	Unidentified 2in Pipe in First St Invest Trench - 5ft-8in from Curb	Closed	12/23/2010	01/02/2011	12/29/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Kevin Chiu		Answered By: AECOM Technical Service Eric Zagol			

**Co-Author:****REQUEST:**

Reference: Sheet U-1007, attached section and plan sketches, and attached documentation of notifications to USA North

See attached plan and section through the investigative trench on the East side of First St. from Station 10+00 to 9+70. Per note 4 on sheet U-1007, Trinet requests direction for demolition of the unidentified 2" pipe found 5'-8" from the East face of curb and 15" covered that was encountered but not indicated on the contract plans.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/27/10.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Confirm exposed 2" pipe is Traffic Signal conduit as shown in the Plans. Once confirmed demolish in accordance with Demolition Plans.

Answered by Eric Zagol  
AECOM 12/29/2010

U-0034	Station 9+10 New Hydrant Conflict with Sidewalk Basement	Closed	12/09/2010	12/20/2010	12/13/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford		To: Turner Construction Compan Kevin Chiu		Answered By: AECOM Technical Service Eric Zagol			

**Co-Author:****REQUEST:**

Reference: Sheet U-3109 (dated 2010-09-29)

During Trinet's potholing for the Joint trench along the North side of Minna St, a basement for building "100 First St." was revealed. The basement wall is located just behind the face of curb and extends to more than 8 feet below finish grade. The extent of the basement is unknown, but assumed to run the length of the "100 First St" property. The basement structure is in conflict with the

**SUGGESTION:****ANSWER:** **Accept Suggestion:** ☐

The wall encountered appears to be an abandoned side walk basement wall for the 4 story brick building that existed prior to the current 100 First St. building. Approximate width of wall is 2 feet and the outside face is approximately at the face of curb. Neatly cut and remove wall to form a trench. Required trench width and depth per Detail 7 on U-5101. Construct hydrant lateral, riser and hydrant as shown in Detail 2 on Sheet U-5101.



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	proposed new fire hydrant installation at Station 9+10.  Please provide layout for the fire hydrant.						
U-0035	Installlation Depth of Storm Drain New Catch Basins	Closed	12/09/2010	12/13/2010	12/13/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference: Sheet U-3023, U-3033 (Detail B), Attached detail from Department of Public Works Buearu of Engineering			AECOM has confirmed with SFDPW Hydraulics that limited vertical bends in the 10-inch culvert run are acceptable. SFDPW also confirmed that from a maintenance perspective the clean out on the cast iron trap is more accessible at a depth of 3 to 4 feet below ground surface.				
Trinet is concerned that the installation depth for many of the new catch basin does not comply with SFDPW Sewer Departent guidelines, specifically regarding access to the traps for the maintenance department. The DPW sewer maintenance crews need to have ready access to the p-trap during flooding emergencies. DPW crews need to be able to reach the p-trap to, either remove the cleanout cap and release the flow to the culvert pipe (if the trap bottom is plugged), or rod the culvert line through the trap (if the culvert is plugged). To get some clarification of the installation guidelines, Trinet had informally talked to one of the design engineers at the SF Bureau of Engineerring, Hydraulics Department. He advised Trinet that new catch basins should be installed with center of trap and discharge piping grade located between 3 and 4 feet below the culvert runs to cross under existing utilities that are in conflict with a direct run to the discharge manhole. Bends should be 22 1/2 degrees where possible as required, and if 45 degree bends must be used we should limit the number to two (2).			Please submit subsurface utility investigation information including top, bottom and size of existing utilities along the 10-inch culvert alignment from catch basin to manhole such that the 10-inch culvert can be engineered and the catch basin depth can be determined to avoid existing and future utilities.				
Please provide the depth of CB#603 on Freemont Street. To expedite the work in the field, we require an answer by 12/13/10.							



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U-0035.1	Fremont Street Storm Drain from CB#603 to (E) Manhole	Closed	12/23/2010	01/02/2011	12/28/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jason Dunne To: Turner Construction Compan Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Refer to Sheet U-3023, U-3033 (detail B) and see RFI #U-0035					Accept Suggestion: <input type="checkbox"/>		
Per the response to RFI #U-0035, find attached for your review a drawing showing the proposed alignment for the catch basin (CB# 603) installation and storm drain run to the existing manhole on Fremont St.					Based on a site visit on 12/28/10 with Jason Dunne (W/O) and Victor (Trinet) to review exposed trench alignment for 10-inch culvert it was confirmed that the culvert alignment will clear the new temporary 8-inch water and existing 8-inch water main with adequate separation.		
Please confirm this proposed alignment is acceptable or provide another solution.					Alignment as shown in the attached drawing is acceptable.		
***Please confirm this alignment by 12/27/10 if possible.					Note, existing 3" HP Gas immediately west of the catch basin is to be abandoned by PG&E per Sheet U-1123 Demolition and Sequence item 2. Coordinate with PG&E to confirm 3" HP Gas is inactive and can be demolished and removed to facilitate construction of the catch basin and culvert, if required.		
					Answered by Eric Zagol AECOM 12/28/2010		
					***** ***** *****		
					Please indicate the location of new temporary 8-inch water main in Fremont Street in the section drawing and resubmit for review.		
					Answered by Eric Zagol AECOM 12/27/2010		
U-0036	Unidentified 6in Pipe Encountered in Fremont St. - 7ft-9in from FOC	Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 28 and documentation of notifications to USA North					Accept Suggestion: <input type="checkbox"/>		
See the attached section through the investigative trench					Unknown unforeseen existing utility condition.		
					In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND		





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	<p>at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 6" steel pipe at 7'-9" from the east face of curb and 3'-4" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>						

at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 6" steel pipe at 7'-9" from the east face of curb and 3'-4" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.

TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:

Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)

Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.

Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.

Note, 6" steel pipe is in the same alignment as PG&E's excavated manhole 1675. Coordinate with PG&E to see if PG&E has demolished this line.





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	<p>See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U - 1007, Trinet "hereby requests that Webcor "notify TJPA" of the unidentified 2" steel line found 7" from south face of curb and 2'-2" to cover. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>			<p>specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:</p> <p>Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)</p> <p>Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.</p> <p>Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.</p>			
U-0038	Unidentified 4" Facility Encountered in Minna St. - 7ft 4in from FOC	Closed	12/15/2010	12/25/2010	12/16/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference: Sheet U-1007, attached sketch of section from Trinet RFI 17 and documentation of notifications to USA North			Confirmed that the existing 4" steel line is an abandoned PG&E conduit connected to the abandoned PG&E manhole 1354 abandoned and de-energized as part of PG&E's Minna Street Stage I de-energization work. Demolish and remove conduit and contents following confirmation of abandonment by PG&E.				
See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U - 1007, Trinet "hereby requests that Webcor "notify TJPA"							



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U-0039	<b>Unidentified 4" Facility Encountered in Minna St. - 6ft 7in from FOC</b>  <b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Kevin Chiu  <b>Co-Author:</b>  <b>REQUEST:</b> Reference: Sheet U-1007, attached sketch of section from Trinet RFI 18 and documentation of notifications to USA North  See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U - 1007, Trinet "hereby requests that Webcor "notify TJPA" of the unidentified 4" steel line found 6'-7" from north face of curb and 2'-3" to cover. Per the same note, Trinet requests "direction on the demolition" of this line.  Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.	Closed	12/15/2010	12/25/2010	12/16/2010	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirm that the existing 4" steel line is an abandoned PG&E conduit connected to the abandoned PG&E manhole 1354 abandoned and de-energized as part of PG&E's Minna Street Stage I de-energization work. Demolish and remove conduit and contents following confirmation of abandonment by PG&E.				
U-0040	<b>Unidentified 4in Facility Encountered in Minna St. - 5ft from FOC</b>  <b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Kevin Chiu  <b>Co-Author:</b>  <b>REQUEST:</b> Reference: Sheet U-1007, attached sketch of section from Trinet RFI 19 and documentation of notifications to USA North	Closed	12/15/2010	12/25/2010	12/16/2010	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Existing 4" steel conduit is directly in line with abandoned PG&E manhole 1354. Confirm that the existing 4" steel is an abandoned PG&E conduit connected to the abandoned PG&E manhole 1354				



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	<p>See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U-1007, Trinet "hereby requests that Webcor "notify TJPA" of the unidentified 4" steel line found 5' from north face of curb and 2'-10" to cover. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>						<p>abandoned and de-energized as part of PG&amp;E's Minna Street Stage I de-energization work. Demolish and remove conduit and contents following confirmation of abandonment by PG&amp;E.</p>
U-0041	Unidentified 1in Facility Encountered in Minna St. - 2ft 9in from FOC	Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Kevin Chiu	Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference: Sheet U-1007, attached sketch of section from Trinet RFI 20 and documentation of notifications to USA North				Unknown unforeseen existing utility condition.			
See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U-1007, Trinet "hereby requests that Webcor "notify TJPA" of the unidentified 1" steel line found 2' 9" from north face of curb and 18" to cover. Per the same note, Trinet requests "direction on the demolition" of this line.				In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:			
Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.				Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)			
				Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if			



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telecommunication cables are operational.

Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.

U-0042	Unidentified 6in Facility Encountered in Minna St. - 6in from FOC	Closed	12/15/2010	12/25/2010	12/16/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Kevin Chiu			Answered By: AECOM Technical Service Eric Zagol				

Co-Author:

#### REQUEST:

Reference: Sheet U-1007, attached sketch of section from Trinet RFI 21 and documentation of notifications to USA North

See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U-1007, Trinet "hereby requests that Webcor "notify TJP" of the unidentified 6" steel line found 6" from north face of curb and 36" to cover. Per the same note, Trinet requests "direction on the demolition" of this line.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Confirm with PG&E that the 6" steel line identified is an abandoned PG&E 6" cast iron gas main. Demolish abaandoned 6" cast iron pipe and contents as required to construct the Joint Trench.

U-0043	Fire Hydrant at St. 5+70 on Minna	Closed	12/13/2010	12/23/2010	12/14/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Mario Saldana Sr. To: Turner Construction Compan Kevin Chiu			Answered By: AECOM Technical Service Eric Zagol				

Co-Author:

#### REQUEST:

##### INFORMATION NEEDED

See the attached picture of the proposed fire hydrant location as indicated by drawings on Minna St. at Stn. 5+70. This location is in conflict with an existing driveway

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Due to the close proximity to the existing street light at the suggested location, please construct the hydrant east of the existing driveway at STA 5+87.5.



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apron not shown on drawing #

U-2008. Eric Zagol from AECOM is aware and has seen this issue in the field. NOTE - Due to the 8" water line currently being installed, the location for the "T" section oinstall could be as early as Tuesday the 14th. Please provide direction by 12-14-10 if possible.

We propose to move the fire hydrant location 6<sub>4</sub> West to Stn. 5+64. Please advise.

U-0044	Unidentified 4ft x 6.5ft Wall Encountered in Minna St. - 1ft from FOC	Closed	12/15/2010	12/25/2010	12/20/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By: AECOM Technical Service Eric Zagol				

Co-Author:

**REQUEST:**

Reference: Sheet U-1007, attached sketch of section from Trinet RFI 22 and documentation of notifications to USA North

See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U-1007, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 4' x 6.5' wall (bottom was not found) at 1' from north face of curb and 18" to cover that Trinet encountered in the east wall of the trench. Per the same note, Trinet requests "direction on the demolition" of this structure.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Demolish and remove structure as required to construct Joint Trench.

U-0045	Unidentified Concrete Wall Encountered in Minna St. - in line with FOC	Closed	12/15/2010	12/25/2010	12/29/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By: AECOM Technical Service Eric Zagol				

Co-Author:

**REQUEST:**

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐



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	<p>Reference: Sheet U-1007, attached sketch of section from Trinet RFI 23 and documentation of notifications to USA North</p> <p>See the attached section through the investigative trench at station 2 + 29.68 on Minna St. Per note 4 on sheet U-1007, Trinet hereby requests that Webcor "notify TJPA" of the unidentified concrete wall (bottom was not found) in line with the north face of curb and 30" to cover that Trinet encountered in their trenching. Per the same note, Trinet requests "direction on the demolition" of this structure. Also, this wall may effect Trinet's ability to build the catchbasin at Station 2+13.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>				<p>Two part question, responses are as follows:</p> <p>1. In reference to the exposed concrete wall, TJPA Representative to confirm that the concrete wall exposed is an old sub sidewalk basement backfilled with concrete during construction of the 101 Second St. building.</p> <p>2. In reference to "this wall may effect Trinet's ability to build the catchbasin at Station 2+13", pothole in accordance with the contract documents at catch basin location to identify any conflicts.</p> <p>Answered by Eric Zagol AECOM 12/29/2010</p>		
U-0046	Unidentified Concrete Wall Encountered in Fremont St. - in line with FOC	Closed	12/15/2010	12/25/2010	12/29/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By: AECOM Technical Service   Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
<p>Reference: Sheet U-1008, attached sketch of section from Trinet RFI 24 and documentation of notifications to USA North</p> <p>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified concrete structure wall (the bottom was not found) at the east face of curb and 18" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this structure.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>				<p>Unknown concrete wall to be demolished by Transit Center Project (NIP) within the area impacted by the CDSM shoring wall and mass excavation.</p> <p>Answered by Eric Zagol AECOM 12/29/2010</p>			



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U-0047	Unidentified 3in Pipe Encountered in Fremont St. - 5ft-8in from FOC	Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service   Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 25 and documentation of notifications to USA North					Accept Suggestion: <input type="checkbox"/>		
See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 3"steel pipe at 5'-8" from the east face of curb and 4'-3" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.					Unknown unforeseen existing utility condition.		
Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.					In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:		
					Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)		
					Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.		
					Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.		

U-0048	Unidentified 3in Pipe Encountered in Fremont St. - 6ft-10in from FOC	Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service   Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 26 and documentation of notifications to USA North					Accept Suggestion: <input type="checkbox"/>		
					Unknown unforeseen existing utility condition.		
					In accordance with specification 00 08 10 section 1.3		





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	<p>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 3" steel pipe at 6'-10" from the east face of curb and 18" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>				<p>EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:</p> <p>Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)</p> <p>Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.</p> <p>Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.</p>		
U-0049	Unidentified 1in Pipe Encountered in Fremont St. - 6ft-10in from FOC	Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Kevin Chiu	Answered By:AECOM Technical Servicε Eric Zagol	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 27 and documentation of notifications to USA North				Unknown unforeseen existing utility condition.			
See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-				In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please			





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	<p>1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 1" steel pipe at 6'-10" from the east face of curb and 4'-3" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>						<p>proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:</p> <p>Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)</p> <p>Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.</p> <p>Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.</p>

U-0050	Lower Sewer Laterals on Minna	Closed	12/15/2010	12/25/2010	01/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Mario Saldana Sr.	To: Turner Construction Compan		Kevin Chiu	Answered By:AECOM Technical Service	
Co-Author:					Eric Zagol		
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: Sheets U-3007 & 3008, and Trinet RFI 41				1/11/11			
Two of the active sewer service laterals potholed on Minna St. are lower than the new sewer main and will not drain. The details of each issue are as follows: 1. Station 5+05 - Service for #2 Shaw Alley Top of pipe grade @ FOC for the 6" VCP sewer lateral is 11.37 . The invert elevation is approximately 10.8. The invert elevation of the new 24" sewer main @ Station 5+05				See revised Sewer Plan and Elevation Phase I Plans titled "Revisions - Minna Street 12/27/10" for revisions to sewer main elevations.  *****  12/27/10			



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is approximately 11.4

2. Station 2+10 - Service for Anchor & Hope Restaurant  
Top of pipe grade @ FOC for the 6" VCP sewer lateral is 13.51. The invert elevation is approximately 12.94. The invert of the new 18" VCP sewer main @ Station 2+10 is approximately 13.4.

Please review these issues and advise. An expedited response is requested by 12/16/10.

Adjust new sewer main in Minna Street to accommodate existing laterals as shown in the "Minna Street Revisions" sheet revision forthcoming addressing both this RFI and RFI U-0017.

U-0051	Unidentified 6in x 6in Concrete Duct Encountered in Fremont St. - 10ft-1in from FC Closed	12/15/2010	12/25/2010	01/01/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP David Hungerford	To:	Turner Construction Compan Kevin Chiu	Answered By:	AECOM Technical Service Eric Zagol	

Co-Author:

REQUEST:

Reference: Sheet U-1008, attached sketch of section from Trinet RFI 30 and documentation of notifications to USA North

See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPAs" of the unidentified 6in x 6in concrete duct at 10'-1" from the east face of curb and 5' to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.

SUGGESTION:

ANSWER: Accept Suggestion: ☐

Unknown unforeseen existing utility condition.

In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLES AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:

Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)

Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if

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	<div><div>REQUEST:</div><div>Reference: Sheet U-1008, attached sketch of section from Trinet RFI 31 and documentation of notifications to USA North</div><div>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 3" steel pipe at 10'-3" from the east face of curb and 3'-10" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</div><div>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</div></div>	<div>SUGGESTION:</div>	<div>ANSWER:</div>	<div>Accept Suggestion: <input type="checkbox"/></div> <div>Unknown unforeseen existing utility condition.</div> <div>In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:</div> <div>Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)</div> <div>Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.</div> <div>Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.</div> <div>Note, 3" steel pipe is in the same alignment as PG&amp;E's excavated manhole 1675. Coordinate with PG&amp;E to see if PG&amp;E has demolished this line.</div>				

U-0054	Unidentified Pair of 4in Pipes Encountered in Fremont St. - 22ft from FOC		Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan	Kevin Chiu				
Co-Author:		Answered By: AECOM Technical Service						
		Eric Zagol						

REQUEST:

Reference: Sheet U-1008, attached sketch of section from Trinet RFI 31 and documentation of notifications to USA North

See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 3" steel pipe at 10'-3" from the east face of curb and 3'-10" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.

Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Unknown unforeseen existing utility condition.

In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLES AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:

Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)

Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.

Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.

Note, 3" steel pipe is in the same alignment as PG&E's excavated manhole 1675. Coordinate with PG&E to see if PG&E has demolished this line.



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	<p><b>REQUEST:</b></p> <p>Reference: Sheet U-1008, attached sketch of section from Trinet RFI 33 and documentation of notifications to USA North</p> <p>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified pair of 4" steel pipes at 22' from the west face of curb and 2'-7" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>	<p><b>SUGGESTION:</b></p>			<p><b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Unknown unforeseen existing utility condition.</p> <p>In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLES AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:</p> <p>Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)</p> <p>Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.</p> <p>Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.</p>		

U-0055	Unidentified 10in Pipe Encountered in Fremont St. - 14ft 3in from FOC			Closed	12/15/2010	12/25/2010	12/20/2010	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		David Hungerford	To: Turner Construction Company		Kevin Chiu	Answered By: AECOM Technical Services				Eric Zagol
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 34 and documentation of notifications to USA North						Confirm with PG&E that the 10" steel line identified is an abandoned PG&E 10" cast iron gas main. Following confirmation from PG&E, cut and cap				



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	<p>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 10" steel pipe at 14'-3" from the west face of curb and 2'-11" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>					existing abandoned 10" cast iron gas main at the demarcation line shown on U-1123.	
U-0056	Unidentified 4in Pipe Encountered in Fremont St. - 12ft 3in from FOC	Closed	12/15/2010	12/25/2010	12/29/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 35 and documentation of notifications to USA North			Confirm 4" steel pipe is SFPUC BLHP street light conduit as shown in the Plans. Once confirmed demolish in accordance with the Demolition Plans.				
<p>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 4" steel pipe at 12'-3" from the west face of curb and 2' to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</p>							
U-0057	Unidentified 2.5in Pipes Encountered in Fremont St. - 4ft 10in from FOC	Closed	12/15/2010	12/25/2010	12/30/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      David Hungerford      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				



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<div> <div>Co-Author:</div> <div> <div>REQUEST:</div> <div>Reference: Sheet U-1008, attached sketch of section from Trinet RFI 36 and documentation of notifications to USA North</div> <div>See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified pair of 2.5" steel pipes at 4'-10" from the west face of curb and 21" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.</div> <div>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.</div> </div> <div> <div>SUGGESTION:</div> <div>ANSWER:</div> <div>Accept Suggestion: <input type="checkbox"/></div> <div>Unknown unforeseen existing utility condition.</div> <div>In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLES AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:</div> <div>Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)</div> <div>Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.</div> <div>Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.</div> <div>Note, 2-2.5" steel pipes are in the same alignment as PG&amp;E's excavated manhole 1674. Coordinate with PG&amp;E to see if PG&amp;E has demolished this line.</div> </div> </div>							
U-0058	Unidentified 4in Pipe Encountered in Fremont St. - 2ft from FOC	Closed	12/15/2010	12/25/2010	12/29/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Company Kevin Chiu		Answered By: AECOM Technical Services Eric Zagol		
Co-Author:							

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U-0060	Unidentified 6in Pipe Encountered in Fremont St. - in line with FOC	Closed	12/15/2010	12/25/2010	01/04/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford                      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Reference: Sheet U-1008, attached sketch of section from Trinet RFI 39 and documentation of notifications to USA North				Possible existing Transbay Terminal sewer laterals. Coordinate with Existing Terminal & Ramps Demolition Plans Project (Demolition Project) through the TJPA Representative to confirm that the Demolition Project has abandoned sewer laterals. Sewer laterals should be abandoned per SFDPW Standards.			
See the attached section through the investigative trench at station 4+40 on Fremont St. Per note 4 on sheet U-1008, Trinet hereby requests that Webcor "notify TJPA" of the unidentified 6" clay pipe in line with the west face of curb and 6'-6" to cover that Trinet encountered in their trenching which was not indicated on the contract plan. Per the same note, Trinet requests "direction on the demolition" of this line.				Once confirmed abandoned, cut and plug at the demarcation line shown in the Drawings.			
Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/16/10.							
<hr/>							
U-0061	Revised drawing for 8" water line on Minna St. at Second St.	Closed	12/20/2010	12/30/2010	12/21/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Mario Saldana Sr.                      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Reference: Sheet U-3407				Please see the attached sketch that shows revisions to the water line along Minna Street as a result of the Joint Trench realignment due to the sub sidewalk basement conflict at 133 Second St.			
Please provide drawing for the 8" water line and vertical / hydrant installation on Minna St. (reference RFI U-0017 response) west of Station 1+02. Please provide A.S.A.P. as field construction should be at this point by Tuesday pm.							
<hr/>							
U-0062	Unidentified 8in Pipe Encountered in Fremont St. - 8ft 3in from FOC	Closed	12/22/2010	01/01/2011	01/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford                      To: Turner Construction Compan   Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:                      Accept Suggestion: <input type="checkbox"/>			
Reference: Sheet U-1008 (dated 2010.09.29) and attached sketch from Trinet				Unknown unforeseen existing utility condition.			
				In accordance with specification 00 08 10 section 1.3			



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	<p>See attached section through the investigative trench at Station 4+40 on Fremont St. Per note 4, on sheet U-1008 Trinet requests direction on an unidentified 8" steel pipe found 8'-3" from the East face of curb and 4'-4" to cover that was encountered but not indicated on the contract documents.</p> <p>Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this pipe by 12/27/10.</p>						
				EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:			
				Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)			
				Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.			
				Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings.			
				Note, 8" steel pipe is in the same alignment as PG&E's excavated manhole 1675. Coordinate with PG&E to see if PG&E has demolished this line.			

U-0063	Unmarked service lateral on Minna St. at Station 3+08			Closed	12/22/2010	01/01/2011	12/27/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Kevin Chiu				
Co-Author:					Answered By: AECOM Technical Service				
REQUEST:		SUGGESTION:			ANSWER:		Accept Suggestion: <input type="checkbox"/>		
Reference: Sheet U-3107 (dated 2010.09.29)					Unknown service lateral to vacant lot. Coordinate with SFWD through TJPA Representative to shut off				



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	<p>During excavation for the 8" water main along Minna Street, Trinet encountered a 1" Polyethylene service lateral at station 3+08, that extended into the vacant lot on the south side of the street. The service was broken during construction and Trinet has temporarily capped it. The utility was not shown on any utility plans. There is also no new service lateral, or reconnection of an existing, depicted on the new water main drawings at or adjacent to this location. Please advise on what should be done with the service. The repair is only temporary and a permanent reconnection will need to be performed by the SFWD if the service is to be maintained active. If the service is to be de-activated, then Trinet recommends that it be shut off at the connection to the old main.</p>			broken lateral.	Answered by Eric Zagol AECOM 12/27/2010		
U-0064	Unidentified Facility in First St. Invest Trench - from Stn. 9+70 to 9+59.5	Closed	12/22/2010	01/01/2011	01/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		David Hungerford	To: Turner Construction Compan		Kevin Chiu	Answered By:AECOM Technical Service	
Co-Author:						Eric Zagol	
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference: Sheet U-1007 and attached sketch of areas plan view				Unknown unforeseen existing utility condition.			
See attached, plan views of the investigative trench on the East side of First St, West of the concrete MUNI median, from Stn. 9+70 to 9+59.5. Per note 4 on sheet U -1007, Trinet requests direction on the 4" Cardboard Pipe found 2'-0" West of the concrete MUNI median face of curb and 3'-6" to cover that was encountered but not indicated on the plans.				In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods proposed by the contractor have been exhausted:			
Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/23/10.				Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)			



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U-0065	Two Unidentified 4" Pipes in First St. Invest Trench from Stn. 10+00 to 9+70	Closed	12/23/2010	01/02/2011	12/29/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Kevin Chiu			<b>Answered By:</b> AECOM Technical Servicε Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> Reference: Sheet U-1007, attached sketch of areas in plan and section, attached USA North tickets  See attached plan and section through the investigative trench on the East side of First St.from Stn. 10+00 to 9+70. Per note 4 on sheet U-1007 Trinet requests direction regarding the two 4" concrete and redwood encased pipes found at the East face of curb and down 2'-3" that was encountered but not indicated on the plans.  Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this facility by 12/27/10.			<b>SUGGESTION:</b>          <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Confirm 2-4" concrete and redwood encased pipes are the inactive 2-3" AT&T conduits from AT&T manhole TMH1887 to the Existing Transbay Terminal as shown in the Plans. Once confirmed demolish in accordance with the Demolition Plans.  Answered by Eric Zagol AECOM 12/29/2010				
U-0066	Minna St Station 2+09 - 4" Water Service Lateral Encountered	Closed	12/23/2010	01/02/2011	12/28/2010	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      David Hungerford <b>To:</b> Turner Construction Compan   Kevin Chiu			<b>Answered By:</b> AECOM Technical Servicε Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> Refer to Sheet U-3107			<b>SUGGESTION:</b>          <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Existing 4-inch service for 83 Minna Street is indicated in specification 331160 Appendix A. Service is an				





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Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference: Sheet U-1007, attached section and plan sketches, and attached documentation of notifications to USA North			Manhole appears to be an abandoned separated sanitary sewer manhole.				
See the highlighted man hole on attached plan and section through the investigative trench on the East side of First St.from Stn. 10+00 to 9+70. Per note 4 on sheet U-1007 Trinet requests direction regarding the unidentified manhole found 15'-7" from the East face of curb and buried 4'-6" deep that was encountered but not indicated on the contract plans.			Please provide data on utility material (e.g. brick) and condition (e.g. filled with sand or concrete) in accordance with 02630 4.1 G.5 such that the demolition can be determined.				
Trinet has this plated but would like to backfill the trench as soon as possible. An expedited response is requested with official direction on how to proceed with this wall by 12/27/10.			Answered by Eric Zagol AECOM 12/28/2010				
U-0068	Minna St Water Main Conflict w Abandoned Sewer MH	Closed	12/23/2010	01/02/2011	12/27/2010	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      David Hungerford		To: Turner Construction Compan   Kevin Chiu		Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:      Accept Suggestion: <input type="checkbox"/>				
See attached drawings adn photos			1. Remove and dispose of existing abandoned separated sanitary sewer system manhole to a depth of 1 foot below bottom of new water main.				
During the water main installation on Minna St, Trinet encountered what appears to be an old abandoned sewer manhole in the trench line at station 1+15. the structure was not indicated on the drawings and was not discovered untill the pavement asphalt was removed. The sewer manhole is directly in conflict with the alignment of the new water main. The installation of the watermin cannot proceed furhter untill the manhole is demolished and/ or abandoned.			2. Plug existing abandoned 8-inch sanitary sewer with concrete per 024100 3.6 A.				
Per a field walk with Eric Zagol on 12/23/10, the existing MH was confirmed abandoned. Please confirm/ advise the top of the MH will be demolished to allow the installation of the waterline, and the MH will be backfilled with CDF.			3. Backfill abandoned manhole with CDF to an elevation 1 foot below bottom of new water main.				
****Please provide direction by 12/28/10.			4. Provide 6-inches of bedding material between CDF and bottom of trench bedding per Detail 7 on Sheet U-5101 such that the total depth of trench bedding crossing the abandoned structure is 1 foot.				
			Answered by Eric Zagol AECOM 12/27/2010				



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U-0069	Street Light CCTV Camera-East Side of Fremont St. @ Stn. 5+45	Closed	01/05/2011	01/15/2011	01/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Richard Buellesbach To: Turner Construction Compan Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST: Reference Sheet U-3302 and Trinet RFI 62			SUGGESTION:		ANSWER: 1/14/11		
During removal of the light pole arm on the east side of Fremont St. @ Stn. 5+45, Trinet observed that there is a CCTV camera and associated wiring on the light pole. Please advise of the plan for removal of CCTV camera.					Accept Suggestion: <input type="checkbox"/> Remove and salvage existing CCTV camera as part of the traffic signal equipment removal. Deliver traffic signal equipment and camera to the Traffic Signal Shop Yard in accordance with specification 02 41 00 par. 3.4 C 4.		
					*****		
					1/12/11		
					Please clarify how this RFI relates to RFI U-0073 "VOID - reference RFI U-0069"		
U-0070	Subsurface Structures in Conflict with Minna St. AT&T Vault	Closed	01/10/2011	01/20/2011	01/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jason Dunne To: Turner Construction Compan Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST: Reference Sheet U-2008 and Trinet RFI 63			SUGGESTION:		ANSWER: 1/12/11		
During our potholing on Minna St. for the proposed AT&T vault in the sidewalk (Stn. 3+72), we encountered an existing subsurface foundation and slurry shoring wall. The top of the subsurface foundation is at a depth of approximately 4' from the top of the sidewalk and is in conflict with the installation of the proposed AT&T vault. Installation of the proposed AT&T vault in accordance with the plans will require partial demolition of the existing foundation wall encountered. Please advise.					Accept Suggestion: <input type="checkbox"/> As determined during a site visit on 1/10/11 with W/O, Turner, AECOM and Tishman Speyer, the exposed wall is an abandoned sidewalk basement wall. Remove and dispose of existing abandoned sidewalk basement wall as required (approx. 1.5 feet in depth) to construct proposed AT&T vault.		
U-0071	Existing fittings at tie in location for Minna St. 8 in. Water Main (Stn. 9+30)	Closed	01/10/2011	01/20/2011	01/12/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Richard Buellesbach To: Turner Construction Compan Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: 1/12/11		
					Accept Suggestion: <input type="checkbox"/>		









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					question not light pole. This OCS pole was to have the guy wires relocated to nearby MUNI OCS Pole by the Demolition Contractor in July 2010 during mods to Transbay Terminal MUNI OCS system. Demo drawing plan sheet 105 of 137 shows the guy wires relocated to pole 4030 - this is in EBi scope.		
					Pole 4030 is shown to remain per Demo drawing above - But, Pole 4030 is shown to be removed per RUP U-3302 .		
					It should be noted that upon relocation of this OCS guywire the removal of the pole is Webcor-Obayashi scope per drawing U-3302.		
					*****		
					E. Zagol 01/13/2011		
					Change in existing conditions. New MUNI guy wire was attached to existing pole at STA 5+45 as part of the Existing Terminal & Ramps Demolition Plans project.		
					1. Remove and salvage traffic signal equipment per U-3302.		
					2. Protect in place existing MUNI pole.		
					*****		
					E. Zagol 01/12/2011		
					Change in existing conditions. New MUNI guy wire was attached to existing pole at STA 5+45 as part of the Existing Terminal & Ramps Demolition Plans project. Existing Terminal & Ramps Demolition Plans project to remove the MUNI pole at STA 5+60.		
					1. Remove and salvage traffic signal equipment per U-3302.		
					2. Protect in place existing MUNI pole at STA 5+60.		



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U-0073	Fremont St. Light Pole and Muni Cables to be protected - indicated light pole has r Closed		01/10/2011	01/20/2011	01/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Kevin Chiu			Answered By:Webcor Construction LP Marina Rosso				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Sheet U-3302 Traffic Signal E and Trinet RFI 66					Accept Suggestion: <input type="checkbox"/>		
As indicated on the plans, Trinet is required to "Remove and Salvage Traffic Signal Equipment. Protect Pole and Muni Cables in Place." Conditions were reviewed in the field and there is no Muni cable attached to the (E) light pole.					Can't find answer in Constructware.		
Mario Saldana from W/O has observed there is a CCTV cable attached to the pole not mentioned in Trinet RFI 66 and requests clarification on ownership and status of the CCTV line. This issue has been discussed with Eric Zagol from AECOM.							
Please advise. An expedited response is requested by 01/12/2011.							
U-0074	Unidentified 9in Concrete Wall in First St Invest Trench - 10ft-5in west of Conc. Mu Closed		01/10/2011	01/20/2011	01/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jason Dunne To: Turner Construction Compan Kevin Chiu			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Sheet U-1007 Traffic Signal E and Trinet RFI 051					Accept Suggestion: <input type="checkbox"/>		
See attached, plan views of the investigative trench on the east side of First St., west of the concrete Muni median, from Stn. 9+70 to 9+59.5. Per note 4 of sheet U-1007, Trinet requests that Webcor "notify TJPA" of the unidentified 9" concrete wall at 10ft-5in west of the concrete Muni median face of curb and 3ft-6in cover that Trinet encountered "not indicated on plans". Per same note, Trinet requests "direction on the demolition" of this structure. Trinet has plated but would like to backfill the trench as soon as possible. Please advise.					Unknown concrete wall to be demolished by Transit Center Project (NIP) within the area impacted by the CDSM shoring wall and mass excavation.		
U-0075	Water Main Connection at 2nd St and Minna St - expose new line for SFWD	Closed	01/11/2011	01/21/2011	01/12/2011	Potentially	<input type="checkbox"/>



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<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> Reference Sheet U-3107 and attached photos  At the intersection of 2nd St and Minna St, there is an existing 2in gas line running directly on top and next to the existing 8in main to be tied into. SFWD cannot make the Tee connection due to the bells of the fittings with the 2in gas line so close.  The end of the new line installed by Trinet will need to be exposed about 2ft for SFWD to move the end of the line by 1ft east so that SFWD can make the connection without moving the gas line. This will require extra work for Trinet to expose the new line for SFWD. Eric Zangol from AECOM and Dan Helminiak from SFWD were present during the discussion of this issue.  Please provide direction as soon as possible as this will impact the chlorination and tie-in schedule.	Mario Saldana	<b>To:</b> Turner Construction Compan Michelle Smith			<b>Answered By:</b> AECOM Technical Service Eric Zagol		
<b>U-0076</b>	<b>Water Main Connection at 2nd St and Minna St - demo/excavate per SFWD</b>	<b>Closed</b>	<b>01/11/2011</b>	<b>01/21/2011</b>	<b>01/14/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> Reference Sheet U-3107 and attached photos  At the intersection of 2nd St and Minna St, the new 8in water main is to be connected to an existing 6in water line. The new 8in line installed by Trinet is above and below existing utilities, and SFWD requires more demo/excavation to make the connection.  This will require extra work for Trinet to demo/excavate per SFWD. Inspector Dan Helminiak is scheduling the SFWD to come back and measure this afternoon (01/11/2011). Eric Zangol from AECOM was also present during the discussion of this issue.  Please provide direction as soon as possible as this will impact the chlorination and tie-in schedule.	Mario Saldana	<b>To:</b> Turner Construction Compan Michelle Smith			<b>Answered By:</b> AECOM Technical Service Eric Zagol		



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U-0077	Fire Hydrant Installation at Minna St Stn. 0+90	Closed	01/12/2011	01/22/2011	01/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Sheet U-3107					Accept Suggestion: <input type="checkbox"/>		
With reference to the fire hydrant at Minna St. Stn. 0+90, (northeast corner of Second St. and Minna St.) General Note #5 on sheet U-3107 directs Trinet to "replace in place existing fire hydrant."					As discussed on site with Daniel Helminiak (SFPUC Inspector) and those mentioned above, the proposed construction sequencing of the fire hydrant at Minna St. STA 0+90 is acceptable.		
Per on site field discussions with Eric Zagol from AECOM, Robert Friend from Trinet and Mario Saldana from W/O, it was determined that the existing hydrant would remain in place until after the new water main connections are performed by CDD crews. After which the existing hydrant will be removed and new hydrant and lateral piping will be installed and tested.					Coordinate with Daniel Helminiak (or assigned SFPUC Inspector) and the SFWD to ensure the fire hydrant is properly decommissioned by SFWD and SFFD following main connections by SFWD and prior to abandonment of the existing main in Minna Street by SFWD prior to fire hydrant installation by Trinet. Coordinate with SFPUC inspector to ensure SFWD and SFFD installs a black hydrant "donut" on the existing fire hydrant and new fire hydrant prior to the new fire hydrant being placed in service. Coordinate the removal of the "donut" once new fire hydrant is in service.		
Please confirm if this is acceptable. An expedited response is requested.							
U-0078	6in and 4in Service Laterals to 2 Shaw Alley	Closed	01/12/2011	01/22/2011	01/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP David Hungerford To: Turner Construction Compan Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Sheet U-2008					Accept Suggestion: <input type="checkbox"/>		
The existing 4" water service found at Stn. 5+37 has been confirmed abandoned by SFWD personnel through on site investigations. Since the service is determined to be inactive, Trinet intends to not provide service from the new main for this 4" service as discussed in the field, with Eric Zagol from AECOM, Mario Saldana from W/O, Dan Helminick from SFWD and Robert Friend from Trinet. In addition, Dan Helmnick from SFWD requested to have the service tee installed in the new 8" main which was to provide service for this 4" lateral removed and straight pipe installed. Please confirm if this is acceptable.					Existing 4" water service at STA 5+37. Subsurface utility investigations should have been performed and submitted prior to installation of water main to determine status of existing lateral in accordance with U-3108 General Note No. 3. It is acceptable to remove the 8"x8"x4" tee installed and replace with straight pipe per the request of SFPUC SFWD inspector.		
The 6" water service lateral found at Stn. 5+30 has been confirmed as an active fire service to 2 Shaw Alley by SFWD personnel through on site investigations. Trinet					Provide 6" water service later at STA 5+30 per contract documents.		
					AECOM suggests that there is no change in contract price to perform this work.		



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	intends to provide service from the new water main for this 6" service as discussed in the field with Eric Zangol from AECOM, Mario Saldana from W/O, Dan Helminiak from SFWD and Robert Friend from Trinet.  An expedited response is requested.						
U-0079	Fremont St Temp Water Line Installed over AT&T Duct	Closed	01/17/2011	01/27/2011	01/19/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:      SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/>				
Reference Sheet U-3123 and attached detail  During Trinet's installation of the temporary water line in Fremont St., Trinet encountered an existing AT&T duct that was in direct conflict with the temporary water line. Trinet was directed by Eugene Chu of SFWD/SFPUC to run the temporary water line over the existing AT&T duct using 45 degree bends. This resulted in less cover for the piping than what is required by the Water Department. Due to the lack of cover, Trinet was directed to install a 1/2in steel plate beneath the concrete base along the trench as depicted in the attached detail. The plate was approximately 2ft wide by 6ft long and extended to the limits of the installed 45 degree bends. Please provide confirmation that this is acceptable.			It is AECOM's understanding that Trinet encounter an existing PG&E electrical duct (4-4") crossing the water alignment feeding 301 Mission property and not an AT&T duct as referenced above. It is also AECOM's understanding that Trinet encountered an existing PG&E electrical duct (8-3") parallel to the water alignment which is ultimately to be abandoned by PG&E and demolished by Trinet. Both PG&E ducts are shown in the plans. Per sequencing shown on U-1123, the water line should be constructed after PG&E completes their work on Fremont Street.  Given the fact that the PG&E duct parallel (8-3") has not been abandoned by PG&E, and given the fact the option to go under the existing 4-4" PG&E duct per plans is not feasible because the existing 8-3" PG&E duct is not demolished, and given the fact that the new water main is a temporary condition, the above mentioned installation proposal is acceptable.  AECOM suggests no additional cost to contract price to perform this work.				

U-0080	Proposed Design Change for MH #501	Closed	01/17/2011	01/27/2011	01/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							



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REQUEST:

Reference Sheet U-2021 and attached drawings

Trinet proposes to change the design of sewer manhole #501 from a Modified Box Manhole (per SF Standard Plan #87,184) to a Precast Concrete Manhole (per SF Standard Plan #87,181 - see attached drawing). The proposal includes the installation of a temporary 24" PVC pipe stub, extending south from the manhole and connected to the brick sewer per SF Standard Plan #87,197.

The proposed manhole design will facilitate construction around the many utilities identified in the excavation - see RFI # U-0021 (Trinet RFI 04). It is also the preferred manhole design for 24in pipe per the SF Standard Drawings, especially since the brick sewer on the south side will later be abandoned and plugged (in the manhole) by the owner. This plan will also facilitate the later abandonment of the outlet to the south, as the owner will just have to plug the 24in outlet pipe and not a 3x5 brick sewer.

Please consider. An expedited response is requested.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

CCSF DPW Standard Plan #87,181 referenced specifies a 4 ft diameter precast concrete manhole. Three (3) 24-inch pipes connecting to a 4 ft diameter manhole at invert elevation as proposed by contractor may yield an unstable structure and is not approved. A larger diameter precast concrete manhole may be acceptable however the alternative would need to be submitted as a substitution for CCSF SFDPW approval.

As per the response to RFI U-0021, please provide a mark up of U-3021 indicating the size, and horizontal and vertical location of the utilities identified in the excavation for review.

U-0080.1	Proposed Design Change for MH #501	Closed	02/09/2011	02/18/2011	02/22/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Michelle Smith	Answered By:	Turner Construction Comp Kevin Chiu

Co-Author:

REQUEST:

Reference Sheet U-2021, RFI #U-0080, and attached drawings

In response to the Engineer's concerns with the number and size of pipes in Trinet's original revised detail for MH 501 (RFI#U-0080), Trinet has changed their proposed installation drawing to include a 5' I.D. cast-in-place MH base. The lower precast section of the MH will be 5' I.D., with a precast reducer section transitioning from 60" to 48" I.D. placed above. Attached is the revised drawing for MH 501 and shop drawings for the precast MH sections. The design was discussed with Cliff Wong from the SF Bureau of Engineering, Hydraulics Department, and he did not have a problem with a 5' I.D. manhole.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

02/22/2011 - Kevin Chiu

A Change Request (CR) may be issued for the accepted substitution of the 5-foot diameter precast concrete manhole in lieu of the cast in place Modified Box Manhole.

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-----  
02/18/2011 - Eric Zagol

The proposed design change for sewer manhole #501 from a Modified Box Manhole per SFDPW Standard



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	Trinet requests an expedited response.			Plan #87,184 included in the contract documents to a 5-foot diameter precast concrete manhole with a temporary 24" PVC pipe connection to the existing 36"x54" brick sewer per SFDPW Standard Plan #87,197 is acceptable.			
				Provide flexible pipe connections to the 5-foot diameter precast concrete manhole as shown in SFDPW Standard Plan #87,181.			
				As per the response to RFI U-0080 and U-0021, please provide a markup of U-3021 indicating the size, and horizontal and vertical location of the utilities identified in conflict for review. This request is now 7 weeks outstanding.			
				AECOM suggests a cost credit for the substitution of the 5-foot diameter precast concrete manhole for the larger cast in place Modified Box Manhole per contract documents.			
U-0081	Water Main Alignment - Howard St STA18+72 and STA19+98	Closed	01/19/2011	01/28/2011	01/24/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Company		Michelle Smith		
Co-Author:		Answered By: AECOM Technical Services Eric Zagol					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference Sheet U-3119 and attached drawing				1. Contract Drawings indicate an offset to avoid a bus island, as shown on the plans, that was to be constructed as part of the Transbay Temporary Terminal Project. AECOM received confirmation from Philip Sandri TJP/PMPC that the bus island was deleted from the Transbay Terminal Project. It is acceptable to eliminate the offset and construct water main between STA 18+72 and STA 19+98 at 18ft from centerline.			
Please confirm that it is acceptable for M Squared to install the new 12in water line in a straight line as sketched on the attachment. Contract Drawings show the pipe offsetting between Sta 18+72 and Sta 19+98. Due to existing utilities discovered in potholes the 12in line will be installed 18ft from centerline.				2. Elevations of the water line can be raised dependant on the depth of the existing utilities. Minimum depth of cover shall be 18-inches below the bottom of the concrete base pavement section per DPW Order No. 176,707 or 28" which ever is greater.			
Also, please confirm the elevations of the water line can be raised dependant on the depths of the existing utilities							
Also, the referenced drawing has a discrepancy shown between the 12in water line bend station called out and the location shown in plan view. Please confirm that the first 45degree bend is located at 18+72, and not 18+27.							





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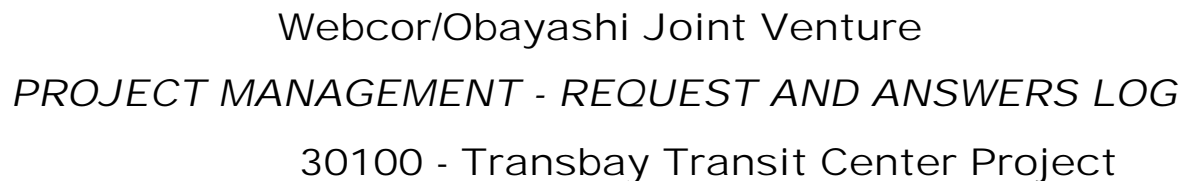




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	<p>6inch x 6 inch wooden duct bank and is abandoned.</p> <p>Please direct M Squared on how to proceed.</p> <p>*****</p> <p>Question from U-0083:</p> <p>Reference Sheet U-3118</p> <p>Potholes on Beale Street at Sta 14+00, Sta 14+90 and Sta 16+25 reveal a 6in steel line that is unmarked and not shown on contract drawings. The line is 18ft south of the Howard St centerline. This is the proposed alignment for the new 12in water main. The pothole at Sta 14+00 also reveals a 3in steel conduit which is 16ft south of the Howard St centerline. Also there is a 6in x 6in wooden telecom duct bank that runs east to west on Howard Street at 15ft south of the Howard Street centerline. This location offers the closest window for the new 12in water line to the original alignment shown in the contract drawings.</p> <p>This would require the removal of the wooden duct bank and the removal of the abandoned manhole shown on U-3118 (Sta 14+96 15ft from Howard St centerline)</p> <p>Please confirm the alignment of the new 12in water main.</p>						<p>proposed; 15 ft south of Howard Street centerline. Remove and dispose of abandoned wooden duct bank and abandoned manhole as required to construct new 12-inch water main.</p> <p>Refer to response provided for RFI U-0083.</p>

U-0084	Water Main Alignment on Beale Street	Closed	01/21/2011	01/31/2011	01/25/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Michelle Smith	Answered By:	AECOM Technical Service
Co-Author:							Eric Zagol
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion:		
Reference Sheet U-3124				Contract drawings show existing 10-inch HPW (AWSS) at 9ft-7in from FOC. Contract drawings show existing 12-inch water line at 13 ft-11in from FOC.			
M Squared potholed at Sta 1+10 on Beale Street. We discovered that the 10in High pressure water line is 9ft-5in from the FOC. The existing 12in water line is 14ft-8in from the FOC. The 10in High Pressure line is closer to the FOC that shown on contract drawings. This now means that there is a larger window between the 10in high pressure water and the existing 12in water main.				Please clarify if dimensions provided by Contractor are to centerline of pipe.			
				Please provide depth to centerline of the existing 10-inch HPW (AWSS) potholed.			



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U-0084.1	<b>Water Main Alignment on Beale Street</b>  <b>From:</b> Webcor Construction LP      Nhi Tran  <b>Co-Author:</b>  <b>REQUEST:</b> Reference Sheet U-3124 and RFI #U-0084  In response to the Engineer's questions, M Square has noted the following: - Yes, the dimensions provided are to centerline of the pipe - Depth to centerline of existing 10-inch AWSS is 72-inches	<b>Closed</b>  <b>To:</b> Turner Construction Compan   Michelle Smith  <b>SUGGESTION:</b>	02/18/2011	02/28/2011	02/24/2011	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> In reference RFI U-0084, it is not acceptable to install the new 12in water line at 12ft-3in from FOC, going from Sta 0+60 to Sta 1+90. As discussed during a site meeting with Noel M. (M2) and Mario S. (Webcor) on 2/11/11, construct 12-inch water line as shown on U-3124. Restore parking strip per Contract Documents.				
U-0085	<b>AT&amp;T Duct Bank on Beale at STA 6+00</b>  <b>From:</b> Webcor Construction LP      Nhi Tran  <b>Co-Author:</b>  <b>REQUEST:</b> Reference Sheet U-3125 and attached sketch  The existing 4no. 4in AT&T lines on Beale Street at Sta 6+10 are not as shown on the contract drawings. See	<b>Closed</b>  <b>To:</b> Turner Construction Compan   Michelle Smith  <b>SUGGESTION:</b>	01/21/2011	01/31/2011	01/27/2011	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
			<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Please proceed as per AT&T's suggestion.  Please coordinate with AT&T's representative Huan Hunynh and field representative Dave Olson for an				



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	<p>attached sketch.</p> <p>Contract drawings show the conduit crossing M Squared's trench for 6 or 7 feet, however the duct bank is in the trench for 37 feet due to the alignment and width of the duct bank. The conduits are covered with a 2 foot wide concrete cap and appear in the trench for the new 12in water main at Sta 6+12 before leaving the trench at Sta 5+75. M Sqaured cannot lay the pipe on top of the concrete cap as the pipe will not have the required coverage.</p> <p>Due to this M Squared is unable to install the new 12in water as shown. Juan with AT&amp;T advised that M Squared remove the concrete cap from the conduits to allow for excavation of this portion of trench. With the cap removed it is more likely that the pipe will have the necessary minimum coverage.</p> <p>Please confirm that this is how M Squared is to proceed. An expedited reponse is requested.</p>					<p>onsite inspection by AT&amp;T of the affected AT&amp;T conduits prior to backfill.</p> <p>Confirm minimum cover of 30-inches or 18-inches below concrete pavement base which ever is greater, is maintained.</p> <p>Provide distance between top of water main and bottom of AT&amp;T conduits for review.</p>	
U-0086	Concrete Slab & Rail Ties at Howard STA 13+60	Closed	01/24/2011	02/03/2011	01/25/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Michelle Smith	Answered By: AECOM Technical Service	
Co-Author:		Eric Zagol					
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Sheet U-3117 and attached sketch				As discussed during a site visit on 1/25/11 with Noel (M Squared) and Mario S. (W/O) the Contractor's proposed alignment of 18-inches south of alignment per Plans is in conflict with the existing sewer (limited separation).			
M Squared potholed at Howard Sta 13+60. The pothole revealed a 15in thick concrete slab which is in conflict with the proposed alignment of the new 12in water line. M Squared broke out a cross section of the slab and found nothing in it. There was also nothing underneath the slab for 5.5 feet. The southern edge of the slab is 4 feet north of the Howard Street center line. M Squared also discovered 6inch x 8inch x 4foot-6inch wooden rail ties.				As discussed, pothole along Howard St. between Fremont St. and First St. to determine if 15-inch concrete slab is a local condition at the intersection of Howard and Fremont streets or if the slab extends to First St.			
If M Squared has to remove the concrete slab to install the water line at the alignment shown there is a danger that the MFS (fiber optic) conduits will be damaged as these conduits sit on top of the slab.							
Breaking off an 18in section of the concrete slab and also							



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a section of the rail ties would allow M Squared to excavate and install the new water pipe, while keeping away from the MFS conduits and not damaging them. However this will be time consuming.

An alternative option is to move the trench for the new 12in water pipe 18in south and just remove the wooden rail ties (as shown in sketch).

Mario S. from W/O and Eric Z. from AECOM were present during the discussion of this issue with M Squared in the field.

Please direct M Squared on how to proceed with the water line installation. An expedited response is requested

U-0086.1	Concrete Slab & Rail Ties at Howard STA 13+60	Closed	02/03/2011	02/14/2011	02/04/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Michelle Smith	Answered By:AECOM Technical Service		Eric Zagol
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
As discussed at the meeting on Friday, 01/28/2011 between Noel (M2), Eric (AECOM) and Mario (Webcor) - due to existing utilities and the presence of the concrete slab and rail ties found in the additional potholing that was requested (Ref. Response to RFI U-0086), the new 12in water main is to be installed 5ft from the northern FOC on Howard Street Sta 12+60 to Sta 9+50.						Accept Suggestion: <input type="checkbox"/>		
						Confirmed. See attached sketches SK-U-0003 and SK-U-0004 for the revised alignment.		
Please confirm.								

U-0087	Compact Sewer Backfill Sand by Jetting	Closed	01/27/2011	02/06/2011	02/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Michelle Smith	Answered By: AECOM Technical Service	
Co-Author:						Eric Zagol	
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference San Francisco Standard Specification Section 703.08, attached				Jetting in accordance with CCSF DPW Standard Specification Section 703.08 of the backfill layers			



U-0088	Minna St 18in Sewer Conflict with PG&E MH#1355 at STA 1+77	Closed	01/28/2011	02/07/2011	03/24/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Compan	Michelle Smith	Answered By:	AECOM Technical Service Eric Zagol
Co-Author:							
REQUEST:	SUGGESTION:						ANSWER:      Accept Suggestion: <input type="checkbox"/>
Reference Sheet U-2007 and attached drawings							==UPDATE== 3/24/11 See revised drawings Minna Street Revisions dated 3/16/11 assoicated with ASI#003.
During layout for the installation of the new 18in Sewer Main on Minna St., Trinet observed that the alignment of the 18in Sewer Main is in conflict with existing PG&E MH #1355 at STA 1+77.50, which is to remain in place. The center line of the new sewer main is 0.10ft north of the outside edge of the manhole wall, as depicted in the attached drawing. The north side wall of the manhole is constructed on top of the existing 3ft x 5ft brick sewer. The brick sewer structure extends approximately 16in into the vault along its entire length. The brick sewer therefore cannot be demolished without undermining the north wall of the electric vault. Eric Z. of AECOM was notified of this issue via phone call on 01/21/2011.							
Please advise:							



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<div>1. How should Trinet proceed with the installation of the new 18in VCP Sewer at this location?</div> <div>2. How should Trinet proceed with the demolition of the existing 3ft x 5ft brick sewer?</div>							
U-0089	TJPA/DPW Inspection of Materials	Closed	01/31/2011	02/10/2011	02/02/2011	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture Bob Garcia		To: Turner Construction Company Kevin Chiu	Answered By: Turner Construction Company Michelle Smith				
Co-Author:							
REQUEST: Ref. response to RFI U-0082, specs 331100, 011600:  In response to RFI U-0082 stated "TJPA/DPW intends to inspect the material deliveries of each subcontractor..."  Does the TJPA/DPW or Turner have an established material inspection protocol in place to allow W/O and the trade subcontractors to verify and document that the materials have been inspected by TJPA/DPW or Turner per the above referenced specifications?		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Procedure for material inspections will be finalized as part of the QA/QC manual, to be issued by TJPA.				
U-0090	46 Minna St 6in Fire Service Connection	Closed	02/01/2011	02/11/2011	02/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Nhi Tran		To: Turner Construction Company Michelle Smith	Answered By: Turner Construction Company Kevin Chiu				
Co-Author:							
REQUEST: Reference Sheet U-3108 and attached sketch and photos  The original plan for connection of the 6in Fire Service Lateral @ 46 Minna St. was to leave the existing 6in gate valve (which is located at FOC) in place and connect the new 6in fire line to the downstream side of the old valve (See attached photo and sketch). This plan was proposed by SFWD inspectors, Tom Farhnam and Dan Helminiak, at a field meeting on 12/28/10. On Friday 1/28/11 the SFWD, plumbers when taking measurements for the tie-in, proposed a different plan. They want to extend the new 6in fire line beyond the curb and into the basement, and		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> VOID.  See RFI U-0093, 46 Minna 6in FS Water & 1in Copper Water Service Lateral at STA 5+17 Tie-In.				



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	connect to the homeowners fire line inside the basement (under the sidewalk).  Note: This will require coordination with building owner to put a hole through their foundation. Layout and a detail would need to be provided for the wall penetration, as well as a detail to plug the hole where the existing water line is entering the basement.  Please provide direction on how to proceed.						
U-0091	SSMH #301 Located in Crosswalk at Natoma STA 0+81.72	Closed	02/01/2011	02/11/2011	02/24/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Michelle Smith				Answered By:AECOM Technical Service Eric Zagol		
	Co-Author:						
	REQUEST: Reference Sheet U-3010  SSMH #301 is shown to be located in the crosswalk at Sta 0+81.72.  Please confirm that it is to be located in the pedestrian crosswalk.	SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/> Construct sewer manhole #301 at the location shown on U-3010. An ASI for a revised SFDPW Standard manhole cover (ADA compliant) is forthcoming.		
U-0092	AWSS Schedule Restrictions	Closed	02/02/2011	02/12/2011	02/10/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP      Richard Buellesbach      To: Turner Construction Compan   Michelle Smith				Answered By:AECOM Technical Service Eric Zagol		
	Co-Author:						
	REQUEST: Webcor/Obayashi has received Bid Addendum #1 for the TG04.2R bid. As part of this addendum, note number 8 under "General Notes" on sheet U-0008 is deleted. This note had previously placed a constraint on the AWSS construction schedule that the Mission Street work must be complete prior to cutting both the Beale Street and the 1st Street lines. It was acceptable to abandon one or the other prior to the Mission Street work but not both.  Based on the deletion of this note, it is our understanding	SUGGESTION:			ANSWER:      Accept Suggestion: <input type="checkbox"/> 02/11/2011 - Richard Buellesbach Email to Michelle Smith & Kevin Chiu - The received response to RFI U-0092 is not complete. We require a final resolution for the following language from the RFI response: "TJPA is currently coordinating with SFPUC to determine when AWSS improvements, other than the improvements required to abandon existing AWSS mains on First and Beale streets, are required to be complete." Please be sure that this RFI remains open in		





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that there is no schedule constraint on any of the AWSS system modifications other than the cutting & capping procedures at 1st Street and Beale Street which are required for construction of the TTC Building. Please confirm.

Constructware.

02/10/2011 - Eric Zagol - The construction sequence constraint has been removed per GENERAL NOTE 8 on U-0008 (rev. 2 01/31/11) and as detailed in SFDPW BOE AWSS drawings (rev. 1 01/31/11) MA-0, MA-5, MA-6, MA-8, MA-10, MA-11 and MA-19.

TJPA is currently coordinating with SFPUC to determine when AWSS improvements, other than the improvements required to abandon existing AWSS mains on First and Beale streets, are required to be complete.

U-0093	46 Minna 6in FS Water & 1in Copper Water Service Lateral at STA 5+17 Tie-In	Closed	02/03/2011	02/13/2011	02/07/2011	Potentially	<input type="checkbox"/>
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From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Michelle Smith

Answered By: AECOM Technical Services      Eric Zagol

Co-Author:

REQUEST:

Reference Sheet U-3108, attached sketches, and material information sheets

At 11:30am on 2/2/2011, Michelle Smith (Turner), Eric Zagol (AECOM), Guy Hollins (TJPA), Rick Bowling (46 Minna Property Manager), Dan Helminiak (SFWD Inspector), SFWD water department crew, Robert Friend (Trinet), Jason Dunne (Webcor Obayashi), and Mario Saldana (Webcor Obayashi) met to discuss the 6in Fire Service Lateral and 1in Water Service Lateral for the 46 Minna building.

SFWD has proposed the new tie-in pipe configuration.

1. New 6in Fire Service Lateral Tie-in at 46 Minna St (See Attachment A)

- Old existing fire service lateral is to be cut out of the existing water main up to the gate valve as shown in the sketch, and replaced with straight pipe. A new 10in hole is to be core drilled into the existing basement wall 22in east of the existing service lateral to incorporate the new 6in fire service lateral. SFWD will run the new 6in fire service

SUGGESTION:

ANSWER:      Accept Suggestion: ☐

AECOM has coordinated with SFPUC Engineering (Chi Yu, Division Manager) and SFPUC inspector (Eugene Shu) and the direction agreed to is as follows:

6-inch Fire Service Renewal -

1. Coordinate with SFWD for the shutdown of the existing 6-inch fire water service. Shutdown by SFWD. SFWD to coordinate shutdown with SFWD.
2. Neatly remove existing fill material between the existing pipe and wall penetration to dislodge and free the existing pipe such that it can be removed by SFWD.
3. SFWD to cut and remove existing pipe.
4. Remove excess fill material to create flat even surface for link seal type pipe sleeve.
5. SFWD to install and connect new service.
6. Restore wall per SK-U-0005 attached.







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	<p>the sewer (See attachment). On 02/09/2011, M Squared's Superintendant met with a PG&amp;E Representative and PG&amp;E Representative confirmed that the duct bank is live and is not due to be decommissioned for at least 3 months.</p> <p>In order for M Squared to continue with the sewer installation, M Squared is proposing to:</p> <ul style="list-style-type: none"><li>- install MH #305 and begin installing pipe west of MH #305</li><li>- perform a temporary connection from MH#305 to the existing 3' x 5' brick sewer</li></ul> <p>M Squared can then perform the remainder of the work once PG&amp;E has decommissioned the duct bank.</p> <p>M Squared estimates that the additional cost to perform the temporary tie-in would be approximately \$4,500.</p> <p>Please confirm how you would like M Squared to proceed. M Squared requests an expedited response as they are currently stopped work and awaiting a response.</p>			02/10/2011 Eric Zagol			
				Demolition and Construction Sequence shown on U-1112 and U-1120 lists per sequence order that the sewer work is to commence after PG&E has completed their Phase I work in Natoma and First St., all services cut over and existing duct bank is abandoned by PG&E. Given the fact that PG&E has experienced construction delays associated with their structures on First Street, the proposed sequence for sewer construction is acceptable.			
				Submit a temporary connection detail for review.			
				Coordinate with PG&E to abandon the existing 2-inch HP Gas along Natoma per U-1112 and U-1120 prior to demolition.			
				Coordinate with Verizon to abandon existing conduit (labeled "U" on base plans) prior to demolition per U-1112 and U-1120.			
U-0096.1	PGE Conflict with Sewer on Natoma at First Workaround	Closed	02/15/2011	02/25/2011	02/18/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Michelle Smith				Answered By: AECOM Technical Service Eric Zagol		
	Co-Author:						
	REQUEST:	SUGGESTION:		ANSWER:	Accept Suggestion:		
	Reference U-3012 and attached sketch			Proceed with the temporary connection per the M Squared connection detail.			
	Per response to RFI#U-0096, M Squared has provided the attached connection detail.						
	Please confirm if it is acceptable to proceed						
U-0097	PG&E Conflict with Sewer Instll on Natoma at First	Closed	02/10/2011	02/20/2011	02/14/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Michelle Smith				Answered By: AECOM Technical Service Eric Zagol		
	Co-Author:						



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	<div><div>REQUEST:</div><div>Reference Sheet U-3012</div><div>Following on from M Squared's RFI #U-0096, M Squared has confirmed in the field that there is a grade conflict between the proposed sewer and the existing electrical duct bank on Natoma between STA 9+30 to 9+50. The conflict is between the bottom of the electrical duct bank and the top of the new 24" sewer pipe.</div><div>The elevation of bottom of electrical duct bank is 11.5'</div><div>The top of the 24" VCP sewer is 11.82'</div><div>M Squared has also confirmed with PG&amp;E that 3 of the 4 concrete encased conduits are occupied, 2 being occupied by 12KV lines. The duct bank is to be abandoned in the future but PG&amp;E was unable to provide a schedule for this work.</div><div>Please advise M Squared on how to proceed.</div></div>	<div>SUGGESTION:</div>					
			<div>ANSWER:</div>	<div>Accept Suggestion:</div> <div><input type="checkbox"/></div> <div>Demolition and Construction Sequence shown on U-1112 and U-1120 lists per sequence order that the sewer work is to commence after PG&amp;E has completed their Phase I work in Natoma and First St., all services cut over and existing duct bank is abandoned by PG&amp;E.</div> <div>Proceed per response to RFI U-0096.</div>			
U-0098	Potholing at Blackrock	Closed	02/10/2011	02/20/2011	02/10/2011	Potentially	<input type="checkbox"/>
	<div>From: Webcor Construction LP</div> <div>Nhi Tran</div> <div>Co-Author:</div>	<div>To: Turner Construction Compan</div> <div>Michelle Smith</div>	<div>Answered By:Webcor Construction LP</div> <div>Marina Rosso</div>				
	<div>REQUEST:</div> <div>M Squared is planning to pothole next week at Howard STA 9+40, First St STA 1+50 and First St STA 2+10 to confirm the alignment and depths of the new 12" water main on First St. from Howard to Natoma.</div> <div>Guy Hollins from TJPA has advised M Squared that Blackrock is requesting additional potholing in the off-hours to determine locations of AT&amp;T facilities in the area.</div> <div>Please provide M Squared information regarding the locations of the additional potholes requested, including the requested depths and sizes.</div>	<div>SUGGESTION:</div>	<div>ANSWER:</div>	<div>Accept Suggestion:</div> <div><input type="checkbox"/></div> <div>Can't find answer in Constructware</div>			
U-0099	Returned Submittal Comments	Closed	02/16/2011	02/26/2011	03/11/2011	Potentially	<input type="checkbox"/>
	<div>From: Webcor Construction LP</div> <div>David Hungerford</div>	<div>To: Turner Construction Compan</div> <div>Michelle Smith</div>	<div>Answered By:Turner Construction Comp</div> <div>Kevin Chiu</div>				



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#### Co-Author:

#### REQUEST:

Ref Spec section 01 13 10

According to the Action and Distribution (section 1.11) of the submittal specifications, Submittals shall be returned indicating one of the following:

No Exceptions Taken  
Make Corrections Noted  
Revise and Resubmit  
Rejected

We have received submittals back as "Not Reviewed" or "For Record Only". Please confirm these responses are acceptable and should be incorporated into the specifications.

#### SUGGESTION:

VOID - See RFI #T-0051

#### ANSWER:

Accept Suggestion: ☐

See RFI T-0051, Returned Submittal Comment, for response.

<b>U-0100</b>	<b>Minna St MH#207 Proposed Relocation</b>	<b>Closed</b>	<b>02/18/2011</b>	<b>02/28/2011</b>	<b>02/22/2011</b>	<b>No</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Michelle Smith	<b>Answered By:</b> AECOM Technical Service Eric Zagol			

#### Co-Author:

#### REQUEST:

Reference Revised Sheet U-3009 and attached sketches

The current location of MH#207 at STA 9+25.87 will place a cap on the existing water main (installed by SFWD on 02/17/2011) in Trinet's excavation. Trinet is concerned that the old water main may not be adequately restrained and could create a dangerous condition for their excavation for MH#207. Trinet proposes to move MH#207 4 feet west to STA 9+21.87 +/-, as shown in the attached sketch, so that the cap is outside of Trinet's MH excavation. The revised invert elevation for the new MH location is shown on the attached sketch.

Please confirm if this is acceptable,

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Proposed design change is acceptable.

AECOM suggests no change to contract price for this modification.

<b>U-0101</b>	<b>First St CB#501 Conflict with Existing Utilities</b>	<b>Closed</b>	<b>02/22/2011</b>	<b>03/04/2011</b>	<b>02/28/2011</b>	<b>Yes</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Compan	Michelle Smith	<b>Answered By:</b> Turner Construction Comp Daphne Faulkner			



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**Co-Author:****REQUEST:**

Reference Sheet U-3021, attached sketch, and USA ticket

During excavation for CB#501, Trinet encountered what appears to be a PG&E vault (shown in plans as EMH 7712), PG&E Duct (Shown in plans as 1- 2" & 4-6" EP), 2- 2" steel conduits (not shown in plans), and a concrete shoring wall (not shown in plans).

- The 2-2" steel pipe is in conflict with Trinet's installation of CB#501, and will need to be relocated or abandoned to facilitate the installation of the catch basin. Trinet has done their due diligence (2nd and 3rd No Response follow ups) and these lines were not marked by the owner through USA (attached). Trinet requests direction on the relocation/abandonment of these utilities.

- Trinet proposes to move CB#501 two-feet north to avoid the conflict with the existing EMH 7712. Please advise if this is acceptable.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Pending approval by the TJP, a deductive CR will be issued.

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02/28/2011 - Eric Zagol

Following AECOM's review of the Transbay Transit Center Project 50% construction documents (rev. 12/20/10), further review of the Existing Terminal Ramps & Demolition Plans Project construction documents, and AECOM's understanding of the demolition of the existing Terminal "hump" structure and the timing of such demolition, CB#501 is no longer required.

Delete catch basin #501 and associated 10-inch sewer lateral.

<b>U-0102</b>	<b>First St. CB#206 in Conflict with (E) Subsurface Conc. Structure / Duct Bank</b>	<b>Closed</b>	<b>02/23/2011</b>	<b>03/05/2011</b>	<b>03/04/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Nhi Tran	<b>To:</b> Turner Construction Company Michelle Smith	<b>Answered By:</b> Turner Construction Company Daphne Faulkner				

**Co-Author:****REQUEST:**

Reference Sheet U-3009 and attached sketch and photo

During Trinet's excavation for replacement of CB#206 on the northwest corner of First St. and Minna St. (at STA 9+31), they encountered a concrete subsurface structure or concrete encased duct bank not indicated on the contract drawings. The existing catch basin is approximately 30in deep and is constructed on top of the existing concrete structure/duct bank (see attached drawing).

Trinet requests direction on the demolition of the existing catch basin and the installation of the new catch basin CB#206.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Pending approval by the TJP, a deductive CR will be issued.

-----  
03/04/2011 - Eric Zagol

As determined during a site visit on 3/3/11 with Trinet, AECOM and W/O; existing unforeseen conditions including an abandoned sub-sidewalk basement wall along Minna Street, an active sub-sidewalk basement wall for the 100 First St. property, and an abandoned telecommunications concrete duct along First Street create a situation where the installation of a new catch basin would require an extensive amount of unforeseen demolition.





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In lieu of installing a new catch basin barrel to replace existing modify the existing catch basin as follows:

Clean interior walls and bottom.  
Apply 1/2-inch thick uniform layer of mortar on interior walls and bottom.  
Install cast iron trap.  
Install pipe culvert and connect to MH#207 as shown in Plans. New culvert size and invert shall match existing culvert at catch basin. Use ductile iron pipe if depth of cover is less than 3 feet.

U-0102.1	Catch Basin #206 redesign	Closed	04/01/2011	04/11/2011	04/13/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Colin Azevedo	To:	Turner Construction Company	Michelle Smith	Answered By:	AECOM Technical Services Eric Zagol

Co-Author:

#### REQUEST:

Please clarify the following items relating to the re-design of CB#206:

1) The only specification section addressing mortar coating is in 33 31 10 Paragraph 2.1.I, which specifies a "Wet Spray Mortar" application. This process would be cost prohibitive for coating only one catch basin. Trinet proposes the use of "SikaTop 123 Plus" mortar - product data sheets are attached. Please advise if this product is acceptable or specify an alternate material.

2) The RFI response directs Trinet to use ductile iron pipe for culvert runs with less than 3' of cover. If 22.5% DI bends are required to construct the culverts Trinet would prefer to use Mechanical Joint Fittings. Please advise if these are acceptable.

#### SUGGESTION:

Eric Zagol 4/12/2011: 1) SikaTop 123 Plus mortar is acceptable. 2) MJ DIP for 22.5 degree fittings is acceptable for culvert runs with less than 3 feet of cover.

#### ANSWER:

Accept Suggestion: ☐

U-0103	Natoma St. 4in Water Line Conflict with MH#306	Closed	02/24/2011	03/07/2011	02/24/2011	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Nhi Tran	To:	Turner Construction Company	Michelle Smith	Answered By:	AECOM Technical Services Eric Zagol

Co-Author:

#### REQUEST:

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐





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	<p>Reference Sheet U-1113 and U-3113</p> <p>A 4-inch water line runs from east to west on the south side of Natoma from Sta 9+40 to Sta 10+95. At Sta 10+95, the 4-in water line 90degrees into the building at 400 Howard St. This building however, appears to be fed from the existing 8-inch line on 1st St between Howard and Natoma.</p> <p>Is this 4-inch water lateral at Sta 10+95 on Natoma already abandoned? If not, can M Squared abandon it? It is currently in conflict with the proposed location of MH#306, and is also in conflict with the excavation and shoring for the new 30-inch sewer along Natoma (TG04.1).</p>				<p>It is AECOM's understanding that the existing 4-inch lateral is "killed" (not supplying water) however the "killed" lateral may still be pressurized up to the lateral terminal point at the gate valves located on the south side of Natoma Street at Natoma Street STA 10+95.</p> <p>Demolish 4-inch water as indicated on U-1112, U-1113 and U-1120.</p> <p>Prior to demolition:</p> <p>1. Coordinate with SFPUC inspector to confirm 4-inch lateral is "killed".</p> <p>2. Coordinate with SFPUC inspector to confirm that the lateral is not pressurized and that the 4-inch gate valve at Natoma Street STA 9+40 (intersection with existing First Street 8-inch water main) is closed.</p> <p>3. Coordinate with SFPUC inspector and install cap in First Street as shown on U-1120 at Natoma STA 9+55 +/-.</p>		
U-0104	Natoma St. Temporary Sewer Connections at Sta 9+25 and Sta 7+20	Closed	02/24/2011	03/06/2011	03/01/2011	Yes	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Michelle Smith		Answered By: AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference Sheets U-1112, U-1120, U-3012, and RFI#U-0096				Due to existing PG&E duct in conflict caused by PG&E's delay with First St. Phase I relocations, the two 12-inch temporary HDPE connections as proposed are acceptable as an interim condition until PG&E Phase I work is complete and the existing duct in conflict can be demolished per plans.			
In order for M Squared to install the new water main on Natoma Street between Sta 6+40 to Sta 10+00, the existing 3'x5' sewer must first be demolished. The 3'x5' sewer cannot be demolished until the new 24-inch VCP has been installed and connected to the existing sewer on First Street at Sta 9+59. Per sheets U-1112 and U-1120, the new 24-inch sewer is to be constructed after the demolition of the PG&E ducts. However, demolition of the PG&E ducts cannot be completed because PG&E has not completed their relocation work				Daphne Faulkner - Pending approval by the TJPA, a CR will be issued.			
Per RFI#U-0096 (M Squared RFI #009), as confirmed by							



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	<p>PG&amp;E in the field on 02/09/2011, there is a live PG&amp;E duct bank in conflict with MH#305 and the new 24-inch VCP between MH#305 and MH#306, and not due to be decommissioned for at least three months.</p> <p>M Squared proposes to install a 12-inch HDPE pipe from Sta 9+25 to Sta 9+59, and perform a temporary connection to the existing 3'x5' sewer on First Street. Surveys carried out on the electric duct bank at Sta 9+30 on 02/08/11 shows that the bottom of the Duct Bank is approx. 10.8, meaning a 12-inch pipe will fit. In addition, M Squared proposes to perform a temporary connection (also 12-inch HDPE) at Sta 7+20 from the new MH#303 to the existing 3'x5' sewer. This would allow M Squared to demolish the 3'x5' sewer from Sta 7+02 to Sta 9+59, and allow M Squared to install the water from Sta 6+40 to Sta 10+00.</p> <p>M Squared estimates the cost for both of these connections is \$20,000.</p> <p>An expedited response is required to avoid impact to the installation of the water line</p>						
U-0105	Natoma St Duct Bank Conflict at Sta 12+92	Closed	02/24/2011	03/06/2011	03/01/2011	Yes	<input type="checkbox"/>
From: Webcor Construction LP                      Nhi Tran		To: Turner Construction Compan   Michelle Smith		Answered By:AECOM Technical ServicEric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Reference Sheet U-1113, U-1122, U-3013 and attached drawing				Due to existing PG&E duct in conflict caused by PG&E's delay with Fremont St. Phase I relocations, the12-inch temporary HDPE connection as proposed is acceptable as an interim condition until PG&E Phase I work is complete and the existing duct in conflict can be demolished per plans.			
A pothole on Natoma Street at Sta 12+92 confirmed that the duct bank shown on Sheet U-3013 is in conflict with the proposed 30-inch VCP sewer (see attached drawing).							
Per sheets U-1122 and U-1113, the new 30-inch sewer is to be constructed after the demolition of the PG&E ducts. However, demolition of the PG&E ducts cannot be completed because PG&E has not completed their relocation work. Per PG&E's new schedule this work is not scheduled to be completed until 06/31/2011. This would				Daphne Faulkner - Pending approval by the TJPA, a CR will be issued.			



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mean M Squared's work cannot start until after this.

In order for M Squared to continue with their work, M Squared proposes the use of 12-inch HDPE pipe from Sta 12+80 to existing sewer at Sta 13+15 (proposed location of MH#602). Once PG&E has completed their cutovers and the duct bank is abandoned, M Squared will demo the duct bank per specifications and complete the installation of the 30-inch VCP sewer from Sta 12+80 to MH#602.

M Squared estimates the cost for this work is \$15,000.

An expedited response is required to avoid impact to the installation of the sewer and water line

U-0106	First St Sewer MH#502 Adjustment to Avoid Conflict w/ (E) PG&E Duct	Closed	02/25/2011	03/07/2011	02/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Michelle Smith	Answered By:AECOM Technical Service Eric Zagol	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
Reference Sheet U-3021 and attached sketch				The sketch referenced above is based on CCSF DPW Standard #87,184 that shows the minimum reinforcing plan for the connection to the existing 3'x5' brick sewer. Provide reinforcing for connection to 3'x5' per CCSF DPW Standard.			
In order for Trinet to avoid a conflict with the existing PG&E duct along the west wall of their excavation, Trinet adjusted the south end of the MH#502 structure by 7 inches to the east (as shown in attached sketch). MH#502 is still aligned to incorporate the connection to the existing brick sewer, and the alignment of the new 24-inch VCP run is unaffected by this change. Trinet will adjust rebar as required to maintain the required spacing and clearances.				Confirm that the manhole is being constructed per CCSF DPW Standard #87,182 as shown in Detail 10 on U-5001.			
Please confirm if the adjustment of MH#502 is acceptable.				Provide width of west wall and location of reinforcing steel at 3'x5' brick sewer connection and 24-inch VCP sewer connection for review.			

U-0107	AWSS Cap Permit Requirements	Closed	02/25/2011	03/07/2011	02/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Michelle Smith	Answered By: AECOM Technical Service Eric Zagol	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	



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<p>W/O would like to confirm that other than any standard permits required for any excavation in the city of San Francisco, there is no additional permit required by any city agency in order to perform work on the AWSS caps.</p>			<p>Per discussions with Michael Smith SFDPW BOE, there are no additional permits required for AWSS construction beyond the standard permits for constructing utilities within the public right-of-way.</p> <p>Notify CCSF SFFD and SFPUC/SFWD through the TJPA's representative in advance the work to isolate work areas.</p>				
U-0108	FH Relocation on Beale St	Closed	02/25/2011	03/07/2011	02/28/2011	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP      Nhi Tran      <b>To:</b> Turner Construction Compan   Michelle Smith</p> <p><b>Co-Author:</b></p> <p><b>REQUEST:</b>      <b>SUGGESTION:</b>      <b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Reference sheet U-3124 and attached photo</p> <p>See the photo attached. The proposed location for the FH on Beale St at ~Sta 2+20 is in between a driveway for a parking garage and a driveway for a loading dock. Per discussions with Eric Zagol, please confirm the FH is to be relocated to the East side of Beale St as highlighted by the green line on the attached drawing.</p> <p>Please advise.</p>			<p><b>Answered By:</b>AECOM Technical Service Eric Zagol</p> <p>Construct FH lateral and FH on the East side of Beale Street at STA 2+04 as shown on SK-U-0008 attached.</p>				
U-0109	First St Sewer Grade Change To Conform to Existing 3'x5' Brick Sewer	Closed	03/02/2011	03/14/2011	03/03/2011	Potentially	<input type="checkbox"/>
<p><b>From:</b> Webcor Construction LP      Nhi Tran      <b>To:</b> Turner Construction Compan   Michelle Smith</p> <p><b>Co-Author:</b></p> <p><b>REQUEST:</b>      <b>SUGGESTION:</b>      <b>ANSWER:</b>      <b>Accept Suggestion:</b> <input type="checkbox"/></p> <p>Reference Sheet U-3021, U-3009, and attached sketch</p> <p>This RFI confirms modification discussed in the field by Trinet and discussed with the Design Engineer, SFDPW, and W/O personnel. Trinet's field survey shows the existing 3'x5' brick sewer on First Street to be approximately 11-inches lower than the grade depicted on the drawings. Trinet also checked the elevation of the existing SSMH (10-feet north of MH#501) and confirmed</p>			<p><b>Answered By:</b>AECOM Technical Service Eric Zagol</p> <p>Construct MH#502 at First St. STA 4+98 as shown on U-3021 to match the invert elevation of the existing 3'x5' brick sewer, elevation 6.77 as determined in the field by contractor.</p> <p>Construct MH#501 at First St. STA 4+45 as shown on U-3021 with an invert elevation of 7.58 as determined by contractor.</p>				



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that it is approximately 11-inches lower than what is shown on the drawings. Trinet installed MH#502 with invert elevation at 6.77 to match the existing brick sewer at the connection point. The new 24-inch VCP is being installed 11-inches lower than what is shown on the drawings maintaining the design slope of 0.0062. MH#501 will be installed with the invert elevation of 7.58, as shown in the attached sketch.

Please confirm that this design is acceptable. Also, please provide a revised grade for the 24-inch VCP run from MH#207 (Minna St.) to MH#501.

Construct MH#207 per RFI-U100.

Construct the 24-inch VCP sewer from MH#207 (invert elevation 8.67 per RFI U-0100) at a continuous downward slope such that the invert elevation of the 24-inch VCP at MH#501 matches the invert elevation of MH#501 at elevation 7.58.

Based on discussions with Trinet in the field, Trinet reported 11-inches of sediment/sludge/dirt in the existing 3'x5' brick sewer. Please confirm that existing sewer in First Street was cleaned with high velocity hydro cleaning equipment per specification section 33 31 10 3.2 A prior to excavation.

U-0110	Joint Preconstruction Survey Requirement	Closed	03/02/2011	03/12/2011	03/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan   Michelle Smith		Answered By: Transbay PMPC      Derrick Cooper			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Reference Specification Section 01 15 40, 1.5							
Singer has been coordinating W/O access to the adjacent properties for W/O's subcontractors to complete their Joint Pre-Construction survey (Spec. 01 15 40, 1.5). Singer has informed W/O that they were instructed by TJPA Representatives to stop scheduling the joint surveys because TJPA will be conducting one overall survey, instead of having each individual contractor do them.							
The surveys are a specification requirement for current and future subcontractors. Please clarify this specification, moving foward.							

U-0111	Minna St. Joint Trench Conflict with (E) 8" elbow and thrust block	Closed	03/04/2011	03/14/2011	03/09/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan   Michelle Smith		Answered By: AECOM Technical Service   Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	



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	<p>Reference drawing sheet U-3409 and attached sketch.</p> <p>During our excavation for the joint trench on the east end of Minna St. (STA 9+29) Trinet encountered the (E) 8" water main in Trinet's trench line, approximately 1 foot from our termination point. The existing alignment is different from what is shown in the contract drawings. The drawings do not show the water line crossing the joint trench. The alignment and grade of the water main changed in Trinet's excavation to avoid the adjacent catch basin. A 22.5 degree elbow is located in the center of the joint trench excavation. The elbow is rolled up to accommodate the grade change and there is a thrust block under the footing. Trinet does not believe that it would be safe to excavate under the water main for Trinet's duct bank without having the line shutoff. Extending the PG&amp;E ducts to FOC will also place the connection point for PG&amp;E's extension of the duct bank directly under the water main fittings and elbows. There is adequate clearance to install the 4" gas line above the water main and extend it out to FOC per contract. The top of the water main is 49" below FG at the south side of the joint trench, at the location of the gas line.</p> <p>Trinet proposes to terminate the concrete encased duct bank approximately 5 ft. back from FOC. This would allow adequate room for Trinet to mandrel the ducts after the joint trench is installed without undermining the water main. PG&amp;E could then extend their duct bank under the water main to connect to Trinet's water main. Please advise.</p>				<p>Per request to Jason Dunne (W/O) via email on 3/4/11 please provide the following information for review:</p> <p>Horizontal (from a known point i.e. FOC along First St.) and vertical location of "top of water main". Horizontal (from a known point i.e. FOC along First St.) and vertical location of water line at "22.5 degree elbow". Determine if the water main is mechanically restrained with tie rods at each bend in questions. Approximate size of existing concrete thrust block at the "22.5 degree elbow".</p>		
U-0111.1	Minna St Joint Trench Conflict @ Existing Water Line Elbow	Closed	04/18/2011	04/28/2011	04/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo		To: Turner Construction Company      Michelle Smith		Answered By: AECOM Technical Services      Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please find the attached as built drawing of the Joint Trench @ the intersection of Minna St. and First St. where the (E) 8" W main elbow was encountered.				Eric Zagol 4/20/2011: Please provide the information requested in RFI U-0111 response or confirm that the existing water line referenced in RFI U-0111 is mechanically restrained.			



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Construct Joint Trench to limit as indicated in Plans.

Refer to ASI-005 for the Joint Trench extension into First Street.

U-0111.2	Minna St Joint Trench Conflict @ Existing Water Line Elbow	Closed	04/25/2011	05/05/2011	04/28/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP			Colin Azevedo	To: Turner Construction Compan		Gary Krutsch	Answered By: AECOM Technical Service	Eric Zagol
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
Eric Zagol 4/20/2011: Please provide the information requested in RFI U-0111 response or confirm that the existing water line referenced in RFI U-0111 is mechanically restrained.				Eric Zagol 4/26/2011 Proceed pre RFI U-0111.1 response.				
Answer: The waterline is mechanically restrained.								

U-0112	Minna St. Joint Trench, AT&T Vault and Conduit Configuration			Closed	03/08/2011	03/18/2011	03/15/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Nhi Tran	To: Turner Construction Compan		Michelle Smith	Answered By: AECOM Technical Service				Eric Zagol
Co-Author:										
REQUEST:			SUGGESTION:			ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Sheet U-3408						AT&T has reviewed the information and has proposed revisions to the Joint Trench to accommodate the following:				
At the 02/03/2011 Joint Trench Pre-Construction meeting and field walk through, the AT&T inspector expressed concern with the configuration of the AT&T ducts connecting to the AT&T vault at Sta 3+71. The AT&T inspector was specifically concerned with the east side of the vault where all eight 4-inch ducts are shown entering the vault on the one side (north side) of the center line.						1. Revised information from AT&T regarding 555 Mission St. service point of connection, and 2. AT&T preferred Minna St. AT&T vault conduit penetration locations				
Trinet would like AT&T to review the duct configuration connection to the vault as depicted in the contract drawings and provide a revised drawing if they wish to make a change.						Attached SK-U-0009 is a markup of the AT&T Vault at STA 3+71 butterfly drawing indicating conduit penetrations and schematic diagram of conduit alignments. Revised Minna St. Joint Trench Plans are being prepared as part of ASI#3 to address these revisions as well as changes associated with RFI U-0088.				





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U-0113	AWSS Cap on First St. at Howard	Closed	03/08/2011	03/18/2011	03/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Michelle Smith			Answered By: AECOM Technical Services      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Drawing No. AWSS MA-5					Accept Suggestion: <input type="checkbox"/>		
On 03/08/2011, M Squared excavated and exposed the existing AWSS line and gate valve on First St. at Howard. Upon inspection of the existing gate valve, it appears that the gate valve does not have lugs on it. This means that M Squared cannot tie back the proposed 10-inch AWSS cap on the AWSS line.					Michael Smith (SFDPW BOE), AWSS Engineer of record, will provide response directly to PMPC/Turner.		
Please advise on how you would like M Squared to proceed with the cap installation. An expedited response is requested.					----- ----- 03/10/2011 - Daphne Faulkner  Michael Smith (SFDPW BOE), AWSS Engineer of record provided response via email dated 3/9/11. See attached email, RFI response and AWSS Standard Dwg. III.		
U-0113.1	AWSS Strong Backs	Closed	03/17/2011	03/27/2011	03/22/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Company      Michelle Smith			Answered By: Turner Construction Company      Kevin Chiu				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference RFI #U-0113					Accept Suggestion: <input type="checkbox"/>		
On 3/16/2011, M Squared met with Dan Helminiak from SFDW and Michael Smith from BOE to proceed with the AWSS Cap work at First & Howard. As directed in the response to RFI#U-0013, M Squared installed the strong back provided to them. After the strong back was installed, Dan H. and Michael S. determined that the strong backs would not work due to the diameter of the existing valve bell.					See attached file, "RFI U-0113.1 1490J Phase I First Street RFI No. 113.1 BOE Response 03 22 11," dated 03/22/11 for handwritten response per Michael Smith of SFDPW/BOE/Mechanical. Response below was copied into CW:		
M Squared requests direction on how to proceed.					"- Proceed with installation without strong back and tie rods.  - A minimum of 100' of out-of-service AWSS main north of cap at First/Howard streets, and south of cap at Mission/First streets shall remain-in-place.  - Additionally the specified concrete thrust block shall be increased by 3 times the volume and encompass the existing abandoned-in-place line for a distance of 4' downstream of steel plate.  - Strong backs (2) shall be returned to CCSF."		





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U-0114	PG&E Abandonment Schedule for Natoma St. at Second St.	Closed	03/09/2011	03/19/2011	05/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan      Gary Kruttsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			ANSWER:				
Reference Sheet U-1110 and U-2010			Accept Suggestion: <input type="checkbox"/>				
On 03/04/2011, M Squared met with a PG&E representative on site at Natoma and 2nd Street. The PG&E representative confirmed that none of their utilities had been abandoned in the area, and that the PG&E representative would be unable to provide a schedule for this abandonment.			Eric Zagol    3/18/2011    ***5/5/11 UPDATE***				
Per note 2 on sheet U-1110, the services for 77 Natoma and 83 Natoma were to be terminated by Feb 2011. To date, this work does not appear to be completed. In PG&E's letter to the TJPA regarding their schedule, there is no reference to work on Natoma Street at 2nd St.			77 Natoma and 83 Natoma services have been terminated, refer to USR Nos. 11 and 13 as executed by W/O, Turner and PG&E on 4/21/11.				
M Squared is unable to proceed with their sewer and water utility installation on Natoma St. west of shoring wall until PG&E has completed abandonment of their existing utilities.			As of 5/4/11, PG&E estimates that Natoma Street will be de-energized by 5/21/11. Coordinate USRs for the remaining electric ducts with Turner and PG&E.				
Please provide M Squared with an updated schedule for all PG&E's termination/abandonment work at 2nd and Natoma St.			***3/18/11 RESPONSE***				
			Per demolition and construction sequencing shown on sheet U-1110, water and sewer work shall commence after PG&E has completed their Phase I relocations in First St., Natoma St. and existing electric ducts are abandoned by PG&E.				
			PG&E services to 77 Natoma and 83 Natoma have been terminated as part of the Existing Terminal & Ramps Demolition Project. USRs for these services are currently being prepared by the TJPA's Representative (Turner). The USRs shall indicate the service conduits and cables that are abandoned subject to demolition as indicated in sheet U-1110.				
			To facilitate schedule, AECOM has requested PG&E to de-energize Natoma St. to the extent possible in an effort to re-sequence construction of the sewer. PG&E's response and schedule of abandonment is forthcoming.				
			As shown on U-3110 the water line could be constructed prior to PG&E abandoning their facilities. Pothole to confirm the water line can be constructed as shown on U-3110.				
U-0115	AWSS Cap Work Sequence on First St	Closed	03/07/2011	03/17/2011	03/15/2011	Yes	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To:			Answered By:				



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		Turner Construction Compan Michelle Smith			Turner Construction Comp Kevin Chiu		
<b>Co-Author:</b>							
<b>REQUEST:</b> Refer to Sheets MA-5, MA-8  There are two caps that are required to be installed in order to shutdown the AWSS service on First St between Mission to Howard St. Per the construction schedule, both caps were supposed to be worked on simultaneously. Please confirm per a conversation in the field on 03/07/2011 with inspectors Michael Smith (SFDPW) and Dan Helminak (DPW), only one AWSS cap can be installed at a time.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> The below response was copied into Constructware on behalf of Michael B. Smith SFDPW/BOE/Mechanical (see attached, "RFI U-0115 1490J Phase I First Street BOE Response 03 11 11")  "Installing/capping of the AWSS lines at two locations in sequence instead of simultaneously was a decision made by the SFWD/CCD together with SFFD. Please contact Dan Helminiak of SFWD/CDD at (415) 420-4821 for further information" - Michael B. Smith SFDPW/BOE/Mechanical dated 03/11/2011  ----- ----  03/14/2011 - Eric Zagol  Michael Smith from SFDPW BOE will respond to this RFI.			
U-0116	Abandoned 6" Fire Water Service Thru 100 First St Basement Wall	Closed	03/18/2011	03/28/2011	03/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran		To: Turner Construction Compan Michelle Smith		Answered By: AECOM Technical Service Eric Zagol			
<b>Co-Author:</b>							
<b>REQUEST:</b> Refer to sheets U-1109 and U-3109  An abandoned existing 6" fire water service lateral was discovered while demolishing the old 8" water main running down Minna St. The 6" fire water service lateral was not shown on the plans and there were no existing water valve covers to indicate the existence of this line. The abandoned lateral penetrates the foundation wall entering the basement to 100 First St at Station 7+36.  Please provide direction for plugging the void that will be left after 100 First St management removes the 6" water lateral pipe. A roughly 1ft x ft x 1ft deep square opening will remain after the fire water lateral pipe is removed.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Contractor had knowledge of existing abandoned 6-inch fire water service at STA ~7+35.  Existing abandoned 6-inch fire water service at STA ~7+36 was exposed and potholed by Trinet on 11/19/2010 and included in Submittal TG0405-024 Item No: UA0000-020630A01.0 as Pot Hole No. 29.  Cut and plug abandoned 6-inch fire water service in accordance with specification section 02 41 00 3.6 at face of curb along the North side of Minna St.  Please clarify why private property improvements are being requested.			



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U-0117	Natoma St. Future Hydrant Location at Sta 11+79	Closed	03/21/2011	03/31/2011	03/24/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Nhi Tran      To: Turner Construction Compan   Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Reference Sheet U-3113					Accept Suggestion: <input type="checkbox"/>		
Sheet U-3113 shows an 8in x 8in x 6in tee in the new 8-inch water main on Natoma at Sta 11+79. The note on the drawing makes reference to it being used as a future location for a fire hydrant. Sta 11+79 is in front of a loading dock and parking garage on Natoma Street.					As discussed in the field on 3/21/11 with Noel (M Squared) and Dan Helminiack (SFWD), construct tee for future fire hydrant and lateral connection at STA 11+37 (4 ft min. west of existing street light).		
Please confirm that it is intended for M Squared to install the tee in the water main line at this location.							
U-0118	Minna Street Joint Trench, PG&E Duct Routing and Termination Points	Closed	03/24/2011	04/03/2011	04/06/2011	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture      Colin Azevedo      To: Turner Construction Compan   Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Please provide a routing drawing or written clarification of the routing for the PG&E Duct stub-outs in the Minna St. Joint Trench, between First St. and Second St. It is not clear from the plans in all cases where all the ducts extending from stub-outs terminate. Please expedite.					Accept Suggestion: <input type="checkbox"/>		
					Please see the attached sketches clarifying where the ducts extending from stub-outs terminate (/originate).		
					Please note that the 2-2" conduits shown on U-3410 sections C, D, F and G terminate at "stub out reference A".		
U-0119	Minna St. JT_ AT&T Reconfiguration and impact on (E) trees	Closed	03/25/2011	04/04/2011	03/30/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan   Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
The revised drawings for the Joint Trench alignment dated 3/16/2011 show the reconfigured AT&T ducts running through an existing tree well on the east side of the AT&T vault at Stn. 3+71. RFI U-0112 (Minna St, Joint Trench, AT&T Vault and Conduit Configuration) also shows the reconfigured AT&T ducts running through an existing tree well on the east side of the vault. This conduit layout in consistent with discussions with the AT&T inspector in the field was reflected in the shop drawings. The revised					Accept Suggestion: <input type="checkbox"/>		
					Per discussions on site on 3/28/11 with Jack Kelliher (Trinet), Dave Olsen (AT&T), Dave Gibbons (AT&T) and Colin Azevedo (W/O), provide a 22.5 bend at conduit penetration for the 2-4" conduits on the south side of the east to avoid direct conflict. Remove tree grate and frame as required to construct conduit. Restore tree grate, fame, sidewalk curb and gutter. Protect tree and existing irrigation pipes in place.		



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drawings do not address relocation and/or removal of the impacted trees and the related irrigation changes. Please review and advise.

<b>U-0120</b>	<b>MH601 Locatio</b>	<b>Closed</b>	<b>03/28/2011</b>	<b>04/07/2011</b>	<b>04/05/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP		Colin Azevedo	<b>To:</b> Turner Construction Compan		Michelle Smith	<b>Answered By:</b> AECOM Technical Service	
<b>Co-Author:</b>					Eric Zagol		
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>			
Sheet U-3022 shows MH601 @ Sta 0+70 on Fremont Street. This location is also in the middle of the crosswalk on Fremont Street. USA markings show the existing traffic signal conduits crossing thru the center of the manhole. By moving the manhole approx 8', north the conflict with the traffic signal conduits would be avoided and it would also avoid having a manhole cover in a crosswalk. Please advise on how you would like to proceed.				<b>Accept Suggestion:</b> <input type="checkbox"/>			
				Move proposed sewer MH north to STA 77.56 to avoid existing Traffic Signal conduit conflict as shown in SK-U-013 attached. Construct 10-inch CB culvert lateral as shown SK-U-013 attached.			

U-0121	AWSS Caps at Beale Street	Closed	03/31/2011	04/10/2011	04/06/2011	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Michelle Smith	Answered By: AECOM Technical Service		Eric Zagol
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>		
1 - Current bid documents for Trade Group TG04.2R (AWSS system at Mission Street) call for capping of the AWSS system on Beale Street near the intersections with Howard Street and with Mission Street. Because of delays in the bid schedule for TG04.2R, the construction schedule dictates that these caps be completed well before the anticipated start of the TG04.2R field work. Please provide details so as to allow this capping work to be done in advance of the awarding of the TG04.2R scope of work.				Pothole the existing AWSS gate valve at the Beale at Mission street proposed cap location as shown on M-6 (Rev No. 1, 1/31/11) to determine if the existing gate valve has lugs. SFWD to inspect condition of gate valve once excavated, coordinate with SFWD inspector accordingly.				
2 - Please confirm whether the material required to do this work is available at the City of San Francisco.				Details for the capping work at Beale and Mission, and Beale and Howard will be provided following gate valve inspection.				
3 - Please provide direction as to how this scope of work should proceed.								



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<div>This capping is near critical path on the current construction schedule. An expedited response is requested.</div>							
U-0121.1	AWSS Caps at Beale Street	Closed	05/02/2011	05/12/2011	05/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Company Gary Krutsch	Answered By: AECOM Technical Services Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
The AWSS valve at Mission and Beale was potholed on 4/29/2011 per response to RFI#U-0121. It was confirmed that the existing valve does not have lugs.				Eric Zagol 5/4/2011 From Michael Smith (SFDPW BOE);			
Please provide details for capping the AWSS line on Beale.				Refer to attached DWG M-6 Rev 1 with changes made on 05/04/11. Cap is to be tied back to (E) pipe with cast lugs.			
				Eric Zagol 4/5/2011 ***4/19/11 UPDATE***			
				In response to the numbered items above:			
				1. Refer to the attached markups of TG04.2R documents from SFDPW BOE that define the AWSS abandonment/capping scope for Beale Street; MA-6 for the work in Beale St. at Mission St., and MA-10 and MA-19 for the work in Beale St. at Howard St.			
				2. SFWD Inspector Daniel Helminiak has confirmed that the following materials are available at the SFFD Yard:			
				Beale at Mission Street			
				- 1 10-inch DI MJ spigot x GH spigot adapter			
				- 1 10-inch DI MJ flat cap			
				- 1 18-inch x 18-inch x 1-inch steel plate			



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				Beale at Howard Street			
			- 4	10-inch DI stop collar			
			- 2	10-inch DI bell collar			
			- 1	10-inch DI flat cap			
				Coordinate with SFWD Inspector for materials provided by SFWD.			
				3. Proceed with this work per direction from TJPA Representative. Coordinate the shutdown of existing AWSS main in Beale St. with SFWD prior to commencing the work.			
				4. Submit pothole data for review per RFI response provided on 4/5/11 as stated below.			
				*****			
				4/5/11 Response			
				Pothole the existing AWSS gate valve at the Beale at Mission street proposed cap location as shown on M-6 (Rev No. 1, 1/31/11) to determine if the existing gate valve has lugs. SFWD to inspect condition of gate valve once excavated, coordinate with SFWD inspector accordingly.			
				Details for the capping work at Beale and Mission, and Beale and Howard will be provided following gate valve inspection.			

U-0122

M Squared Submittals for TG04 Bid Packages

Closed

04/01/201104/11/201104/11/2011Potentially

From: Webcor Construction LP

Colin Azevedo

To: Turner Construction CompanMichelle Smith

Answered By:Turner Construction CompMichelle Smith

Co-Author:

REQUEST:

SUGGESTION:

ANSWER:

Accept Suggestion:



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Please confirm the following:

Per previous discussions it has been agreed between the TJPA, AECOM, Turner Webcor/Obayashi and M Squared that material submittals approved for use by M Squared in individual bid packages will be considered acceptable for all bid packages M Squared is working on (TG04.1, TG04.3, TG04.4, & TG04.6).

These submittal include:

TG0434-002 - Excavation & Backfill Samples  
TG0434-003 - Excavation & Backfill Test Reports  
TG0434-004 - Excavation & Backfill Compaction & Warning Tape  
TG0434-005 - Shoring Plan  
TG0434-006 - Backfill Material  
TG0434-007 - Water Utilities Distribution Piping & Valves  
TG0434-010 - Asphalt Mix Design  
TG0434-013 - Noise Mitigation Plan  
TG0434-015 - CQC Plan  
TG0434-016 - Health and Safety Plan and MSDS  
TG0434-017 - SWPPP  
TG0434-018 - Debris Management Plan  
TG0434-025 - Cast in Place Concrete  
TG0434-030 - Labor Rates  
TG0404-001 - Sewer Package  
TG0404-002 - Filter Fabric  
TG0404-003 - Concrete Forming  
TG0404-004 - Precast Concrete  
TG0404-005 - Precast Concrete Catch Basin Base

Eric Zagol, 4/4/2011: AECOM suggests that the Construction Manager Oversight (Turner) confirms this RFI.

Guy Hollins, 4/5/2011: Confirmed for all submittals listed with the understanding that no deviations from the previously-approved submittal are allowed without the submission and approval of a separate and new submittal request.

Michelle Smith, 4/11/2011: TJPA has no objection to subcontractors using submittals that were submitted by their OWN company and approved for a previous TG04 Utilities Relocation trade package, as long as the application is the same as the application in the previous trade package.

U-0123 Unknown Fire Service @ 85 Natoma

Closed

04/04/2011 04/14/2011 04/05/2011 Potentially ☐

From: Webcor Construction LP Colin Azevedo

To: Turner Construction Company Michelle Smith

Answered By: AECOM Technical Service Eric Zagol

Co-Author:

#### REQUEST:

While Excavating to install the water line on Natoma from the shoring wall to 2nd Street M Squared encountered an existing fire service going to 85 Natoma. This service is not shown on the drawings and is not in the specifications

#### SUGGESTION:

ANSWER: Accept Suggestion: ☐

SFPUC Customer Service Bureau data shows an active Domestic water, an active Fire water service, and 2 "killed" Domestic water services to 85 Natoma Street.



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as one of the connections to be made to the new line. (See attached) Please advise on how to proceed.			Coordinate with SFWD to confirm and locate the active Fire water line to 85 Natoma Street.				
			Provide information on location, size, and material for review.				
<hr/>							
U-0123.1	Fire Service @ 85 Natoma	Closed	04/11/2011	04/21/2011	04/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Michelle Smith	Answered By: Webcor Construction LP   Colin Azevedo				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Please note that on RFI #U-0123 the location of the fire service was incorrectly drawn. The fire service is actually located around Sta 2+35.				Eric Zagol 4/15/2011: Per response to RFI U-0123, coordinate with SFWD Inspector to confirm the 4" DIP is the active fire water service to 85 Natoma Street.			
M Squared potholed at Sta 2+35 and discovered a 4" ductile iron pipe which is believe to be the active fire service for 85 Natoma Street.				Once confirmed, provide and install 8"x8"x4" tee and 4" gate valve.			
Please advise.				Connection to existing 4" DIP fire service by SFWD. Excavate and shore for connection in accordance with the contract documents. Coordinate with SFWD Inspector for connection by SFWD.			
<hr/>							
U-0124	Conflict Between New 24" Sewer and existing AWSS Line on Beale	Closed	04/07/2011	04/17/2011	04/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Michelle Smith	Answered By: AECOM Technical Service   Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
M Squared has confirmed that the 14" AWSS Line shown on sheet U-3024 is in conflict with the proposed 24" VCP on Beale Street. The AWSS line is shown on the plan view but not on the elevation view on sheet U-3024.				Eric Zagol   4/26/2011: Construct temporary 2-10" VCP and new SMH as shown on revised U-3024 (rev 2 4/26/11) and SK-U-0018. Construct SMH #701 to allow for future 24" VCP connection as indicated.			
M Squared also shot the elevation of the existing sewer manhole. The elevation is 4.60, and not 4.70 as shown on the plans. The invert of the 14" AWSS is 6.2. (See attached)				Relocate AWSS line in Howard St., not included in package. Design forthcoming potentially to be included in TG04.2R.			
Please advise.				Following relocation of the AWSS line, construct 24" VCP sewer per contract documents.			





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<hr/>							
U-0124.1	Conflict Between 24" Sewer and AWSS Line on Beale	Closed	07/07/2011	07/17/2011	03/27/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo                      To: Turner Construction Compan Gary Krutsch			Answered By:Turner Construction Comp Jeff Thiel				
Co-Author:							
REQUEST: Per the response to RFI#U-0124 a design to relocate the AWSS line @ Howard and Beale is forthcoming. Please advise the status of this design.		SUGGESTION: Eric Zagol 7/20/2011 Design is being performed by SFDPW BOE and will be tracked and issued via a forthcoming ASI. Schedule will be discussed with SFDPW BOE on 7/22/11. An update will be provided in the RUP OAC on 7/26/11.		ANSWER:            Accept Suggestion: <input type="checkbox"/> RFIs U-128.2 and U-124.1 were responded to in July of 2011 and provided temporary solutions to utility conflicts with a full resolution planned to come via future ASI. ASI 21, which addresses these issues, was uploaded to Constructware on 3/21/12 by Eric Zagol for design approval. A CR for this work will be issued in the near future.			
<hr/>							
U-0125	Precast Catch Basin Bases	Closed	04/08/2011	04/18/2011	04/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo                      To: Turner Construction Compan Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST: In lieu of a cast in place base per CCSF DPW Standards, M Squared would like to propose the use of a precast catch basin. The catch basin barrel is attached to the precast base and it comes as one single unit. Before installing the precast catch basin base with barrel, M Squared will place a minimum 6" compacted level layer of crushed rock as the sub base. The proposed material specifications are attached. Please confirm if this method is acceptable.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Eric Zagol 4/12/2011 Precast catchbasin base is approved with conditions specified. The 5 foot catchbasin barrel shall be attached to the base section to form a monolith structure with the same dimensions, compressive strength and reinforcement as the CCSF DPW Standard cast in place base. Provide a minimum 6" level layer of uniform compacted crushed rock as the sub base.			
<hr/>							
U-0126	Existing Brick Man Hole @ Second and Natoma In Conflict With Joint Trench	Closed	04/11/2011	04/11/2011	04/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo                      To: Turner Construction Compan Michelle Smith			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST: While potholing the Second St. Joint Trench crossing		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Eric Zagol 4/12/2011: Confirm existing abandoned			



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	<p>Trinet encountered an existing brick sewer man hole which is in conflict with the joint trench alignment. The manhole is not shown on the plans and had been paved over. The manhole also appears to have been previously abandoned. See the attached sketch and photograph detailing the location of the manhole.</p> <p>Please advise on how to proceed.</p>						<p>sewer manhole is filled with slurry grout to 4 feet below rim elevation.</p> <p>Demolish and remove existing abandoned sewer manhole as required to construct the Joint Trench to an elevation 1-foot below bottom of Joint Trench. Backfill and restore in accordance with contract documents.</p>
U-0127	Minna Street Sewer Manhole #201 in Crosswalk	Closed	04/11/2011	04/21/2011	04/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Michelle Smith	Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
<p>Plan Sheet U-3007 shows MH#201 to be installed in the center of the crosswalk @ Minna and Second Street. The City of San Francisco typically avoids locating manholes in crosswalks, whenever possible, for ADA considerations. Please advise if MH#201 should be installed outside of the crosswalk.</p>				<p>Eric Zagol 4/13/2011: Sewer manhole location can not be adjusted due to an existing 8-inch Water and 4-inch HP Gas main. Construct manhole at the location per Plans.</p> <p>In lieu of CCSF DPW Standard MH cover, provide an ADA complainant cover that meets the following specifications:</p> <p>1. MATERIAL - The cast iron shall be in accordance with ASTM "Standard Specifications for Gray Cast Iron Castings" Designation A 48, Class 30. The tinsel strength shall be considered the primary test for qualification.</p> <p>2. FINISH- STANDARD FINISH SHALL BE RAW, AS CAST, AND YIELD A MINIMUM COEFFICIENT FOR FRICTION OF .6 OR BETTER IN WET OR DRY CONDITIONS.</p> <p>3. CASTINGS - SHALL BE FREE OF BLOW HOLES, FLASHING, GRIND MARKS, AND OTHER SURFACE BLEMISHES.</p> <p>4. Cover shall incorporate a "pic-hole" for lifting purposes.</p> <p>5. ADA COMPLIANCY- CASTINGS SHALL HAVE HOLES NO GREATER THAN ½" IN THE DOMINANT DIRECTION OF MOTION, NO VERTICAL RISE OF GREATER THAN ¼", IF THE RISE IS GREATER THAN ¼" THE RISE/RUN RATIO NEEDS TO BE 1;2 AND THE MAXIMUM HEIGHT SHALL BE 1/2".</p> <p>6. Cover shall BE MADE TO FIT EXISTNG FRAMES</p>			



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OR be MACHINED to FIT EXITING FRAMES PER SFDPW STANDARD PLAN 87,190. 7. Cover should be MADE of quality EQUAL TO OR GREATER then THE PRODUCTS MADE BY D&L Foundry or Equal, see attached product data sheet.							
U-0128	AWSS Conflict with Sewer on Fremont	Closed	04/11/2011	04/21/2011	04/19/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Michelle Smith	Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST: A pothole at Sta 0+52 has confirmed that the existing AWSS line is in direct conflict with the proposed sewer on Fremont Street. The drawings show a 4" HPW line at invert elevation 13.0. Measurements taken in the pothole reveal a 14" HPW line at invert elevation 8.4. At this elevation the HPW line is in direct conflict with the proposed VCP sewer. Please advise.		SUGGESTION:	ANSWER:            Accept Suggestion: <input type="checkbox"/> Eric Zagol 4/19/2011 A temporary connection between MH #601 and (E) MH in Howard Street is being considered as an option. Please confirm the invert elevation of the (E) MH at Howard St. (Fremont St. STA 0+29.5) is EL 6.4 as shown on U-3022.				
U-0128.1	AWSS Conflict with Sewer on Fremont	Closed	04/11/2011	04/21/2011	04/26/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Michelle Smith	Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST: M Squared has confirmed the invert elevation for the existing manhole at station 0+29.5 Fremont St. is EL 6.4 as shown on U-3022.  Please adivse.		SUGGESTION:	ANSWER:            Accept Suggestion: <input type="checkbox"/> Eric Zagol 4/25/2011: In reference to RFI U-0128 and U-0128.1, construct temporary 15" VCP from SMH #601 to existing SMH at STA 0+29.50 as shown on attached SK-U-0016 and SK-U-0017. Construct SMH #601 to allow for future 30" VCP connection as indicated in SK-U-0016.  Relocate AWSS line in Howard St., not included in package. Design forthcoming potentially to be included in TG04.2R.  Following relocation of the AWSS line, construct 30" VCP sewer per contract documents.				



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U-0128.2	AWSS Conflict with Sewer on Fremont	Closed	07/07/2011	07/17/2011	03/27/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Gary Krutsch		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author:							
REQUEST: Per the response to RFI#U-0128.1 a design to relocate the AWSS line @ Howard and Fremont is forthcoming. Please advise the status of this design.		SUGGESTION: Eric Zagol    7/20/2011 Design is being performed by SFDPW BOE and will be tracked and issued via a forthcoming ASI. Schedule will be discussed with SFDPW BOE on 7/22/11. An update will be provided in the RUP OAC on 7/26/11.		ANSWER:            Accept Suggestion: <input type="checkbox"/> RFIs U-128.2 and U-124.1 were responded to in July of 2011 and provided temporary solutions to utility conflicts with a full resolution planned to come via future ASI. ASI 21, which addresses these issues, was uploaded to Constructware on 3/21/12 by Eric Zagol for design approval. A CR for this work will be issued in the near future.			
<hr/>							
U-0129	Sewer Conflicts @ Second and Natoma	Closed	04/13/2011	04/25/2011	04/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Michelle Smith		Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST: M Squared is unable to excavate/shore/install the 18" VCP from the existing manhole at Sta 0+45 to MH#301 at Sta 0+81 as shown on sheet U-3010. While excavating for the sewer installation M Squared encountered several unknown utilities which were unmarked and not shown on the contract drawings. Also, some of the known utilities are at different locations and elevations than indicated on the drawings. Due to the quantity and proximity of these utilities it is not possible excavate and shore between MH#301 and the existing MH at Sta 0+45. Additionally PGE have yet to relocate their gas and electric utilities out of the area of the proposed MH#301. See attached drawings illustrating M Squared's pothole findings. Please advise on how to proceed.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Eric Zagol    4/27/2011: AECOM has reviewed the information provided and requests a meeting with W/O and M Squared to review the data, review the demolition and construction sequencing shown in AECOM plans, and further understand why excavation and shoring is not possible.			
<hr/>							
U-0129.1	Sewer Conflicts @ Second and Natoma	Closed	05/02/2011	05/12/2011	06/03/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Gary Krutsch		Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST: Per response to RFI#U-0129 Webcor/Obayashi, M Squared and AECOM met on 4/29/2011 and discussed why the sewer line between MH#301 and the existing manhole at Sta 0+45 could not be installed with normal		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Eric Zagol    6/2/2011 Revised contract documents will be provided via ASI 011 to address conflicts between MH#301 and STA 0+45.			



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	<p>means and methods. M Squared remove the plates from their investigative pot hole trench on 5/2/2011 for AECOM to further review and understand the existing conflicts.</p> <p>Please provide AECOM's findings from these meetings and provide direction on how to proceed with the sewer installation in this location.</p>						
</							



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	<p>Please note terminating the duct bank 3' outside the west wall of MH 1319 will leave the end of the ducts directly under the 24" high pressure water main. This may create an issue with future access to complete the duct bank by PG&amp;E.</p> <p>Please advise.</p>			<p>1319 West wall; PG&amp;E would like the conduit capped and left 6 feet short (or 1-foot clear of existing 24-inch water, whichever is greater) of the vault with concrete encasement 15 feet short of the vault.</p> <p>1318 North wall; PG&amp;E would like the conduit capped and left 3 feet short of the vault with concrete encasement 15 feet short of the vault.</p> <p>The new termination points shall be considered as the limit of new conduit installation at EMH 1319 and 1318.</p>			
U-0132	Minna St Sewer Pressure Test	Closed	04/20/2011	04/30/2011	04/27/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo		To: Turner Construction Company      Gary Krutsch		Answered By: AECOM Technical Services      Eric Zagol			
Co-Author:		SUGGESTION:		ANSWER:      Accept Suggestion: <input type="checkbox"/>			
REQUEST:				Eric Zagol    4/26/2011: Test sewers in accordance with the contract documents. See specification sections:			
				034010 3.1 E			
				CCSF DPW Standard Section 319 Low Pressure Testing per 333110 1.2 A.			
				333110 1.4 C			
				333110 3.7			
				333110 3.8 B			
				333110 3.9			
				Provide TJPA Representative and SFDPW inspector 72 hours of advanced notice prior to testing.			



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U-0132.1	Sewer Main Pressure Test	Closed	05/07/2011	05/17/2011	05/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan   Gary Krutsch			Answered By:AECOM Technical Service   Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Trinet has been advised by Mission Clay (the VCP manufacture) that the hydrostatic test described in the SF Standard Specification Section 319.02 is primarily for cast iron or ductile iron pipe and is not recommended for clay pipe. The National Institute of Clay Pipe and Mission Clay recommend a low pressure air test in accordance with ASTM C 828. See attached copy of ASTM C 828. Trinet proposes using this low pressure air test in lieu of the 10psi hydrostatic test called for in the standard specifications. The low pressure air test will allow test on pipe runs with no service laterals ie: MH501-502, 206-207, 203-204, 202-201. Please advise if this is acceptable.					Accept Suggestion: <input type="checkbox"/>		
With regards to the three remaining pipe runs that have lateral connections, please provide direction of how to plug the laterals if required to test the main lines.					=====UPDATE 5/23/2011=====		
					Kevin Chiu   5/23/2011 Below are links to devices for testing newly installed sewer pipes, specifically for main lines with active lateral connections that have been suggested within conversations between SFDPW, SFPUC and AECOM		
					<a href="http://newsite.cherneind.com/pneumatic/Long_Test_Ball_MS2_Test_Ball/">http://newsite.cherneind.com/pneumatic/Long_Test_Ball_MS2_Test_Ball/</a>		
					<a href="http://www.munipipe.com/chemical_grouting.html">http://www.munipipe.com/chemical_grouting.html</a>		
					<a href="http://veoliaes-is.com/Services/Environmental-and-Waste-Management/Total-Sewer-Management/Chemical-Grouting">http://veoliaes-is.com/Services/Environmental-and-Waste-Management/Total-Sewer-Management/Chemical-Grouting</a>		
					Whether or not the contractors decide to utilize these devices is still up to them, as these are suggestions, not specifically required devices to be used for testing. It is the contractor's responsibility to perform testing on newly installed main lines, laterals, and manholes with their own means and methods while still protecting new and existing utilities.		
					=====		
					Eric Zagol   5/10/2011 ASTM C828 air test is an acceptable method to test sewer pipe in lieu of hydrostatic testing.		
U-0133	Minna St Joint Trench Configuration and Alignment, Sta 2+24 to 1+62	Closed	04/20/2011	04/30/2011	04/26/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan   Gary Krutsch			Answered By:AECOM Technical Service   Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
During the installation of the AT&T ducts between Sta 2+24 and 1+62 the AT&T inspector, Juan, instructed Trinet to remove two bends from the duct bank. AECOM					Accept Suggestion: <input type="checkbox"/>		
					Eric Zagol   4/21/2011 Please provide the referenced "attached...revised AT&T duct routing" for review.		





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U-0133.1	Minna St Joint Trench Configuration and Alignment, Sta 2+24	Closed	04/26/2011	05/10/2011	05/02/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Colin Azevedo <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> AECOM Technical Service      Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> During the installation of the AT&T ducts between Sta 2+24 and 1+62 the AT&T inspector, Juan, instructed Trinet to remove two bends from the duct bank. AECOM was contacted and approved the layout in the field prior to Trinet proceeding. Attached is the revised AT&T duct routing required by the inspector.  Please confirm the revised joint trench alignment is acceptable.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Eric Zagol    5/2/2011 Alignment of the AT&T ducts is acceptable as shown in the sketch provided.		
U-0134	Water Department Tie In Conflict at Howard and Beale	Closed	04/26/2011	05/06/2011	05/02/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Colin Azevedo <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> AECOM Technical Service      Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> The SF Water Department has determined they are unable to perform the water tie in at the south west corner of Howard and Beale because of a conflict with the existing sewer sludge force main. M Squared has pothole the line and confirmed it is the existing 10" concrete encased sewer sludge force main.  Please advise.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Eric Zagol    4/29/2011: Cut and remove a section of the existing 10-inch sludge line to allow SFWD to perform the water main connection. Coordinate with SFWD to determine the extent of the existing sludge line to be removed.  Plug the ends of the existing 10-inch sludge line with concrete per 02 41 00 3.6 A.  The existing sludge line to the north will be demolished per TG04.6.		





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The connection of the new sludge line to the existing sludge line (south) per TG04.6, shall be made south of the plug.							
U-0135	4" Water Service @ 1st and Natoma	Closed	04/27/2011	05/07/2011	05/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan	Gary Krutsch Answered By:AECOM Technical ServiceEric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
While excavating for the 6" service connection to the new water line on First Street at Sta2+25 M Squared located an additional 4" ductile iron service that is connected to the existing water main. This 4" line is not shown in the contract documents.				Eric Zagol 5/2/2011 Retap the existing 4" service to 500 Howard St. Coordinate service location with SFWD inspector. Submit piping plan showing the 4", 6" and 1" services for review.			
SFWD records show this to be a live service and would like for this to be tied into the new main.				Kevin Chiu 5/4/2011 Pending approval by the TJPA, a CR will be issued.			
There is now no point of connection on the new water line to receive this 4" service.							
Please advise.							
U-0135.1	4" Water Service at First and Natoma	Closed	05/09/2011	05/19/2011	05/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan	Gary Krutsch Answered By:AECOM Technical ServiceEric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
In response to RFI #U-0135, see attached piping plan, as requested in RFI response.				Eric Zagol 5/10/2011 With the understanding that the 12" main, 12" GV, 6" service and 1" service are already installed, furnish and install 4" GV and DIP service and connect to 12" main per piping plan.			
Once approved M Squared will coordinate with SFWD to perform the work.							
**An expedited response is required as this is holding up all other water work on Natoma Street**							



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U-0136	Existing Water Bypass @ Howard and Fremont	Closed	05/03/2011	05/13/2011	05/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Gary Kruttsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
While planning for the water tie in at Howard and Beale the Water Department discovered that there is an existing bypass line that will connect the existing water system (which is to be abandoned) to the new water system. This bypass is not shown on the plans. The Water department has requested that the existing bypass be excavated and plated so it can be cut and capped while they have the line shut down for the tie in on the new system at Howard and Beale the night of 05/04/2011.					Accept Suggestion: <input type="checkbox"/>		
Please advise.					Eric Zagol    5/4/2011 RFI is not accurate and locations are incorrect.		
					Based on a field meeting with W/O ,SFWD Inspector and AECOM on 5/3/11, SFWD identified an unforeseen existing bypass pipe and gate valve that connects the existing 8-inch main in Fremont Street (to remain) to the existing 8-inch main in Howard Street (to be abandoned). The existing 8-inch main in Howard Street will be abandoned once the new 12-inch main is Howard is active.		
					Once the new 12-inch main in Howard Street is placed into service and the existing main is abandoned, the existing bypass and gate valve from the existing 8-inch active Fremont main will be connected to the abandoned Howard Street main. To mitigate the situation the SFWD proposes to cut and cap the existing bypass such that the existing Fremont main is not connected the abandoned main in Howard Street.		
					Coordinate with SFWD to locate existing bypass and define the limits of excavation required to cap the existing bypass.		
					Excavate to expose bypass. Shore and plate per specifications. Restore per specifications.		
					Cutting and capping of the existing bypass will be by SFWD.		
					Kevin Chiu    5/4/2011 Pending approval by the TJPA, a CR will be issued.		
U-0137	Verizon Ductbank conflict w/MH 701	Closed	05/03/2011	05/13/2011	05/10/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Gary Kruttsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							



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**REQUEST:**

M Squared's sewer potholing on Beale (Sta 0+30) has indicated a conflict between an existing Verizon duct bank and MH# 701 on Howard Street. See attached drawing. The ductbank is approximately 18" wide x 18" deep. It is 2'4" to the top and it is slurry encased. Verizon underground locators have confirmed that this is live and serves Charles Schwabb building south of Howard on Beale Street. Please advise.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Eric Zagol 5/10/2011 Unforeseen condition, Verizon utility not shown in existing utility survey.

As suggested by Noel of (M Squared) during a site visit on 5/3/11 with W/O and AECOM, based on Noel's discussions with Mike Roybal (Verizon Field Engineer) and confirmed by AECOM based on follow up discussions with Mike Roybal (Verizon) and Pam Brown (Verizon), coordinate with Verizon and remove existing concrete encasement from existing duct to expose conduit in area of conflict. As directed in the field by Verizon, remove concrete encasement around duct from area in conflict to adjacent Verizon manhole. Move and support exposed Verizon conduit as required and directed by Verizon to construct manhole.

Coordinate with Mike Roybal (Verizon) at (415) 716-6736 such that a Verizon representative is present during the Verizon duct concrete encasement removal, moving and support install.

Restore Verizon duct to match existing concrete encasement following completion of sewer manhole.

<b>U-0138</b>	<b>Temporary Telecom Pole Layout in Lot N and N'</b>	<b>Closed</b>	<b>05/09/2011</b>	<b>05/19/2011</b>	<b>05/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Joanne Filipas	<b>To:</b> Turner Construction Compan	Gary Krutcs	<b>Answered By:</b> AECOM Technical Service			

Eric Zagol

**Co-Author:****REQUEST:**

Reference attached layout and submittal package#TG0406-014:

Due to the future use of lot N and N' prime, the temporary telecom poles must be relocated. The attached sketch indicates the proposed layout of these poles which has been coordinated with AECOM. Submittal Package#TG0406-014 has been submitted for formal approval of the pole locations.

Please confirm relocating the poles is acceptable.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Eric Zagol 5/10/2011 The pole alignment changes requested by CMGC along with additional requests from Telecommunications companies has required a pole and pole placement redesign. An ASI has been generated for the redesign with a CR forthcoming.





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	<p>removes the old water line on Beale Street in order to install the new sewer, it is possible that there will be a constant flow of water in the old line.</p> <p>The suggestion from Dan is to cap the old water line on Howard Street so that When M Squared removes the old line on Beale Street there will be no possibility of water flow. A cap on the line at Howard would also confirm for definite that the old line on Howard and Beale Street is "abandoned".</p> <p>Please provide direction for capping the existing water line on Howard so the sewer installation on Beale can proceed.</p>						
U-0140	Proposed Changes by BLHP to S/L Conduit Run @ 2nd & Minna	Closed	05/11/2011	05/21/2011	05/20/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Colin Azevedo To: Turner Construction Compan Gary Krutsch				Answered By: AECOM Technical Service Eric Zagol		
	Co-Author:						
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:			
	<p>During a field meeting on 5/10/2011 with Eric Zagol, AECOM and Robert Kawano, BLHP to discuss the alignment of the conduit run from 2nd St to the relocated S/L pole @ Stn 2+89, Robert Kawano asked that a splice box be installed in the sidewalk downstream from the connection point to PG&amp;E's manhole. The box would serve as the connection point for BLHP to PG&amp;E's power supply from 2nd St for the street light. Because of an existing sidewalk basement, which is located along the north side of Minna, east of 2nd St., it was agreed in the field that the splice box should be placed in the sidewalk just west of the new fire hydrant located @ Stn 0+93. There is already a pocket constructed in the sidewalk basement to accommodate the fire hydrant and Trinet will locate the splice box within this pocket structure. A sketch is attached depicting the proposed alignment of the conduit run and the additional splice box as discussed in the field. Please confirm this is acceptable.</p>		<p>Eric Zagol 5/19/2011 Per BLHP's request, furnish and install a CCSF DPW precast pullbox, cover, and lid per CCSF DPW Standard Plans and Specifications between the PG&amp;E supply point and the relocated street light pullbox along Minna Street east of Second Street.</p> <p>Location; confirm that a sidewalk pullbox will fit in the knock out space above the 121-123 Second St. sidewalk basement adjacent to the newly installed fire hydrant prior to construction.</p> <p>Maintain minimum bends in conduit run per Specification 33 71 00.</p>				
U-0141	Street Light Connection Point at Second and Minna	Closed	05/16/2011	05/26/2011	05/20/2011	Potentially	<input type="checkbox"/>



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<hr/>							
<b>From:</b> Webcor Construction LP		Colin Azevedo	<b>To:</b> Turner Construction Company Gary Krutsch		<b>Answered By:</b> AECOM Technical Services Eric Zagol		
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
In the response to our RFI # U-0016, Trinet was directed to connect the street lighting conduit on the west end of Minna into PG&E MH #1319 on 2nd St. At a field meeting on 5/10/11 with Eric Zagol and Robert Kawano, to discuss the alignment of the street lighting run for the relocated light on the west end of Minna, Eric advised that PG&E was contemplating a change in the connection point for this conduit run from MH 1319 to MH 1320. MH #1320 is located to the south of 1319 and further west towards the middle of 2nd St. Please confirm the connection point on 2nd St for the street lighting conduit.				***5/26/11 UPDATE***  Supply point has been confirmed as PG&E EMH 1320. Coordinate connection location with PG&E Field Engineer.  Eric Zagol 5/19/2011 Related to Joint Trench changes and PG&E's de-energization of Minna Street after the response to RFI U-0016 was provided, PG&E has revised their electrical plans with respect to EMH 1319 and has indicated that the preferred location for new street light power would be EMH 1320.  In accordance with U-3201 Note 7, AECOM considers this RFI as the request to coordinate connections with BLHP and PG&E through the TJPA representative for new street light circuit connections. AECOM and the TJPA Representative are in the process of coordinating Street Light Service Orders with BLHP and PG&E. Once the Service Order is processed the final connection point will be provided.			
<hr/>							
U-0142	Concrete Specifications for Sidewalk Replacement @ 555 Mission	Closed	05/16/2011	05/26/2011	05/18/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP		Colin Azevedo	<b>To:</b> Turner Construction Company Gary Krutsch		<b>Answered By:</b> Turner Construction Company Kevin Chiu		
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
The sidewalk concrete @ 555 Mission (on Minna) is not the typical San Francisco sidewalk mix design. It is a colored concrete with what appears to be a sandblasted finish. Please provide the concrete specifications for repair and/or replacement of the sidewalk in this area.				Kevin Chiu 5/18/2011 Sidewalks shall be constructed of a dark gray, Hi-con @ 5 lbs. per cubic yard carbon black based concrete finish, with 25 to 30 lbs. per 100 square feet of silicon carbide sparkle grains. The surface of the concrete shall be washed and rinsed using a stiff brush, and if necessary shall be sandblasted to remove the concrete surrounding the aggregate to minimum depth of 1/8 inch.			
<hr/>							
U-0143	Demolition of PG&E Duct Bank Alongside (N) 18" Sewer Main on Minna	Closed	05/16/2011	05/26/2011	05/20/2011	Potentially	<input type="checkbox"/>



<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
From: Webcor Construction LP	Colin Azevedo	To: Turner Construction Compan	Gary Krutsch	Answered By: AECOM Technical Service	Eric Zagol		
Co-Author:							
REQUEST:	During excavation and shoring for installation of the 18" Sewer main along Minna St., between the (E) electrical vault @ Stn 1+80 (demolished) and (N) manhole # 201, Trinet was unable to save the entire length of the existing PG&E duct bank (currently abandoned), which runs along the south side of the sewer trench. Between stations Stn 0+95 and 1+25 (approx.) the duct bank had veered into the sewer trench and had to be demolished - see attached sketch. Please review and advise.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Eric Zagol 5/19/2011 U-1107 (rev 2 3/16/11) indicates that the existing 6-4" PG&E duct is to be protected in place.  2 of the 6 existing 4" conduits will be utilized by PG&E to provide temporary construction power to W/O Skids 1 and 2 along Minna Street.  Mandrel existing conduits east of STA 1+25 to STA 1+70 (where new conduit caps were to be installed per contract) to confirm that the existing conduits that were to be protected in place have no blockages.  Coordinate with PG&E as STA 0+95 is exposed to determine which 2 of existing 4" conduits will be utilized for temporary construction power.  Furnish and install 2-4" conduits concrete encased to replace those that were removed during sewer construction. Connect new conduits to existing that will remain to provide temporary construction power.			

U-0143.1	(E) PG&E Duct Bank from EMH #1320 to Demolished EMH #1355	Closed	06/14/2011	06/24/2011	06/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Colin Azevedo	To: Turner Construction Compan	Gary Krutsch	Answered By: AECOM Technical Service	Eric Zagol		
Co-Author:							
REQUEST:	After further investigation of the existing PG&E duct bank between EMH #1320 and demolished EMH # 1355 (@ Anchor & Hope), Trinet found that there is only one unobstructed conduit between the two manholes. The unobstructed conduit is the one that already had a pull rope in place. Trinet had demolished a section of this conduit during excavation for sewer MH # 201 because it was in conflict with the shoring. Trinet replaced the damaged section (approx. 8 LF) on Saturday 6/1, and reconnected the pull rope in the conduit run. A sketch of the conduit run, depicting the section replaced, is attached. Please review and advise if one 4" conduit will be adequate from EMH #1320 to the west end of		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/> Eric Zagol 6/14/2011 PG&E plans to use the existing conduit package to provide temp power to Skids 1 and 2. Mike Balmy of PG&E was notified and has confirmed that only 1-4" unobstructed conduit is required between EMH1320 and the cap at demolished EMH1355 for future temp power service.			





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	demolished EMH #1355.						
U-0144	PGE Vault conflict with 24" VCP on Beale	Closed	05/17/2011	05/27/2011	05/20/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo To: Turner Construction Compan Gary Krutsch			Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
PG&E confirmed the location of the inside of the east wall of PG&E manhole 1702 at Howard and Beale Street. Allowing for a 12" thick wall, the vault will be in conflict with the proposed alignment of the future 24" VCP, even with moving the alignment 1' further east as directed in RFI U-0124. The conflict could be avoided by moving the alignment another 6" further east. However this will cause a conflict between manhole #701 and the existing 14" AWSS. Additionally the Verizon duct bank conflict increases(RFI#U-0137). Please advise.					Accept Suggestion: <input type="checkbox"/>		
					Eric Zagol 5/19/2011 As discussed in the field on 5/18/11 with Jason Dunne (W/O) and Noel McCarthy (MSquared) the exact location of the existing PG&E MH outside wall and the existing AWSS is currently unknown.		
					Adjust locations of MH#701, MH#702, MH#704 and sewer alignment east as required (~6" as mentioned) for the 24" VCP installation (new and future) to avoid the existing PG&E MH however not in conflict in conflict with the existing 14" AWSS line.		
					Note, the existing AWSS line will be abandoned North of Beale Street STA 1+10.		
					Confirm alignment (2-10" VCP and future 24" VCP) will clear existing AWSS valve at STA 0+70.		
U-0144.1	PG&E Vault conflict with 24" VCP on Beale	Closed	06/30/2011	07/10/2011	07/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jonathan Flaming To: Turner Construction Compan Gary Krutsch			Answered By:Turner Construction Comp Kevin Chiu				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
In response to RFI U-0144, please note that M Squared confirms the following:					Accept Suggestion: <input type="checkbox"/>		
2-10inch VCP and future 24inch VCP will clear existing AWSS Valve at Sta 0+70.					Kevin Chiu 7/1/2011 RFI does not request additional information.		





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U-0145	Sludge Main Conflicts with Existing Utilities	Closed	05/17/2011	05/27/2011	05/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo                      To: Turner Construction Compan   Gary Krutsch			Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Please see attached pothole results for the new sludge main on Mission Street. Due to the quantity and location of existing utilities, and utility vaults/manholes it will not be possible to install the new 12" sludge main on Mission Street as shown on the contract drawings.					Accept Suggestion: <input type="checkbox"/>		
Please advise.			Eric Zagol 5/18/2011 Please indicate which utilities were marked via the USA ticket and or those identified by other means.				
<hr/>							
U-0145.1	Sludge Main Conflicts with existing utilities	Closed	05/18/2011	05/28/2011	06/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo                      To: Turner Construction Compan   Gary Krutsch			Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
In response to RFI# U-0145, see attached with notes. M Squared has marked what utilities were located via USA markings and what ones have been located via the contract drawings. There are also several unknowns that could not be identified.					Accept Suggestion: <input type="checkbox"/>		
			Eric Zagol 6/7/2011 Revised contract documents will be provided via ASI 012 to address sludge line conflicts in Mission St.				
<hr/>							
U-0146	Proposed Pavement Reconstruction Plan for Minna Street	Closed	05/17/2011	05/27/2011	05/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo                      To: Turner Construction Compan   Gary Krutsch			Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Please find the attached sketch detailing Trinet's proposed pavement reconstruction plan for Minna St., between 1St to 2nd Streets. Please review and advise.					Accept Suggestion: <input type="checkbox"/>		
			Eric Zagol 5/23/2011 AECOM has reviewed the sketch provided and has the following comments in accordance with Contract requirements:				
			Confirm existing utilities to be demolished as shown on Demolition Plans have been demolished per Plans prior to final street restoration. Provide FULL street restoration, curb to curb, in Minna St. West of the CDSM shoring wall (~STA 2+25) to Second Street in accordance with Contract requirements (DPW ORDER NO. 178,940 [superseding DPW ORDER 176,707] per specification SECTION 32 12 17) Construct Curbs in accordance with DPW Std. Plan 87,169				



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				Construct Driveways in accordance with DPW Stnd. Plan 87,171 Construct Joints for Concrete Pavement Base in accordance with DPW Stnd. Plan 87,174 Per Contract specification SECTION 32 12 17, reconstruct curb returns at Second and Minna Per DPW ORDER NO. 178,940 (superseding DPW ORDER 176,707) Regulations for Excavating and Restoring Streets in San Francisco Section 9.4 B. Excavation affecting curb returns, stated as follows:  1. Any excavation (including trenchless technology) encroaching upon any part of an angular corner requires the installation or reconstruction of curb ramp(s) at the affected corner to current standards by the Permittee. Permittee's are encouraged to contact BSM Inspection Division to determine if curb ramps within a project are compliant or must be replaced at least 45 days prior to the commencement of any work.  2. Curb ramps must be constructed in accordance with current City standards (Drawing Nos. 55,017 Rev. 3; 55,017.1, 55,018 Rev.3; 55,018.1; 55,018.2; 55,018.3 "Exception to Standard Curb Ramps") (Appendix 5).			
U-0146.1	Proposed Pavement Reconstruction	Plan for Minna Street	Closed	05/27/2011	06/06/2011	05/27/2011	Potentially <input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan	Gary Krutsch	Answered By: AECOM Technical Service		
Co-Author:		Eric Zagol					
REQUEST:		SUGGESTION:		ANSWER:	Accept Suggestion: <input type="checkbox"/>		
Attached, please find a sketch detailing Trinet's revised pavement reconstruction plan for Minna St., between 1St to 2nd Streets, which incorporates Balfour Beatty's request that Trinet stop the new pavement section 5' north of centerline of the CDSM shoring wall (2' north of demarcation line).				*** 5/31/11 Revision ***			
				Restore entire width of Minna street using concrete road base and ACWS curb to curb in accordance with Contract drawings and DPW Order No. 176,707 (and latest revision 178,940) Section 11.			
		5/27/11 Response:					





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	confirm pavement reconstruction can proceed per the attached detail..			ACWS between STA 2+30 and First Street shall be based on U-5101 Detail 6 and the limit of excavation required to do perform the Demolition and New utilities work in Minna Street. Conform to final saw cut lines as indicated in Detail 6.			
U-0147	Existing Top-Of-Curb Grades @ Minna Driveways for 575 Mission Building	Closed	05/27/2011	06/06/2011	06/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan Gary Krutsch	Answered By:AECOM Technical Service Eric Zagol				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:            Accept Suggestion: <input type="checkbox"/>				
The existing driveways entering the 575 Mission St building, are depressed between 2 ½" to 3" below the adjacent top-of-curb and sidewalk grades - see attached drawing depicting the driveways. This condition seems to be a consequence of repeated overlaying of Minna street, which has resulted in a curb height in many areas far less than the City standard of 6 inches. The street grade along the north side of Minna along the 575 Mission building ranges from 3 ½ to 4 ½ inches below top-of-curb grade.			Eric Zagol 5/31/2011 Restore pavement along existing curbs and driveways along the north side of Minna St. in accordance with Contract drawings and DPW Order No. 176,707 (and latest revision 178,940) Section 12 to match existing flow line elevations at curbs and driveways shown on U-1001. 6-inch curb and driveways along Minna St. will be reconstructed at a later date as part of the Transit Center Project.				
Trinet has been directed in the field by Jason Chin, and by the Engineer in RFI #U-0146, to construct the new roadway with finish grade at curb line 6" below top-of-curb grade. This is consistent with City standard plan # 87,169. The new roadway grades will result in 3" to 3 ½" of exposed curb height at the driveways to 575 Mission, which is considerably deeper than the 1" called for in the San Francisco standard plans for driveway construction (plan # 87,171). It will also not be possible to raise the street grade at the driveways without impeding road runoff drainage and causing ponding.							
Please review and advise.							
U-0148	Pavement Reconstruction Plan for West End of Minna Street - Stn 2+15 to 2nd St	Closed	05/27/2011	06/06/2011	06/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan Gary Krutsch	Answered By:AECOM Technical Service Eric Zagol				



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Co-Author:

**REQUEST:**

Please provide a pavement reconstruction drawing, or typical cross section detail, for the west end of Minna St from Stn 2+15 to 2nd St. Trinet had planned to reconstruct the street in this area from curb to curb. We find however, that there is a grade difference of approximately 6 inches between top-of-curb on the north side of the street and the south side, with the south side being at the higher grade. The construction detail approved in RFI #U-0146 (Trinet #094) cannot be utilized in this area, because the street already has a cross slope of approx. 2% from south to north.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Eric Zagol 6/7/2011 See response to RFI 146.2

U-0149

**MH#701 Conflicts with existing utilities**

**Closed**

**05/27/2011**

**06/06/2011**

**06/09/2011**

**Potentially** ☐

**From:** Webcor Construction LP

Colin Azevedo

**To:** Turner Construction Compan Gary Krutsch

**Answered By:**AECOM Technical Service Eric Zagol

Co-Author:

**REQUEST:**

The 14" AWSS line west of MH#701 was found to be constructed thru the roof of the existing 3x5 sewer. Several bends were used in the AWSS line construction and these bends included lugs and tie rods. As a result of the presence of these tie rods and fittings we can now not move MH#701 any further west. To install the new 24" VCP in a straight line (perpendicular to MH wall), and in order to get by the existing PGE MH we will have to pour the pipe wall and 2" of the internal diameter of the pipe into the west wall of MH 701. Please advise on how to proceed.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Eric Zagol 6/8/2011 Deflect VCP pipe joints in accordance with ASTM C425 (max 1.8 degrees per joint) to allow for 6" of deflection to avoid the existing PG&E MH and connect to MH#701 as shown in the attached SK-U-0019.

Confirm in the field that 6" deflection will allow the 24" VCP to be clear of the MH wall.

U-0149.1

**MH#701 Conflicts with existing utilities**

**Closed**

**06/30/2011**

**07/10/2011**

**07/01/2011**

**Potentially** ☐

**From:** Webcor Construction LP

Jonathan Flaming

**To:** Turner Construction Compan Gary Krutsch

**Answered By:**Turner Construction Comp Kevin Chiu

Co-Author:

**REQUEST:**

In response to RFI U-0149, please note the following:

M Squared confirms that 6inch deflection of the VCP will allow the 24inch pipe to be clear of the manhole wall.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Kevin Chiu 7/1/2011 RFI does not request additional information.



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U-0150	Proposed Correction to Field Condition Report 40C	Closed	05/31/2011	06/10/2011	06/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Gary Krutsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Please see the attached detail from Trinet Construction Inc for their proposed solution to mitigate the incorrect installation of CB203 identified in Field Condition Report 40C.					Accept Suggestion: <input type="checkbox"/>		
Please advise if the proposed solution is acceptable.					Eric Zagol    6/1/2011 The proposed solution has been reviewed and approved by SFDPW BOE and is acceptable. Construct catch basin as shown in the Trinet proposed construction detail attached to CR40C. Construct the clean out on the cast iron trap such that it is accessible from above for maintenance via removal of the grate . Coordinate inspection during installation with DPW BCM inspector through the TJPA's Representative.		
U-0151	Additional Sewer Lateral Connection for 100 1st Street	Closed	06/02/2011	06/12/2011	06/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Gary Krutsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Trinet has discovered an additional sewer lateral for the 100 1st Street building which was not connected to the new 24" sewer main - see attached sketch. The lateral is located at sta. 7+09 and services a single toilet and the rear of the building. This lateral was not shown on the plans and there was no vent in the sidewalk to indicate the existence of a lateral. Trient potholed the lateral in the sidewalk and a 4" cast iron lateral, a 4" cast iron trap and a 4" cast iron vent pipe capped 2' below grade. Please confirm Trinet is to tie the lateral into the new 24" sewer main on Minna. Also, please advise what is to be done with existing cast iron trap and vent pipe assembly which are not up to current DPW standards.					Accept Suggestion: <input type="checkbox"/>		
					Eric Zagol    6/8/2011 In accordance with U-3000 General Note 12, contractor was to verify that there are no active sewer lateral connections to the existing sewer prior to sewer demolition.		
					Please provide the elevation of the existing sewer lateral and the location of existing 4" cast iron vent pipe for review.		
					Renewal of this lateral will be discussed with TJPA and 100 First St. property owner, final direction forthcoming.		
U-0151.1	Additional Sewer Lateral Connection	Closed	06/29/2011	07/09/2011	07/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Jonathan Flaming      To: Turner Construction Compan      Gary Krutsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
This is a follow-up to the request by the Engineer in his response to W/O RFI #U-0151 (Trinet RFI #097) for					Accept Suggestion: <input type="checkbox"/>		
					Eric Zagol    7/5/2011 In reference to RFI-151 and 151.1:		



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	<p>additional information relating to the 2nd sewer lateral connection for the 100 1st St building. Trinet also clarifies the issue of the existing 4" trap on the line, which was raised in the original RFI.</p> <p>The sewer lateral is located @ Stn. 7+09 and the invert elevation of the 4" cast iron sewer lateral pipe at face-of-curb is 14.6'. The elevation for the top of the new concrete encased ductbank @ Stn 7+09 is 13.85'. The sewer lateral was therefore not in conflict with the new joint trench utilities.</p> <p>With regards to the existing 4" trap on the line, Trinet checked with the SF Plumbing department which advised that a 4" cast iron trap was adequate for a 4" sewer lateral. The existing trap was therefore in compliance with the SF plumbing code. Trinet advised Jason Chin of this in the field and he agreed that the trap did not need to be replaced.</p> <p>The 4" cast iron vent pipe for the trap did not extend to street level but was capped-off approximately 18" below grade. Per field discussions with Jason Chin, Trinet extended the trap vent piping to grade and installed a street vent frame &amp; cover in the sidewalk.</p>						<p>1. Reconnect existing lateral to new 24" Minna St. sewer in accordance with SFDPW Standard Plan 87,196.</p> <p>2. Extend fresh air inlet and air inlet cover to existing sidewalk grade.</p>
<hr/>							
U-0152	Alternate Manhole Testing Method	Closed	06/02/2011	06/12/2011	06/07/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Gary Krutsch		Answered By:AECOM Technical Service Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
Spec section 03 40 10 3.1 E directs the contractor to test all manholes hydraulically by exfiltration testing. M Squared proposes the use of the vacuum method of testing manhole sections instead of the above method (See attached) This vacuum method is in accordance with ASTM C1244.				Eric Zagol    6/7/2011 Vacuum method in accordance with ASTM C1244 is acceptable for testing of sewer manholes.			
Please advise if this is acceptable.							





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U-0153	Concrete Slab and Rail Ties Conflict with Sludge Line on Howard	Closed	06/03/2011	06/13/2011	06/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Gary Krutsch			Answered By: AECOM Technical Service      Eric Zagol				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
While potholing for the sludge line alignment along Howard Street between Beale and Main at Sta 18+00 and Sta 19+42 M Squared discovered the presence of wooden rail ties and concrete slab (see attached photos). These are possibly the same ties and slab that M Squared encountered while installing the water line on TG04.3. They are in direct conflict with the proposed location of the new sludge line along Howard Street. Please advise.					Accept Suggestion: <input type="checkbox"/>		
					Eric Zagol    6/21/2011		
					*** 6/21/11 Update ***		
					Based on follow up discussions with W/O and M2, and further understanding of the extents of the concrete slab and wooden rails ties found further West (Howard and Fremont streets TG04.3), remove and dispose of concrete and wooden rail ties as required to construct 12" sludge line.		
					Eric Zagol    6/8/2011 Pothole at STA 18+00 to determine the extents (southern and northern) of the concrete slab and wooden rail ties.    Submit pothole data for review.		
U-0154	Electrical Service for Street Lights on Natoma	Closed	06/08/2011	06/18/2011	09/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Gary Krutsch			Answered By: Webcor Construction LP      Chris Lotti				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Per Sheet U-1120 the electrical service feeding the street lights on Natoma is to be demolished, see attached. This conduit has been exposed through the investigative trenching process on First, confirmed dead and remove. As a result the existing street lights on Natoma are without power. There are no details provided in the plans for reestablishing power to these street lights now that the demo is complete.			Eric Zagol    6/20/2011 Natoma Street street light power renewal to be addressed via ASI 014 forthcoming.		Accept Suggestion: <input type="checkbox"/>		
Please advise.					Change Request No. U-043R1 -Renew Natoma Street Light Power Supply (ASI No. 014) [30100.03] - Force Account issued 9/13/2011.		
U-0155	AWSS Cast In Place Concrete Testing	Closed	06/20/2011	06/30/2011	06/28/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Jonathan Flaming      To: Turner Construction Compan      Gary Krutsch			Answered By: Turner Construction Comp      Kevin Chiu				
Co-Author:							





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<b>REQUEST:</b> The AWSS Specification section 03300-2, Cast-In-Place Concrete 1.5 C (Quality Assurance) states that the concrete testing will be performed by an agency employed by the TJPA.  However, 03300-10, 3.9 B (Field Quality Control) states that the concrete testing will be performed by the City Testing and Inspection Agency.  Please advise who will be performing the cast in place concrete testing.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Kevin Chiu   6/28/2011 The TJPA employed testing agency will provide concrete testing per 03300-2, 1.5C.  Michael Smith's (SFDPW) response, "TJPA can have testing performed or set funding in place for testing by SFDPW's testing lab," dated and signed on 6/27/11 (see attached).			
<hr/>							
U-0156	Sink Hole under road base at MH#701	Closed	06/21/2011	07/01/2011	06/22/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jonathan Flaming		<b>To:</b> Turner Construction Company   Gary Krutsch		<b>Answered By:</b> AECOM Technical Services Eric Zagol			
<b>Co-Author:</b>							
<b>REQUEST:</b> While excavating for MH#701 M Squared discovered what appears to be a large void under the street base adjacent to the west wall of the MH#701. We estimate the void to be approximately 3' wide and 12' long. This may be a hazard as the street base may collapse at some point in the future.  Please advise how you would like to proceed.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Eric Zagol   6/22/2011 Unforeseen existing condition not clear if directly related to the Relocation of Utilities Project work.  AECOM suggests that the existing pavement be removed over the area of the sink hole and conditions be evaluated.  Once existing utilities are determined to be secure, backfill with a sand cement slurry and restore pavement in accordance with SFDPW Standard Plans and Specifications.  Kevin Chiu   6/22/2011 Coordinate repair of sink hole with TJPA representative. Repair work to be paid under CR U-039			
<hr/>							
U-0157	Pressure Testing for Sewer Manhole #'s 501 & 502 on 1st St.	Closed	06/28/2011	07/08/2011	07/08/2011	Potentially	<input type="checkbox"/>



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	<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> This RFI is a follow-up to discussions in the field with AECOM and the SFDPW Inspector and Trinet, regarding Trinet's inability to perform a pressure test on sewer manholes 501 & 502 on 1st St. due to field conditions. MH #502 is constructed around the existing 3x5 brick sewer on one side (per SF Standard Plan #87,184) and Trinet has no means of plugging the brick sewer effectively to withstand a pressure test.  In the case of sewer MH #501, the original design was similar to MH #502 and a pressure test would not have been possible. The revised design (see attached drawing) includes a temporary 24" corrugated PVC pipe stub extending south from the manhole and connecting to the existing 3x5 brick sewer. The inside of the temporary 24" pipe stub is also corrugated, and therefore cannot be sealed with an inflatable pipe plug, as would be required to perform a pressure test of the manhole structure.  Please confirm that a pressure test will not be required for sewer manholes 501 & 502 on 1st St.	<b>To:</b> Turner Construction Compan  <b>SUGGESTION:</b>			<b>Answered By:</b> AECOM Technical Service <b>Accept Suggestion:</b> <input type="checkbox"/> Eric Zagol 7/8/2011 Confirmed. Pressure tests for sewer manholes #501 and #502 are not required due to the restrictive conditions.		
U-0158	MH #301 Location	Closed	07/15/2011	07/25/2011	07/20/2011	Potentially	<input type="checkbox"/>
	<b>From:</b> Webcor Construction LP <b>Co-Author:</b>  <b>REQUEST:</b> During our sewer work at 2nd and Natoma M Squared discovered that the Telecom Vault shown on the drawings is in fact significantly larger in the field than is shown on the plans. In order to be able to shore for MH#301 construction M Squared has had to move the location of MH four (4) feet east along Natoma. As a result the jack and bore alignment is now a few inches south of what is shown on the plans.  Please confirm that these adjustments are acceptable.	<b>To:</b> Turner Construction Compan  <b>SUGGESTION:</b>			<b>Answered By:</b> AECOM Technical Service <b>Accept Suggestion:</b> <input type="checkbox"/> Eric Zagol 7/20/2011 Adjustments proposed are acceptable.  Since the adjustment pushes the MH and cover into the crosswalk path of travel, in lieu of CCSF DPW Standard MH cover, provide an ADA complainant cover that meets the following specifications:  1. MATERIAL - The cast iron shall be in accordance with ASTM "Standard Specifications for Gray Cast Iron Castings" Designation A 48, Class 30. The tinsel strength shall be considered the primary test for qualification. 2. FINISH- STANDARD FINISH SHALL BE RAW, AS		

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U-0159.1	Conflict with Sludge Line Conflict on Mission	Closed	08/26/2011	09/05/2011	09/13/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jacob Giannandrea To: Turner Construction Company Gary Krutsch			Answered By: AECOM Technical Services Eric Zagol				
Co-Author:							
REQUEST: In response to RFI U-159. See attached pothole findings from remaining potholes on Mission street. Also included is pothole data for Sta 17+28 and Sta 17+50.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> In response to RFI U-159 and 159.1:  For 12" Sludge FM on Mission at Beale St., information provided shows an existing unforeseen concrete wall 23" from the face of curb, the proposed 12" Sludge FM is shown 1' from the curb. Construct 12" Sludge FM between face of curb and existing concrete wall.		
U-0159.2	Unknown Concrete Structure Sludge Line Conflict	Closed	09/15/2011	09/15/2011	09/21/2011	Yes	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo To: Turner Construction Company Steve Cunningham			Answered By: AECOM Technical Services Eric Zagol				
Co-Author:							
REQUEST: In response to RFI U-159.1 There is not adequate space between the face of curb and the unknown concrete structure in order for a welder to be able to weld the bells of each piece of pipe. Please advise on how to proceed.			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Eric Zagol 9/18/2011 Demolish existing unknown concrete structure south of proposed alignment between STAs 17+25 to 17+75 as required at joints to facilitate welding. Expose unknown structure at joints, identify sections to be demolished and coordinate with TJPA Representative prior to structure demolition.  Jeff Thiel 9/21/2011 Pending approval by the TJPA, a CR will be issued.		
U-0160	Location of Existing Sludge Force Main on Beale Street	Closed	07/29/2011	08/08/2011	08/02/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo To: Turner Construction Company Gary Krutsch			Answered By: AECOM Technical Services Eric Zagol				
Co-Author:							
REQUEST: M Squared has potholed for the sludge line on Mission Street at Beale at the location shown on the attached drawing. They have been unable to locate the existing 10" FM that they are to tie the new 12" sludge main into. The (E) Force Main is not in the location shown on the contract			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Eric Zagol 8/2/2011 The existing 10" sludge FM in the vicinity bends down (~45+) to get under the existing 3'x5' sewer in Mission St. Record drawings show the depth of the 10" sludge FM where potholed at around 5', north of the 45 degree vertical bend.		



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	drawings. See attached pothole findings. Please advise on how you would like to proceed.						



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Please direct M Squared how to proceed.							
U-0161	Unknown Concrete Structure in Investigative Trench	Closed	07/29/2011	08/08/2011	08/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Gary Krutsch		
Co-Author:		Answered By:AECOM Technical Service					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
M Squared discovered an obstruction in the Beale Street investigative trench on station 2+55 approximately 25' west of centerline. The obstruction appears to be a 2'-3' thick concrete wall starting directly below the street base and extending down to an unknown depth. M Squared began demoing the obstruction yesterday believing it was part of a concrete encased PG&E trench. It is now known it is not part of any duct package. Please advise on how you would like to proceed.				Eric Zagol 8/1/2011 Unknown non utility structure. A similar structure was found in AECOM's subsurface investigation trench at Beale Street Station 2+80.52 as shown in Specification Section 020630 Appendix A.			
				Protect in place. Non utility structures (i.e. walls) within zone of CDSM shoring wall and Transit Center footprint are to be removed by Buttress/Shoring/Excavation (BSE) contractor.			
U-0162	Manhole #602 Orientation	Closed	08/03/2011	08/13/2011	08/09/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jonathan Flaming	To: Turner Construction Compan		Gary Krutsch		
Co-Author:		Answered By:AECOM Technical Service					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
The PG&E manhole at Station 2+55 is actually further south than is shown on the drawings. As a result of this the new water main on Natoma Street was installed in a different alignment than shown on the drawings. In order to excavate and shore for the new Manhole #602, without damaging the new water main M Squared will have to install the manhole at a different alignment than what is shown on the plans. M Squared will maintain the correct internal manhole dimensions per DPW standard drawings.				Eric Zagol 8/9/2011 Construct sewer MH #602 to avoid existing water main as shown in the sketch provided. Maintain internal manhole dimensions, wall thickness, and steel reinforcement per DPW Standard Plans #87,182.			
Please confirm this is acceptable.							
U-0163	Utilities Demolition Plan	Closed	08/04/2011	08/14/2011	08/24/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jonathan Flaming	To: Turner Construction Compan		Gary Krutsch		
		Answered By:AECOM Technical Service					



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**Co-Author:****REQUEST:**

The submittal TG04.4 - UG1020-024100B01 Utilities Demolition Plan was returned to M Squared marked "Revise & Resubmit".  
The review note was: Please provide demo and sequencing plan per specification 02 41 00 Part 1.3A.

M Squared is unable to acquire the necessary utility abandonment schedules from the utility companies concerned.  
Please provide us with a schedule showing when each of the utilities is to be abandoned by the relevant agencies.  
Once this has been provided M Squared will be able to provide the sequencing plan per the specifications.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

The intent of the submittal comment was to reference specification section 024100 1.3A requiring the contractor to submit a utilities demolition and construction sequencing plan showing commencement, order, sequence and completion dates for approval prior to commencing with the demolition of existing utilities. The schedule submitted didn't include sequencing of the new work.

<b>U-0164</b>	<b>Beale Investigative Trench Limits</b>	<b>Closed</b>	<b>08/09/2011</b>	<b>08/19/2011</b>	<b>08/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jonathan Flaming	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> Webcor Construction LP	Jonathan Flaming		

**Co-Author:****REQUEST:**

Sheet U-1008 shows the limits of the investigative trench on Beale Street (south of Mission St) to be 56' in total. 41.1' from center going west and 14.9' from center going east.  
By going 14.9' from center with the eastern portion of the investigative trench M Squared will not encompass the existing water line and the existing AWSS line as they are outside the limits of the 14.9'.

Please direct M Squared how to proceed.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Eric Zagol 8/9/2011 Excavate investigative trench in accordance with contract documents as shown on U-1008. Demolish, cap and plug existing 12-inch water and 10-inch HPW (AWSS) as shown on Sheet U-1125.

<b>U-0165</b>	<b>Sewer Lateral to 92 Natoma</b>	<b>Closed</b>	<b>08/09/2011</b>	<b>08/19/2011</b>	<b>08/10/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Jonathan Flaming	<b>To:</b> Turner Construction Compan	Gary Krutsch	<b>Answered By:</b> AECOM Technical Service	Eric Zagol		

**Co-Author:****REQUEST:**

While installing the new sewer on Natoma Street from 2nd to the shoring wall M Squared noticed that the sewer lateral to 92 Natoma is a new VCP lateral and has been installed in the last 12 months.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Eric Zagol 8/10/2011 It is acceptable to protect existing lateral and provide a permanent connection to the new 24-inch VCP main in lieu of replacing the lateral as shown on Plans.





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	<p>The contract drawings show M Squared replacing all sewer laterals on Natoma from 2nd to the shoring wall, however this lateral appears like it does not require replacing.</p> <p>Jason Chin (BCM) has been made aware of this issue.</p> <p>Please confirm it is acceptable to leave this lateral in place and perform permanent connection to the new 24" VCP main.</p>						
					Notes		
					Please provide credit for contract work not completed.		
U-0166	Broken Culvert Pipe Encountered in Utility Demolition Trench on Fremont St.	Closed	08/19/2011	08/29/2011	08/24/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Colin Azevedo	To: Turner Construction Compan   Gary Krutsch	Answered By: AECOM Technical Service Eric Zagol				
Co-Author:							
	REQUEST:	SUGGESTION:	ANSWER:            Accept Suggestion: <input type="checkbox"/>				
	During trenching for demolition of the electrical ductbank along the east side of Fremont St Trinet crossed a 10" culvert pipe (@ Stn 5+05) from the existing catch basin on the east side of the street at Stn 5+05. The section of clay pipe exposed is cracked in several places and half the bell of an exposed joint is missing. Please advise if the owner will need the broken pipe section replaced before the trench is backfilled.		Replace damaged pipe section per direction of SFPUC inspector prior to trench backfill.				
U-0167	Culvert Run to MH#306	Closed	08/22/2011	09/01/2011	08/24/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP                      Jacob Giannandrea	To: Turner Construction Compan   Gary Krutsch	Answered By: AECOM Technical Service Eric Zagol				
Co-Author: M Squared Construction, Inc.                      Aidan Foley							
	REQUEST:	SUGGESTION:	ANSWER:            Accept Suggestion: <input type="checkbox"/>				
	See attached sketch.		Connect new 10" SD culvert from CB#306 to SMH#306.				
	Please confirm that it is acceptable to tie the 10" culvert run into the new MH#306 instead of running the culvert to the existing MH.		It is no longer necessary to connect existing 3'x5' brick sewer to SMH#306 as shown on U-5001 Detail 6. Abandon in place existing 3'x5' sewer and existing sewer MH at STA ~2+40 in accordance with CCSF DPW Standards.				
	If this change is acceptable please advise if it is necessary to connect the existing 3'X5' sewer to MH 306 or if the existing sewer should be abandoned.						





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U-0168	TJPA Composite Utility Drawings	Closed	08/31/2011	09/10/2011	10/05/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Jacob Giannandrea <b>To:</b> Turner Construction Compan      Gary Krutsch			<b>Answered By:</b> Webcor Construction LP      Colin Azevedo				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		
Sheet MA - 12, Note 4 refers to TJPA Composite Utility Drawings for that area. M Squared currently has composite utility drawings for trade packages TG04.3, TG04.4, TG04.6, and TG04.1. M Squared does not have composite utility drawings for the TG04.2 project.					Eric Zagol 9/15/2011 TJPA does not have existing utility composite drawings for this area. SFDPW BOE has information and records provided by utilities in response to a notice of intent that can be provided to the TJPA for use as reference.		
Please provide these drawings.					Jeff Thiel 10/3/2011 SFDPW BOE has provided the documents referenced in Eric Zagol's original response to this RFI.		
					These documents have been uploaded to Constructware and can be found in the following File Director path: Sitework & Utilities\5 Program Coord\30 Utilities\Notice of Intent\...		
					If the files are too large to open in Constructware they can also be found on the FTP site by following this link:		
					<a href="ftp://ftp.tjpa.org/Document%20Control/11011824/">ftp://ftp.tjpa.org/Document%20Control/11011824/</a>		
					Log In Instructions		
					1. Enter case-sensitive Username (public) and Password (PublicFTP1)		
					2. Select View\Open FTP Site in Windows Explorer		
					3. Drag file(s) to your desktop		
					Note: Please do not open files while logged in the FTP		

U-0169	CB#703 Location	Closed	09/01/2011	09/01/2011	09/07/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP      Colin Azevedo <b>To:</b> Turner Construction Compan      Steve Cunningham			<b>Answered By:</b> AECOM Technical Service      Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>		



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	<p>See attached photo showing conflict with location of new CB#703 and unknown underground concrete structures. They appear to be the same structures discovered in the investigative trenches on Beale Street.</p> <p>Please confirm that it is acceptable to put the new CB in the same location as the existing CB which has been removed.</p>						<p>It is acceptable to construct CB#703 in the same location as existing.</p> <p>Please coordinate the depth of the sewer culvert with proposed PG&amp;E Phase II work as shown on U-2037. Submit proposed culvert profile with elevations of the existing PG&amp;E electrical ducts as pot holed that are to be capped in Phase I (U-1125) and connected to in Phase II (U-2037).</p>
U-0169.1	CB#703 Location	Closed	11/15/2011	11/25/2011	11/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Steve Cunningham		Answered By: AECOM Technical Servicε Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
<p>- CB#703 was constructed in the location of the existing catch basin.</p> <p>- See attached profile with culvert elevations. Culvert was installed deeper as several utilities were lower than shown on the drawings.</p> <p>- Per M Squaredj;s response to comments made in the RFI #U-0181, one of the duct banks shown on the drawings could not be located and was not as shown on the drawings. The alignment of the other duct bank is also different than what is shown on the drawings. (See attached) The depth of this duct bank at the point where M Squared capped it (3' south of the unknown concrete structure) was 6' 8" to the top. Its location/alignment beyond that point are unknown.</p>				<p>Please provide the invert elevation of constructed 10" culvert at CB#703. Based on the sketch provided in the RFI169.1, the 10" culvert was reversed slope. A culvert with reversed slope is not acceptable.</p>			
U-0170	Duct bank Demo on Natoma	Closed	09/15/2011	09/25/2011	09/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Steve Cunningham		Answered By: AECOM Technical Servicε Eric Zagol			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
<p>M Squared has determined in the field that the duct bank highlighted which is to be demolished, is in fact</p>		<p>Eric Zagol   9/18/2011 U-1110 indicates removal of existing PG&amp;E duct to facilitate construction of the 8-</p>		<p>U-1110 indicates removal of existing PG&amp;E duct to facilitate construction of the 8-inch Water and Sewer</p>			



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	<p>underneath the curb and gutter. In order to demolish it per the plans M Squared will have to remove the curb and gutter and possibly a portion of sidewalk. See attached.</p> <p>Please confirm whether you would like the duct bank removed and repour the curb and gutter after demo, or leave the duct bank in place and repair the portion of curb and gutter damaged while locating the duct bank.</p>	<p>inch Water and Sewer MH #301 . If existing duct as highlighted is not in conflict with new utilities then the existing duct may be abandoned in place.</p> <p>Cap existing duct at RUP/BSE demarcation line per ASI 15.</p> <p>Provide photos showing location of duct, duct, and curb and gutter damaged at the area indicated for repair for review.</p> <p>Jeff Thiel 9/19/2011 Pending approval by the TJPA, a CR will be issued.</p>					
<b>U-0170.1</b>	<b>Duct Bank Demo on Natoma</b>	<b>Closed</b>	<b>09/21/2011</b>	<b>10/01/2011</b>	<b>10/05/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Colin Azevedo		<b>To:</b> Turner Construction Compan Steve Cunningham		<b>Answered By:</b> AECOM Technical Service Eric Zagol			
<b>Co-Author:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/>			
<b>REQUEST:</b> In response to RFI #U-0170, see attached photos. Approx 20' of curb and gutter to be repaired. Sidewalk remained undamaged and does not require repair. Please advise if M Squared is to repair this portion of curb and gutter.				<p>Eric Zagol 9/27/2011 Per response to RFI 170, please provide data (i.e. photos, survey and etc.) that supports the statement that the existing duct bank was found beneath the existing curb and gutter.</p> <p>Contract plans show the existing duct south of the curb and gutter. The curb and gutter should have been protected in place during excavation. If curb and gutter to be protected in place was damage during the course of work please restore to match existing per 01 15 40 and contract documents.</p>			
<b>U-0170.2</b>	<b>Duct bank Demo on Natoma</b>	<b>Closed</b>	<b>11/18/2011</b>	<b>11/28/2011</b>	<b>12/01/2011</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Colin Azevedo		<b>To:</b> Turner Construction Compan Steve Cunningham		<b>Answered By:</b> Turner Construction Comp Jeff Thiel			



U-0172	City Furnished Gate Valves	Closed	09/20/2011	09/30/2011	10/05/2011	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Colin Azevedo		<b>To:</b> Turner Construction Company Steve Cunningham		<b>Answered By:</b> Turner Construction Company Jeff Thiel			
<b>Co-Author:</b>  <b>REQUEST:</b> Specifications direct the contractor to provide a clear distance between the pipe flanges that consists of the gate valves laying length plus ½" not including the thickness of the gaskets to be installed. In order to do this M Squared will need the dimensions of all City furnished gate valves.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel    10/4/2011 Michael Smith's (SFDPW) response,  "Please refer to attached manufacturer's drawings for laying lengths of gate valves. These laying length dimensions were confirmed on 10/04/2011."			



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Please provide cut sheets for all valves provided by SFWD for this project.

dated and signed on 10/04/11 (see attached).

U-0173	Valve control panel pick-up	Closed	09/24/2011	10/04/2011	10/05/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Steve Cunningham	Answered By:Turner Construction Comf Jeff Thiel	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
M Squared's supplier, Control Systems West, have been coordinating with SFWD regarding which of the City's panels will be used for the TG04.2 project. Tom Reid with SFWD has designated 3 panels to be used for this project. These panels are to be picked up at SFWD, transported to Control Systems West for testing, programming etc and then returned to the job for use at 3 of the valve locations. As the panels have been selected M Squared would like to begin the process of getting the panels to their supplier so they can begin the work.				Jeff Thiel 9/26/2011 Contact Bill Gunn at (415) 706 0688 or WGunn@sfwater.org			
				Per Section 01 10 40, Coordination, Article 1.6 C, this RFI does not fall under the acceptable uses for an RFI as it is not being used for an interpretation of the Contract Documents.			
				RFIs used for questions regarding coordination will be rejected in the future.			
Please provide the name and contact information for the person with whom M Squared can coordinate the pick up of the 3 units.							

U-0174	AWSS Antenna location at Location 1	Closed	09/27/2011	10/07/2011	10/11/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Steve Cunningham	Answered By:Turner Construction Comp; Jeff Thiel	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:			Accept Suggestion: <input type="checkbox"/>
On drawing MA-20 regarding location 1 the antenna is shown to be mounted on a street light. However, on drawing MA-29 the same antenna is shown to be mounted on the enclosure. Early conversations between Dick Borders (Control Systems West) and Kenny Chin (DPW) confirm that mounting the antenna on the enclosure is the preferred option.				Jeff Thiel 10/11/2011 Michael Smith's (SFDPW) response:			"The antenna shall be mounted on the controller cabinet for location No. 1. Disregard any reference to the mounting of the antenna on the (E) light post as shown on drawing MA-20. Mounting of antenna on to the controller cabinet shall be performed by the



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	Please confirm the antenna mounting location.					controller cabinet manufacturer."	
						Dated and signed on 10/11/11 (see attached).	
<hr/>							
U-0175	Sludge line layout	Closed	09/27/2011	10/07/2011	11/08/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Colin Azevedo	To: Turner Construction Compan Steve Cunningham	Answered By:AECOM Technical Servic Eric Zagol				
	Co-Author:						
	REQUEST: The 12" sludge line cannot be installed along Mission Street as shown on the revised drawings due to the elevation and location of existing utilities and other unknown subsurface obstacles. Please see attached pothole information. Please advise how you would like to proceed.	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
			Eric Zagol 11/7/2011 Modifications to the 12" Sludge FM are currently being evaluated under ASI-018. Revised plans and specifications forthcoming following redesign and execution of ASI-018.				
<hr/>							
U-0176	AWSS Conflict @ Location 7	Closed	09/28/2011	09/28/2011	10/17/2011	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Colin Azevedo	To: Turner Construction Compan Steve Cunningham	Answered By:City and County of San Fr Michael Smith				
	Co-Author:						
	REQUEST: Due to the location of existing utilities it will not be possible to install the AWSS valve vault at the location shown on sheet MA 18 of the AWSS drawings. See attached pothole drawings from 09/26/11 and 09/27/11. Please advise how you would like to proceed.	SUGGESTION: Follow up response recieved 10-19-2011: ****10/19/11 UPDATE****  Michael Smith's (SFDPW) response,  "Meeting with M Squared, SFWD, and SFDPW on 10/18/11. Contractor to have area from intersection of First/Howard Streets to 100 feet West on Howard Street marked for utilities (USA). We will then meet at site to determine clear area over AWSS main to pot hole for valve vault."  Dated 10/19/11 (see attached)  initial response received 10-17-2011:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		



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SFDPW to meet in the field with contractor and SFWD inspector to determine method to proceed. Will provide response with direction at this time.

NOTE: RB issued email 10-18-2011 requesting meeting.

U-0176.1	AWSS Conflicts at Location #7	Closed	11/18/2011	11/28/2011	11/21/2011	Potentially	<input type="checkbox"/>
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From: Webcor Construction LP Colin Azevedo

To: Turner Construction Compan Steve Cunningham

Answered By: Webcor Construction LP Daniel Foudy

Co-Author:

**REQUEST:**

Per the response to RFI #U-0176 a field meeting was attended by Michael Smith and M Squared. M Squared received direction to perform additional potholes further west of First St on Howard St. Please see attached pothole findings. Please advise how you would like to proceed.

**SUGGESTION:**

**ANSWER:**

Accept Suggestion: ☐

Michael Smith's (SFDPW) response, "Please refer to commnets on attached sheet. SFDPW Response: This conflict between the existing AWSS line and utilities at the original design location are unforeseen field conditions due to incorrect information being furnished to the City. Thus the motorized gate valve vault is being relocated west of the original location. The contractor shall pothole 10-feet west of Pothole No. 1B and 10-feet east of Pothole No. 1A to verify that there is adequate clearance for installing a horizontal offset and motorized gate valve vault the approximate location of Pothole No. 1A. Please notify the engineer of the potholing schedule in order that we can request the majorutilities toattempt to identify the 4-inch steel pipe running parallel on Howard Street." Signed and Dated 11/18/11 (see attached)

U-0176.2	AWSS Conflicts @ Location 7	Closed	01/18/2012	01/28/2012	02/16/2012	Potentially	<input type="checkbox"/>
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From: Webcor Construction LP Colin Azevedo

To: Turner Construction Compan Steve Cunningham

Answered By: Turner Construction Comp Jeff Thiel

Co-Author:



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**REQUEST:**

Per response to RFI#U-0176.1 M Squared performed additional potholing at Location 7.

Please see the attached pothole findings.

Please advise how you would like to proceed.

Note: The 4" Unknown Utility was confirmed to be an abandoned PG&E gas main. On 1/10/12 PG&E drilled the line and confirmed it to be abandoned.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Jeff Thiel 2/15/2012 Michael Smith's (SFDPW) Response.

"Furnish and install horizontal offset as shown on the attached drawing in order to locate the proposed concrete valve vault with minimum 6-inches clearance to the existing electrical duct bank running on the North side of Howard Street. Adjust nipple lengths as required between elbows and to connect into the ends of the existing cast iron pipes. Concrete valve vault and placement of motorized gate valve shall otherwise be shown on drawings MA-22 and MA-25.

Work for installation of new concrete valve vault and gate as show on Drawing MA-18 shall be deleted from the scope pending installation of the new valve vault as shown on the attached drawing."

Signed and dated 2/13/12.

Christina Young 2/15/2012 Pending TJPA approval, a CR will be issued.

<b>U-0177</b>	<b>Ductbank Demo on Fremont St</b>	<b>Closed</b>	<b>10/04/2011</b>	<b>10/14/2011</b>	<b>10/10/2011</b>	<b>Potentially</b> <input type="checkbox"/>
<b>From:</b> Webcor Construction LP Colin Azevedo		<b>To:</b> Turner Construction Compan Steve Cunningham	<b>Answered By:</b> AECOM Technical Service Eric Zagol			

**Co-Author:****REQUEST:**

See attached sketch.  
The duct bank shown on Fremont Street to be demolished is in fact underneath the curb and gutter and portion of the sidewalk on Fremont St.  
In order for M Squared to remove this duct bank it will require us to close the west sidewalk on Fremont St, demo and remove the sidewalk, remove the ductbank and then replace the sidewalk.  
Currently the east sidewalk is closed also due to BBI activity.

**SUGGESTION:****ANSWER:****Accept Suggestion:** ☐

Eric Zagol 10/6/2011 Coordinate with PG&E to confirm the duct indicated in the M2 sketch is PG&E's 6-6" duct from PG&E's EMH 7605.

Demolish and remove the 6-6" duct segment between STA ~2+40 (at the gutter) and the demarcation line south of shoring wall. The intent is to remove the segment within Natoma Street. The segment south of STA 2+40 (STA 2+40 to STA 1+85) can be abandoned in place.





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Please advise how you would like to proceed.

Provide cap at STA 2+40 instead of STA 1+85 shown in the plans.

PG&E will break in and connect to the existing 6-6" duct at STA 1+85 as part of PG&E's Phase II relocations.

U-0178	Sludge line layout on Mission between Beale and Main	Closed	10/04/2011	10/04/2011	11/08/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Company Steve Cunningham	Answered By: AECOM Technical Services Eric Zagol				

**Co-Author:**

**REQUEST:**

Continued potholing on Mission Street between Beale and Main has revealed additional grade conflicts on the proposed alignment for the new 12" steel sludge line. Some of the utilities are not as shown on the drawings nor marked in the field by USAN. See attached sketches.

Please advise if M Squared is to continue potholing on Mission Street as it may be necessary to excavate the entire length of the trench between Beale and Main to locate and map all conflicts.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Eric Zagol 11/7/2011 Modifications to the 12" Sludge FM are currently being evaluated under ASI-018. Revised plans and specifications forthcoming following redesign and execution of ASI-018.

U-0179	AWSS Main line conflicts at Location 7	Closed	10/05/2011	10/15/2011	11/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Company Steve Cunningham	Answered By: Turner Construction Company Jeff Thiel				

**Co-Author:**

**REQUEST:**

Some of the existing utilities are not shown on the drawings and have been installed on top of the existing 12" AWSS line. Due to the proximity and volume of these utilities it is not possible to even hand excavate down to the existing AWSS line to verify its location and depth. Please see attached pothole information. Please advise.

**SUGGESTION:**

the following response received 10-17-2011 does provide direction in this matter:  
It shall be the contractor's responsibility per the Contract Documents to perform the required potholing in order to identify the existing AWSS facilities prior to actual excavation.  
Background utility information was provided by

**ANSWER:**

**Accept Suggestion:** ☐

UPDATED RESPONSE (11/18/11)  
Michael Smith's (SFDPW) response, Refer to comments on attached sheet. These comments supercede response provided on 10/17/11.  
SFDPW Response:  
This conflict between the existing AWSS line and



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		TJPA/consultatns and shall be verified in the field by contacting Underground Service Alert (USA). Direct conflicts oted during potholing shall be directed to the utility owner(s) for relocation/removal as required to perform the contract work. NOTE: email from Rick Buellesbach 10-18-2011 requests an answer to the question.		utilities are unforeseen field conditions due to incorrect information being furnished to the City. There are no design alternates at this location due to the necessity of removing the existing cross that was capped on the First Street side outlet to accommodate the utility relocation work for the proposed transit center. The engineer will contact the owners of the utilities in conflict with the AWSS facility for resolution." Dated 11/18/11 (see attached)			
U-0180	Conflict with CB 305	Closed	10/10/2011	10/20/2011	10/17/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan Steve Cunningham	Answered By:Webcor Construction LP Richard Buellesbach				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
While excavating to install CB305 M Squared encountered a large unknown concrete structure. The concrete structure is in conflict with CB305. CB305 cannot be installed as planned. See attached photo.			As determined during a site visit on 10/7/11 with M Squared, AECOM, SFDPW and W/O; the existing unforeseen condition, a large concrete structure, is in conflict with CB 305 and the installation of a new catch basin would require an extensive amount of unforeseen demotion.				
Tsu-Ling with AECOM and Alberto with SFDPW reviewed the situation in the field and agreed the solution was to salvage the existing CB where CB 305 was to be installed. This work was performed on 10/7/2011 under the inspection of SFDPW.			In lieu of installing a new catch basin barrel to replace existing, modify the existing catch basin as follows:				
Please confirm.			1. Clean interior walls and bottom. 2. Apply 1/2" think uniform layer of mortar on interior walls and bottom. 3. Install cast iron trap. 4. Install pipe culvert and connect to MH#305 as shown in Plans.				
			New culvert size and invert shall match existing culvert at catch basin. Use ductile iron pipe if depth of cover is less than 3 feet.				
U-0181	Unknown subsurface structure on Beale	Closed	10/13/2011	10/23/2011	10/24/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan Steve Cunningham	Answered By:AECOM Technical ServicEric Zagol				



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#### Co-Author:

#### REQUEST:

During M Squared's demo work on the West side of Beale Street at Sta 4+70 they uncovered an unknown subsurface structure. This structure appears to be an abandoned vault that has been filled with concrete. Please see attached photo.  
M Squared ceased work on the removal of the six 6" electric duct banks 6' south of this structure. If they are to continue with the removal of this abandoned duct bank per sheet U-1125 of the contract drawings they will be forced to remove the subsurface structure.  
Please advise.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Eric Zagol 10/24/2011 Please provide a plan showing the location and extent of unknown structure identified. Also indicate what portions of the existing PG&E electrical duct has been demolished to date.

U-0181.1	Unknown subsurface structure at 301 Mission	Closed	11/18/2011	11/28/2011	11/23/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Colin Azevedo	To: Turner Construction Compan	Steve Cunningham	Answered By: AECOM Technical Service	Eric Zagol		

#### Co-Author:

#### REQUEST:

See attached information as requested in response to RFI #U-0181.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Subsurface structure to remain. Cap locations as shown are acceptable. Please mark on as-built drawing as required by the contract documents.

U-0182	AWSS Conflict with AT&T Vault at Location 2	Closed	10/24/2011	11/03/2011	11/21/2011	Potentially	<input type="checkbox"/>
From: Webcor/Obayashi Joint Venture	Jason Dunne	To: Turner Construction Compan	Steve Cunningham	Answered By: Webcor Construction LP	Daniel Foudy		

#### Co-Author:

#### REQUEST:

On the north east side of the Mission Street and 2nd intersection the existing AWSS line is running through the floor of the AT&T vault. The removal of the existing 12" pipe and installation of the new 16" AWSS pipe will require the floor vault to be demolished and re-poured.

Please provide a detail for this work or a new alignment for the AWSS line so as to avoid this vault.

#### SUGGESTION:

#### ANSWER:

Accept Suggestion: ☐

Michael Smith's (SFDPW) response,

"SFDPW Response:

This conflict between the existing AWSS line and utility vault are unforeseen field conditions due to incorrect information being furnished to the City.

The contractor shall pothole the alternate pipe alignment as shown on the attached sketch due to the existing conflict with the AT&T vault over/within the



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present alignment of the AWSS pipe.

Notify engineer of pothole results for the proposed alternate pipe alignment."

Signed and Dated 11/18/11 (see attached)

U-0182.1	AWSS Conflict with AT&T Vault at Location 2	Closed	03/28/2012	04/07/2012	05/16/2012	Potentially	<input type="checkbox"/>
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**From:** Webcor Construction LP      Colin Azevedo      **To:** Turner Construction Compan   Steve Cunningham

**Answered By:** Turner Construction Comp Jeff Thiel

**Co-Author:**

**REQUEST:**

The sketch provided in response to RFI U-0182 does not provide adequate information to perform additional potholing. Please provide additional information.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Jeff Thiel 3/29/2012 Michael Smith's (SFDPW) response,

"Please refer to the attached sketch dated 3/16/12 for potholing the location shown in order to verify the existing AWSS main and that there there are no utility conflicts in the proposed vault location. The original loaction for the vault is impacted by utilites."

Signed and Dated (3/29/12)

U-0182.2	AWSS - Conflict with AT&T Vault at Location 2	Closed	07/31/2012	07/31/2012	08/14/2012	Potentially	<input type="checkbox"/>
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**From:** Webcor Construction LP      Jackson Tukuafu      **To:** Turner Construction Compan   Gary Kruttsch

**Answered By:** Turner Construction Comp Jeff Thiel

**Co-Author:** M Squared Construction, Inc.      Aidan Foley

**REQUEST:**

Per the response to U-0182.1, M Squared potholed the locations shown. See attached pothole data.

- The pothole 24' north of Mission appears to have a substructure underneath PGE duct banks.
- The pothole 12' north of Mission St had several utilities in them that have since been confirmed abandoned.

**SUGGESTION:**

Relocate the street light/ traffic signal conduits and shift the vault location 3 feet north away from the 12inch gas main. In doing so, this could potentially be the location for a cast in place concrete valve vault.

**ANSWER:**

**Accept Suggestion:** ☐

Michael Smith's (SFDPW) response,

- Proceed as per Contractor's recommendation for locating motorized gate valve vault.

- Contractor shall field verify alignment of pipe North/South of proposed vault location for connection



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and restraints are acceptable.

U-0182.4	AWSS - Final Design Route and Additional Fittings List at 2nd Street Intersection		Closed	03/14/2013	03/24/2013	03/21/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Jackson Tukuafu	To:	Turner Construction Compan	Gary Krutsch	Answered By:Webcor/Obayashi Joint Vt Jackson Tukuafu		
Co-Author:	M Squared Construction, Inc.	Aidan Foley						
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>					
Refer to drawing MA-3 and MA-13			Michael Smith's (SFDPW) Response,					
Please refer to previous RFI 182 series for history.			"The suggested pipe layout based on recent excavations is acceptable.					
As M Squared must connect to an existing 16" line at 2nd & Mission Street, M Squared performed additional trenching which has now opened up the possibility of a different and more straight forward alignment for 2nd Street piping.			-Locate the 16" x 12" reducer North of the 16" tee and as close as possible to the tee."					
This new alignment shall replace the alignment sent in the previous RFI-0182.3.			Signed and Dated 3/18/13. (See Attached)					
1. Please confirm the new alignment shown in the attached M Squared sketch SK-008.3 is acceptable.								
2. Please confirm where the 16" to 12" reducer is to be located. The location of this reducer will decide whether M Squared will need to purchase two (2) more 16" 45-deg elbows or 12" 45-deg elbows.								

U-0183	AWSS Valve Vault Conflict at Location 1		Closed	10/24/2011	11/03/2011	10/26/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Steve Cunningham	Answered By: City and County of San Fr Michael Smith		
Co-Author:								
REQUEST:			SUGGESTION:			ANSWER:		
The proposed valve vault at location 1 cannot be installed as per the plans due to utility conflicts encountered during potholing. See attached pothole info. These utilities are not shown on the contract drawings. Please advise.			Jeff Thiel 10/27/2011 Michael Smith's (SFDPW) response,			Accept Suggestion: <input type="checkbox"/>		
			"Per your preliminary excavation results, please schedule a site visit with SFDPW and SFWD at site. At site visit, we will provide direction for vault					



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		installation."					
		Signed and Dated 10/26/11 (see attached)					
		Kevin Chiu 10/27/2011 When final direction is provided via on site meeting per the RFI response, please submit a follow up RFI to confirm direction provided in the meeting.					
U-0183.1	AWSS Valve Vault Conflict at Location 1	Closed	11/16/2011	11/26/2011	11/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan Steve Cunningham	Answered By:Webcor Construction LP Daniel Foudy				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:	Accept Suggestion: <input type="checkbox"/>			
Per the response to RFI#U-0183 a site visit was held with SFDPW and SFWD on 11/2/2011 to review the conflicts at location 1. Please provide direction based on this meeting.			Michael Smith's (SFDPW) response,				
			"Refer to comments on attached sheets. These comments supercede comments provided on 10/26/11 for RFI U-0183.				
			SFDPW Response:				
			Motorized gate valve vault: Per the preliminary excavation at Pothole No. 2 and the provided information, verify 2 1/2-inch steel for ownership and request owner should there not be adequate space to install vault due to the existing electrical duct bank shown in Pothole No. 3 drawing. Notify engineer to provide revised drawing(s) for AWSS fittings should vault need to be moved west. Notify engineer should vault interior dimensions need to be reduced after providing a minimum of 3-inches clearance with other utilities and the vault constructed with 12-inch thick walls.				
			Controller cabinet: Per the preliminary excavation at Pothole No. 7 and the provided information, install the controller cabinet concrete foundation at this site.				

[illegible]







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U-0184	AWSS Connection Point at Location 2.	Closed	10/24/2011	11/03/2011	11/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Steve Cunningham			Answered By: Turner Construction Comp      Jeff Thiel				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
The existing AWSS line at the connection point on 2nd Street north of Mission is a 10" pipe not a 12" as shown on drawing MA-13. Please advise.					Accept Suggestion: <input type="checkbox"/> Jeff Thiel 10/27/2011 Michael Smith's (SFDPW) response, "The line on Second Street North of Mission Street is a 10" CI line. Please update drawings. Drawing MA-21 in the contract package indicates the line as a 10" line." Signed and Dated 10/26/11 (see attached)		
U-0184.1	AWSS Connection Point at Location #2	Closed	12/02/2011	12/12/2011	12/14/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Steve Cunningham			Answered By: Turner Construction Comp      Jeff Thiel				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Please see the attached letter regarding the response to RFI#U-0184.  Please provide direction.					Accept Suggestion: <input type="checkbox"/> Per Michael Smith's response to RFI U-0188 SFDPW is preparing revised AWSS drawings to include stationing information provided by AECOM. These revised drawings will address the issue raised in RFI U-0184 and provide clear direction. The drawings will be issued in the near future packaged with other revisions.  Jeff Thiel 3/22/2012 - RFI U-184.1: The response on 12/14/11 indicated that resolution would be provided via a revised AWSS drawing. This change was included on the stationed drawings provided under ASI 19.		
U-0185	Existing Lateral to CB701	Closed	10/28/2011	11/07/2011	11/01/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP      Colin Azevedo      To: Turner Construction Compan      Steve Cunningham			Answered By: Webcor Construction LP      Colin Azevedo				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER:		
Sheet U-3024 shows and existing storm drain lateral connecting the back side of the existing catch basin which was replaced by CB #701. The details for CB #701, C/U-3033, do not show this existing lateral to be connected to CB #701. CB #701 has been installed per plan and the existing lateral was abandoned in place. It has been discovered that the abandon lateral in servicing an active					Accept Suggestion: <input type="checkbox"/> Eric Zagol 10/31/2011 Lateral connections to CCSF catch basin barrels from property outside of the public right of way are prohibited . Owner/occupant of Parcel shall manage runoff in parcel and discharge to main sewer in accordance with CCSF regulations.  Coordinate with TJPA's field representative and		



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	catch basin in Lot N. See attached sketch.  Please advise.					occupant of Parcel.	
U-0186	AWSS Conflict with Elec. Duct Banks & Vault @ Location 2	Closed	11/01/2011	11/01/2011	11/18/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Steve Cunningham	Answered By: Webcor Construction LP   Daniel Foudy				
Co-Author:							
REQUEST: Due to the proximity of the electrical vault and the electrical concrete duct banks it is not possible to remove the existing 18" AWSS line and reconnect to the existing tee as shown on drawings MA-3 and MA-13. Please see attached pothole drawing. The restraining lugs on the east side of the tee are cast into the base of the electrical vault. The concrete duct bank on top of the AWSS line at the connection point combined with the electrical vault will not allow enough room for the plumber to burn out the old lead joint and cast the new one. Please advise.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Michael Smith's (SFDPW) response, "SFDPW Response: This conflict between the existing AWSS line and utility vault/duct bank are unforeseen field conditions due to incorrect information being furnished to the City. There are no design alternates at this location due to the necessity of removing theeexisting 18"x10" reducer at this location in order to install the 16" fittings to maintain the proposed 16" pipe size upgrade on Mission Street. The engineer will contact the owner of the utility in conflict with the AWSS facility for resolution." Signed and Dated 11/18/11 (see attached)			
U-0187	Conflicts with Controller Cabinet Foundation & Battery Enclosure at Location 1	Closed	11/18/2011	11/28/2011	11/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Steve Cunningham	Answered By: Webcor Construction LP   Daniel Foudy				
Co-Author:							
REQUEST: Please confirm that M Squared it to install the control cabinet enclosure foundation (3'W x 3'L x 2'D) on top of the existing 10" and 8" steel lines shown on the attached sketch of pothole #6. Please confirm that M Squared is to install the fiberglass battery enclosure on top of the utilities shown on the attached sketch of pothole #7. It will be necessary to hand dig around the existing utilities to install drain rock beneath the enclosure per the specifications.		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/> Michael Smith's (SFDPW) response, "Refer to SFDPW response provided on 11/16/11 to RFI U-0183.(1)." Signed and Dated 11/18/11 (see attached) RFI U-0183.1 Response included below- "SFDPW Response: Motorized gate valve vault: Per the preliminary excavation at Pothole No. 2 and the provided information, verify 2 1/2-inch steel for ownership and request owner should there not be adequate space to			



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			install vault due to the existing electrical duct bank shown in Pothole No. 3 drawing. Notify engineer to provide revised drawing(s) for AWSS fittings should vault need to be moved west. Notify engineer should vault interior dimensions need to be reduced after providing a minimum of 3-inches clearance with other utilities and the vault constructed with 12-inch thick walls. Controller cabinet: Per the preliminary excavation at Pothole No. 7 and the provided information, install the controller cabinet concrete foundation at this site. Notify MCI that either their conduit can remain with the controller foundation installed over the conduit with 4-inches clearance or that they can relocate their conduit as required. Modify bottom of controller foundation to accommodate a clearance of 4-inches should the conduit not be relocated. Battery vault: Per the preliminary excavation at Pothole No.6 and the provided information, field verify the installation of the battery vault by locating the northern edge of the vault 2-feet towards the curb."				
U-0187.1	Conflicts with Controller Cabinet Foundation and Battery Enclosure at Location # Closed		12/02/2011	12/12/2011	12/15/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan Steve Cunningham				
Co-Author:		Answered By:Turner Construction Comp. Jeff Thiel					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please see the attached letter regarding the response to RFI#U-0187.		Michael Smith's (SFDPW) response,					
Please provide direction.		"Please see attached for revised response - U-187.1.					
		SFDPW Response:					
		Controller Cabinet: Per the preliminary excavation at Pothole No. 7 and the provided information, install the controller cabinet and the concrete foundation at this site instead of the battery vault assembly that was shown here originally in the Contract Documents.					
		Notify MCI that either their conduit can remain with the controller foundation installed over the conduit or MCI					



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has the option to relocate their conduits away from the concrete foundation footprint. Should MCI not want to relocate, reduce thickness of concrete foundation over MCI conduit to provide a minimum of 4-inches clearance between the conduit outside diameter and the bottom of the foundation.

Battery Vault: Per the preliminary excavation at Pothole No. 6 and the provided information, install the battery vault at this site instead of the controller cabinet that was shown here originally in the Contract Documents.

Field verify (pothole) 2-feet from face of existing curb to determine if the Northern edge of the battery vault can be installed approximately 2-feet from curb instead of 5-feet from curb in order to provide clearance with 8-inch steel line. Notify engineer of pothole results prior to installation."

Signed and Dated 12/14/11 (see attached)

Turner will notify MCI.

U-0187.2	Conflicts with Controller Cabinet and Battery @ Location 1	Closed	01/23/2012	02/02/2012	03/21/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Colin Azevedo	To: Turner Construction Company Steve Cunningham	Answered By: Turner Construction Company Steve Cunningham				

**Co-Author:****REQUEST:**

In response to RFI # U-0187.1 (Revised Response to RFI# U-0187 ON 12/14/11)

- See attached pothole data from additional potholing at this location.
- During initial discussions with MCI/Verizon M Squared informed them of the intent to install units on their utility. They requested a letter from the owner highlighting the intent. Please confirm if it is acceptable to install a unit on their utility.

Please provide direction on the locations of the battery vault and controller cabinet taking into consideration all

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Jeff Thiel 3/16/2012 Michael Smith's (SFDPW) response,

"Please see attached wording for letter to owner of utility.

Locate North most edge of battery vault cover 24" from face of curb or back from face of curb to remain in "brick" area."

Signed and Dated 2/14/12 (Letter Wording) and



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	current utilities in place.			3/15/12 (Battery Placement)			
				The attached letter addressed to MCI/Verizon was sent to Pam Brown on 3/14/12.			
<hr/>							
U-0188	Control Stations on AWSS Drawings	Closed	11/18/2011	11/28/2011	11/21/2011	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Steve Cunningham		Answered By:Turner Construction Comf Kevin Chiu			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
At present M Squared has set up control points along Mission Street. These stations were based on a continuation of survey points used on Mission Street for the TG04.6-Sludge Line Project. The City designed AWSS Drawings do not have these stations on them. Please provide an updated set of AWSS Drawings with the project stations marked on them so it will allow M Squared to accurately document field conditions and as built the necessary information.				Michael Smith's (SFDPW) response, "SFDPW is currently preparing revised AWSS DWGS with stationing information as provided by AECOM. We anticipate the final set of stamped/signed DWGS prior to the end of November 2011." Signed and Dated 11/18/11 (see attached)  Jeff Thiel 3/22/2012: RFI U-188 included a request for stationed drawings. It was responded to on 11/18/11 and resolved by ASI 19 when the stationed drawings were provided.			
<hr/>							
U-0189	First & Howard Utility Conflicts, Location 7 Complete Pothole Data	Closed	12/02/2011	12/12/2011	07/03/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP                      Colin Azevedo		To: Turner Construction Compan   Steve Cunningham		Answered By:Turner Construction Comf Jeff Thiel			
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:            Accept Suggestion: <input type="checkbox"/>			
While potholes #2 & #3 have been addressed in a previous RFI (RFI#U-0176), other potholes carried out in Location 7 exposed various utilities that are not shown on the contract documents. Other utilities were not in the locations indicated on the contract documents.  See attached pothole data from potholes #1 through #11 at location 7.				The issues outlined in the attached pothole data have been addressed and resolved via coordination meetings, CRs, and other RFI responses.  The CRs include U-080R1, U-088, and U-088A as well as RFIs U-0176, U-0176.1, U-0176.2, U-0179, U-0197, U-0197.1, U-0197.2, U-0199, U-0200, and U-0200.1.			



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Please clarify if the utilities will be removed, protected in place or relocated.

U-0190	Fire Hydrant Location on Mission @ First	Closed	01/10/2012	01/20/2012	01/19/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Company		Steve Cunningham	Answered By: Turner Construction Company	
Jeff Thiel							
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
While potholing for the new Hydrant and associated piping in the sidewalk on Mission Street (see attached), M Squared's crews damaged the roof of the basement to Portico Restaurant, 88 First Street (see attached photos). This basement structure was not noted on the plans and is a differing site condition.				Michael Smith's (SFDPW) response,			
The roof of the basement will now need to be repaired. Please provide direction and repair details for this work.				-Repair of sidewalk at pothole location: Refer to attached directions from William Liang- SFPDW/EST for repair method.			
It is not possible to locate the fire hydrant in this area due to the presence of the basement. The existing hydrant has a column poured into the structure of the basement (see attached).				-New Hydrant lateral shall be located in the (E) hydrant alignment. (E) Hydrant is located in an areaway. Refer to AWSS standard drawings for details. SFDPW will provide revised drawing for (N) lateral prior to construction.			
Please advise on how you would like to proceed.				Signed and Dated 01/18/12			
				Response for Concrete Repair per William Liang (SFDPW) .			
				Chip out concrete inside of saw-cut area; do not damage (E) rebars.			
				If (E) rebars are found to have been cut during the saw-cutting process, chip out enough concrete around the cut rebars for installation of Lenton Quick-Wedge Splicing system at both ends; splice new rebars with size to match (E). If (E) rebars are found to be intact, proceed to Step 3.			
				Install keyway around perimeter of opening (keyway shall be a minimum 1.5 (below top of slab), install swellable water stop (Greenstreak Hydrotite CJ -0725) in keyway.			
				Form and pour with Emaco S66 CI by BASF. Perform surface preparation and provide curing in accordance with manufacturers recommendations. Note:			



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continuous special inspection shall be provided for the concrete pour."							
U-0190.1	Fire Hydrant Location on Mission @ First	Closed	01/25/2012	02/04/2012	01/26/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Steve Cunningham		
Co-Author:		Answered By:Turner Construction Comp, Jeff Thiel					
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
On 1/24/2012 M Squared began repairing the basement roof per the response to RFI U-0190. SFDPW engineer William Liang came out and review the progress that day and provided alternate direction in the field. Please provide this direction in writing so work may resume.		No alternate direction was given at 1/24/12 site visit by SFDPW engineer. SFDPW provided information and direction to supplement the direction given in response to RFI U-0190 based on his observations in the field. Existing rebar was found to be uncut but lacking sufficient concrete cover. Please see supplementary instruction below.					
		Per William Liang of SFDPW,					
		1. Chip out concrete inside of saw-cut area; do not damage (E) rebars,					
		2. (E) main rebars are found to be intact but have insufficient bottom concrete cover; (E) wire-mesh above the main rebars are found to have been cut during the sawcut process. Install 3-#4 dowels @ 12"o.c. max set in epoxy along three sides w/ 6" embedment into (E) concrete (see attached photo), maintain 6" max from corners, epoxy shall be SIMPSON SET-XP or HILTI HIT-RE500-SD.					
		3. Install swellable waterstop (Greenstreak Hydrotite CJ-0725) above installed dowels, provide min 1.5" concrete cover.					
		4. Form and pour w/ Emaco S66 CI by BASF (see attached cut sheets). Perform surface preparation and provide curing in accordance w/ manufacturer's recommendations. Note continuous special inspection shall be provided					





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				for the dowel installation and concrete pour.			
				ORIGINAL RFI U-0190 RESPONSE FOR REFERENCE			
				1. Chip out concrete inside of saw-cut area; do not damage (E) rebars. 2. If (E) rebars are found to have been cut during the saw-cutting process, chip out enough concrete around the cut rebars for installation of Lenton Quick-Wedge Splicing system at both ends; splice new rebars with size to match (E). If (E) rebars are found to be intact, proceed to Step 3. 3. Install keyway around perimeter of opening (keyway shall be a minimum 1.5" below top of slab), install swellable water stop (Greenstreak Hydrotite CJ -0725) in keyway. 4. Form and pour with Emaco S66 CI by BASF. Perform surface preparation and provide curing in accordance with manufacturers recommendations. Note: continuous special inspection shall be provided for the concrete pour."			
U-0190.2	AWSS - High Pressure Fire Hydrant Location on Mission @ First Street	Closed	11/21/2012	12/01/2012	11/26/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Turner Construction Comp Jeff Thiel				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Please refer to drawing MA-15 and response to RFI U-0190.				Jeff Thiel 11/21/2012 Response per Michael Smith (SFDPW),			
As a result of differing site conditions between Sta 8+50 and 9+00, the new location of the HP fire hydrant shown on drawing MA-15 is to remain in the existing location per response to RFI U-0190.				"Please find attached a sketch for changing the design for replacing the existing HP hydrant at the above location.			
Please provide a detail drawing showing the new hydrant				The existing hydrant is in an "areaway" since the property at this location has a basement that extends			



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lateral with all SFDPW requirements for HP hydrants in an areaway.

under the sidewalk.

The proposed new hydrant off the proposed 16" DI main will be replaced in this "areaway" structure. Please see attached sketch. The originally proposed hydrant lateral that bends 90-degrees as shown in the contract documents drawing MA-15 will be deleted from the work scope. There is no change in work for drawing MA-5. The attached drawing HPL-5142.1 is also shown on the AWSS standard drawings which are part of the contract work.

The contractor is cautioned to use extreme care in this area due to the basement below and to prevent issues with water leakage from the street/sidewalk."

See attached.

**U-0191**      **Power Source at Location #1, #2 & #7**

**From:** Webcor Construction LP

Colin Azevedo

**Closed**

**To:** Turner Construction Compan Steve Cunningham

**01/16/2012**    **01/26/2012**    **02/27/2012**    **Potentially** ☐

**Answered By:** Webcor Construction LP Jeff Heath

**Co-Author:**

**REQUEST:**

In order for the controller enclosures for the motorized gate valves at Location #1, #2 and #7 to be operational a power source will need to be provided at each enclosure location.

Please confirm that the owner has applied to PG&E for the power sources at these locations and advise on the status of these connections.

**SUGGESTION:**

**ANSWER:**    **Accept Suggestion:** ☐

Revised Responce 2/27/2012

Jeff Thiel 2/23/2012 The TJPA has completed its application to SFPUC for power to AWSS facilities. The SFPUC has requested a minimum of four (4) weeks to make these connections. Sub contractor to coordinate meeting with SFPUC and PG&E prior to start of work.

Below is the MOP for coordinating power source connection as confirmed by Mathew Ho of the SFPUC.

1. Contractor to schedule coordination meeting with PG&E, PUC (Mathew Ho or Michael Mack) and Turner. Contractor to provide a construction schedule and set up Pre-con with PG&E (Per SFPUC request to inform them when Contractor expects to trench for



<b>U-0191.1</b>	<b>Power Source at Location #1, #2 &amp; #7</b>	<b>Closed</b>	<b>03/21/2012</b>	<b>03/31/2012</b>	<b>05/01/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP	Colin Azevedo	<b>To:</b> Turner Construction Compan	Steve Cunningham	<b>Answered By:</b> Transbay PMPC	Cory Traylor		
<b>Co-Author:</b>							
<b>REQUEST:</b>		<b>SUGGESTION:</b>		<b>ANSWER:</b>	<b>Accept Suggestion:</b>	<input type="checkbox"/>	
Recent meeting on the AWSS project resulted in the response to RFI#U-0191 being revised to include a procedure to be followed once the controller cabinets were ready to accept power. However, what was sent in the revised response was a new scope of work followed by the mentioned procedure.				Cory Traylor 5/1/2012 In accordance with PG&E Greenbook standards and practices, power connections for motorized gate valve equipment shall be installed at the referenced locations per the attached PG&E sketches, directions and requested equipment requirements. Work not outlined in the attached documents shall take place per contract drawings.			
The contract drawings show M Squared's work beginning at pull boxes and going to the controllers. M Squared's interpretation of the drawings sent in the revised response				Final coordination for connections shall take place in			



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	<p>to RFI#U-0191 is the scope of work that goes from the pull boxes to PG&amp;E manholes. This is unclear because the PG&amp;E drawings are not comparable with the contract drawings.</p> <p>Please clarify the intent and scope of the PG&amp;E drawings. Please clarify how the PG&amp;E drawings correlate with the contract drawings.</p>						<p>the field per note 7 on drawings MA-29 and MA-31.</p> <p>Connecting for power per the attached PG&amp;E sketches/direction has been approved by SFDPW-Bureau of Engineering.</p>
U-0191.2	Amperes Interrupting Capacity (AIC) at AWSS Location #1 (Market St.)	Closed	05/23/2012	06/02/2012	06/21/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Steve Cunningham	Answered By:Transbay PMPC		Cory Traylor		
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER:				
Please refer to RFI U0191.1 and the attached drawings MA-1, MA-29 and MA-31.			Accept Suggestion: <input type="checkbox"/>				
1. As per response to RFI U-0191.1, the SFDPW-Bureau of Engineering sketches and letter for the AIC only addresses the motorized gate valve number 21 at Location #7. As new power service will be required at gate valve number 2, Location 1, please provide an AIC letter for this location.			Request 1. - Please see attached file for Location 1 labeled "555 Market St. AIC.pdf" letter. Request 2. - Please see attached PDF file "comments_transbay.pdf" containing comments from Matt Herron of PG&E clarifying the scope of work for the PG&E power connection points at locations #1 and #7.				
2. Please provide a conformed drawing of the the PG&E clarification sketches provided in RFI U-0191.1 by revising the drawing sheet MA-29 and MA-31, respectively. It is unclear from the PG&E sketches whether the scope from the original contract drawings (MA-29 and MA-31) have changed.			Also, please see information on location of manhole #5414 below per PG&E Matt Herron below;"The Vault 5414 is in the South Side, sidewalk of Market St. about 10' East of the West Property of 555 Market St. There are large vaults IFO 555 Market St. identified as 7300-P/7301-P/7302-P, Vault 5414 is roughly 30' West of those vaults."				
			Please contact Matt Herron of PG&E when sub-contractor is ready for a PG&E crew to mark the location for the core. Also, Please give Matt Herron two weeks notice when sub-contractor would like to core drill into the vault. This two weeks notice is to allow PG&E to set up and schedule a crew to standby for the core.				
U-0191.3	Amperes Interrupting Capacity (AIC) at AWSS Location #1 (Market St.)	Closed	06/28/2012	07/08/2012	07/16/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch	Answered By:Webcor Construction LP Jackson Tukuafu				



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<hr/>							
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> The response to RFI #U-0191.2 does not answer the question posed in the RFI.  As mentioned in the previous RFI there appears to be a difference in the PG&E drawings provided in the original response and the contract drawings.  See attached M Squared's interpretation of these PG&E drawings. Please confirm if this interpretation is correct.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> 7/16/2012 Kenny Chin's (SFDPW) response,  "The interpretation of MA-31 is correct. The contractor shall route the conduit from the meter enclosure to vault 1813. The interpretation of MA-29 is correct. The contractor shall route the conduit from meter enclosure to vault 5414 but the contractor shall find out with PG&E which one is the exact vault 5414."			
<hr/>							
<b>U-0192</b>	<b>AWSS Strong Backs</b>	<b>Closed</b>	<b>01/18/2012</b>	<b>01/28/2012</b>	<b>02/08/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Colin Azevedo		<b>To:</b> Turner Construction Compan Steve Cunningham		<b>Answered By:</b> Turner Construction Comp Jeff Thiel			
<b>Co-Author:</b>							
<b>REQUEST:</b> Current project drawings show that this project requires two (2) 14" Strong Backs and two (2) 10" Strong Backs to be used at different locations. Olympic Foundry does not produce strong backs and were unable to include them in the order to M Squared. M Squared has contacted several sources trying to locate the strong backs but have yet to find a supplier. Please advise if it is possible to purchase these from the City stock. If this is not possible M Squared will have no other option but to have them manufactured at a steel mill and this may take a considerably long time due to the lead time in the specialized steel.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 2/3/2012 Response per Michael Smith (SFDPW),  -"We have been advised that the SFWD does not have the requested strong backs in their inventory.  -Typically strong backs were torch cut at local machine shops that handle larger fittings. Suggest contacting other contractors who have performed AWSS work for sources."   Signed and dated 02/01/12			
<hr/>							
<b>U-0193</b>	<b>2nd to 1st St - Various Conflicts</b>	<b>Closed</b>	<b>03/08/2012</b>	<b>03/18/2012</b>	<b>03/21/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Colin Azevedo		<b>To:</b> Turner Construction Compan Steve Cunningham		<b>Answered By:</b> Turner Construction Comp Steve Cunningham			
<b>Co-Author:</b>							
<b>REQUEST:</b> See attached sheet which details the conditions discovered in the potholing operations between 2nd Street		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 3/20/2012 Michael Smith's (SFDPW) response,			



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and 1st Street.  
Please use Submittal TG04.2-024.1 for reference.  
Please provide direction on how to proceed at each location.

"Please see response on attached sheets for conflicts at particular station numbers as listed in this RFI."

Signed and Dated (3/20/12)

U-0194	AWSS Strong Back Dimensions	Closed	03/13/2012	03/23/2012	03/21/2012	Potentially	<input type="checkbox"/>		
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Steve Cunningham	Answered By:Turner Construction Comf Steve Cunningham			
Co-Author:									
REQUEST:		SUGGESTION:		ANSWER:				Accept Suggestion:	<input type="checkbox"/>
On the detail for the strong backs on the San Francisco Standard AWSS Plans M Squared has discovered an error in the dimensions for the 14" strong back. Dimension C (outside diameter) is smaller than dimension B (inside diameter). See attached.				Jeff Thiel 3/14/2012 Michael Smith's (SFDPW) response,					
M Squared believes the OD should be 27.37". Please confirm.				"M Squared is correct. Thank you for pointing this out. We will update our drawing."					
				Signed and dated 3/14/12. (See Attached)					

U-0195	Parking Sensors on Mission	Closed	03/13/2012	03/23/2012	04/16/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Colin Azevedo	To: Turner Construction Compan		Steve Cunningham	Answered By: Turner Construction Comf Jeff Thiel	
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
M Squared has discovered that either SF Park or MUNI have installed what appear to be sensors in the street surface along Mission Street. See photo attached.				Jeff Thiel 4/12/2012 Per email conversation with Alex Demisch of the SFpark Project (SFMTA), any parking sensors found on Mission Street from 2nd Street to Main Street are inactive. SFPark's vendor plans to remove these parking sensors late April or early May of this year 2012. SFPark realizes TJPA plans to conduct AWSS construction work in the upcoming months and has asked if it was possible to for the TJPA sub-contractor, once AWSS construction begins, to separate the parking sensor equipment			
They existing between Fremont and Beale in particular.							
As the AWSS line is installed along Mission St from 2nd to Main these sensors will be in conflict. Please confirm these sensors will be removed prior to trenching.							



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from other construction debris so that SFPark may dispose electronic waste properly if there are any parking sensors still remaining. However, if the parking sensors cannot be separated then SFPark understands they will end up being demolished from TJPA AWSS construction work.							
U-0196	AWSS Pipe Bedding Material	Closed	04/02/2012	04/12/2012	04/09/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan Steve Cunningham		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author:							
REQUEST: Section 02225-2 2.2 specifies that the bedding material for the new AWSS piping shall be crushed rock, however section 02723-18 2.12 contradicts this by specifying the bedding shall be pea gravel. Please clarify.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Jeff Thiel 4/9/2012 Refer to submittal package TG0402-029 - Pipe Bedding Pea Gravel for approved AWSS pipe bedding material.			
U-0197	AWSS/PG&E Phase 2 Duct Conflict	Closed	04/05/2012	04/16/2012	04/16/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo		To: Turner Construction Compan Steve Cunningham		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author:							
REQUEST: See attached photo. M Squared discovered a conflict on 4/4/12 at 11.10am while excavating to remove the existing AWSS Main at Howard and First.  PGE's new Phase 2 duct package is sitting directly on top of the existing AWSS main at First and Howard intersection. The top and sides of the duct bank are encased in concrete however the PVC conduits are not encased on the bottom and the PVC Conduits are currently touching the AWSS Main at this location.  As a result M Squared is unable to remove the existing AWSS main from this point east.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Jeff Thiel 4/12/2012  Please confirm that the Phase 2 PG&E duct package that is in conflict with the AWSS main was installed at the correct elevation per the approved Phase 2 Utility plans.			



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Please advise on how you would like to proceed.

U-0197.1	AWSS/PG&E Phase 2 Duct Conflict Location 7	Closed	04/16/2012	04/26/2012	04/17/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Colin Azevedo To: Turner Construction Compan Steve Cunningham			Answered By: Turner Construction Comp Jeff Thiel				

Co-Author:

**REQUEST:**

The Phase 2 PG&E plans only provide minimum depths and clearances. It appears the Phase 2 ducts were installed in accordance with the minimum depth requirement but not the minimum clearance requirement. Please confirm this with PG&E.

Regardless, the AWSS main can not be reinstalled per plan and maintain minimum clearance required in the AWSS specification. Please advise how M Squared is to proceed.

**SUGGESTION:**

**ANSWER:**

**Accept Suggestion:** ☐

Michael Smith's (SFDPW) response,

"Per a site inspection this morning with SFWD, M2, Turner, and Webcor/Obayashi, the clearance conflict between the recently installed PG&E duct bank and the existing 12-inch cast iron AWSS main was confirmed. The duct bank conduits are in direct contact with the existing AWSS pipe.

The two options to rectify this situation include:

- 1.) Request that PG&E or their contractor vertically relocate the recently installed duct bank in order that there is the required 12-inch clearance between the two utilities.
- 2.) Realign the proposed replacement AWSS main either over or under the PG&E duct bank by the installation of a vertical offset.

Should option No. 2 be selected, please advise as soon as possible since revision drawing(s) for the vertical offset will need to be prepared prior to the installation of the vertical offset."

Signed and Dated 4/11/12.

The phase two duct bank was not installed per PG&E Green Book requirements for minimum clearance between utility services, and the contractor failed to





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properly coordinate utility installation.

Work related to this RFI response shall be performed at no additional cost to the owner.

U-0197.2

AWSS-PG&E Phase 2 Duct Conflict

Closed

04/23/2012

05/03/2012

05/02/2012

Potentially ☐

From: Webcor Construction LP

Colin Azevedo

To: Turner Construction Company Steve Cunningham

Answered By: Turner Construction Company Jeff Thiel

Co-Author:

REQUEST:

Through detailed analysis and discussions with PG&E during the weekly AWSS coordination meetings it has been determined that it would be infeasible to relocate the PG&E duct bank as requested in option one in the response to RFI#U-0197.1.

Please provide details for realigning the AWSS main referenced in option two in the response to RFI#U-0197.1.

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Jeff Thiel 4/23/2012 Michael Smith's (SFDPW) response,

"The contractor shall install a vertical offset under the PG&E duct bank using four (4) 22 ½ - degree elbows as required to maintain a minimum 16-inches vertical clearance between the new 12-inch ductile iron AWSS main and the recently installed PG&E duct bank. Please refer to the attached sketch."

Signed and dated 4/16/12

This work shall be performed at no additional cost to the TJPA.

U-0198

Vault Drainage

Closed

04/09/2012

04/09/2012

04/16/2012

Potentially ☐

From: Webcor Construction LP

Colin Azevedo

To: Turner Construction Company Steve Cunningham

Answered By: Turner Construction Company Jeff Thiel

Co-Author:

REQUEST:

1. On sheet MA-26 the 1" discharge piping inside the manhole is labeled as stainless steel in the detail drawings

SUGGESTION:

ANSWER:

Accept Suggestion: ☐

Jeff Thiel 4/11/2012 Michael Smith's (SFDPW) response,



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	but is described as type K copper tube in the manhole construction note #7. Please confirm what type of material is required. 2. Spec Section 02728-23 Paragraph E. calls for the use of ball float valves as shown on the construction drawings. However the float valves are not shown on the drawings. Please confirm if these ball float valves are required.			1.) The piping within the sewer manhole shall be Type 304 stainless steel.  2.) The contractor shall disregard the installation of the ball float valves for the three (3) concrete motorized gate valve vaults in this contract due to the installation of electrical sump pumps to be installed at all three (3) locations.			
				Signed and Dated 4/10/12			
U-0199	PG&E Vault Conflict with North East Tie In @ Location 7	Closed	04/16/2012	04/26/2012	04/23/2012	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Colin Azevedo Co-Author:  REQUEST: Today while setting up to remove and cast the new lead joint at the North East tie in at location 7 it was discovered that the existing PG&E vault adjacent to the tie in is too close and E. Mitchell would not be able to properly caulk the lead joint. Please advise how M Squared is to proceed.	To: Turner Construction Compan Steve Cunningham		Answered By:Turner Construction Comp Jeff Thiel			
		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Jeff Thiel 4/20/2012 Michael Smith's (SFDPW) repsonse,  "The contractor shall request PG&E to relocate their facilities in order that there is the required 12-inches minimum clearance between the AWSS main and the PG&E electrical vault.  Should PG&E not be able to relocate their facilities, the contractor shall excavate approximately 12-feet east on Howard Street to the next existing pipe joint (GHB joint from the 12"x10" cast iron GHBxGH spigot reducing adaptor for the 10-inch gate valve) in order to connect the new ductile iron AWSS main to the existing cast iron main. The contractor shall locate any new bell and spigot pipe joints before after the concrete vault wall."  Signed and dated 4/16/12			



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U-0200	AT&T Vault Conflict at Location 7	Closed	04/16/2012	04/26/2012	04/23/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Colin Azevedo			<b>To:</b> Turner Construction Compan   Steve Cunningham			<b>Answered By:</b> Turner Construction Comç Jeff Thiel	
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b>		
It has been discovered that the AT&T vault near the North West tie in of Location 7 is in conflict with the new AWSS pipe and tie rods to be installed at this location.					Accept Suggestion: <input type="checkbox"/>		
Please advise how M Squared is to proceed.					Jeff Thiel   4/20/2012 Michael Smith's (SFDPW) response,		
					"The contractor shall request ATT to relocate their electrical vault or remove portion of the vault wall as required in order that there is the required 12-inches minimum clearance between the AWSS main and the ATT electrical vault. "		
					Signed and dated 4/16/12 (see attached)		
					Contractor to document all coordination with AT&T regarding this conflict.		
<hr/>							
U-0200.1	AT&T Vault Conflict at Location 7	Closed	04/24/2012	05/04/2012	04/24/2012	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP                      Colin Azevedo			<b>To:</b> Turner Construction Compan   Jeff Thiel			<b>Answered By:</b> Turner Construction Comç Jeff Thiel	
<b>Co-Author:</b>							
<b>REQUEST:</b>			<b>SUGGESTION:</b>		<b>ANSWER:</b>		
The response to RFI#U-0200 did not properly document the coordination efforts and course of action. Please provide a revised response.					Accept Suggestion: <input type="checkbox"/>		
See attached email chain for additional information.					Jeff Thiel   4/24/2012 Michael Smith's (SFDPW) original response to RFI U-0200,		
					"The contractor shall request ATT to relocate their electrical vault or remove a portion of the vault wall as required in order that there is the required 12-inches minimum clearance between the AWSS main and the ATT electrical vault"		
					Signed and Dated 4/16/12 (See attached)		
					A Coordination meeting was held on 4/18/12 with ATT, MSquared, W/O and Turner. It was agreed that M Squared would attempt to deal directly with the utility company. If an agreement could not be made the TJPA would be notified.		



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<b>U-0201</b>	<b>AWSS - Countersunk Bolts in 14-Inch Ductile Iron Pipe Strong Back Plate</b>	<b>Closed</b>	<b>05/04/2012</b>	<b>05/14/2012</b>	<b>05/08/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Steve Cunningham			<b>Answered By:</b> Turner Construction Comp Jeff Thiel				
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> Please reference attached excerpt from the AWSS STANDARD DRAWING III, drawing No. AWSS 3.  The sizing chart for 14" diameter pipe require the use of Strong Back Type B. The Type B Strong Back configuration requires the use of a countersunk bolt and nut to adjoin connecting DI pipe. The countersunk bolts are a special order product and will have to be fabricated specifically for each piece.  Please confirm it is acceptable to use the typical 316 Stainless Steel bolt and nut without the countersink, similar to what is used and shown in Type A for all 14" diameter DI pipe.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 5/7/2012 Michael Smith's (SFDPW) response,  "-The proposed change is acceptable. -The Contractor shall field verify the actual pipe outside diameter at each location prior to having strong back fabricated due to differing pipe diameters in use."  Signed and date 5/7/12 (See Attached)		

<b>U-0202</b>	<b>SLUDGE LINE - Unknown Subsurface Structure at 301 Mission</b>	<b>Closed</b>	<b>06/07/2012</b>	<b>06/17/2012</b>	<b>06/12/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Steve Cunningham			<b>Answered By:</b> AECOM Technical Service Eric Zagol				
<b>Co-Author:</b>							
<b>REQUEST:</b> Please refer to attached detail 3/U-5001.  Detail 3 on sheet U-5001 which shows the connection detail for 12" HDPE to existing 10" steel, uses a 10" steel to 12" sleet reducer and then using a 12" steel to 12" HDPE Coupling in order to connect new sludge main to existing sludge main.  Our preference is to use a 10" steel to 10" HDPE coupling and then install a 10" HDPE to 12" HDPE Reducer. As the O.D of the existing sludge is unknown it will cause significant delay in the ordering of the 10" steel to 12" steel			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Proposed modification is acceptable.		



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<div>reducer as we will have to get the OD at the connection point and then order the material. Even with this piece of material, it will be extremely difficult to get a welder into the trench to weld the reducer on to the exiting pipe as a result of the amount of utilities which were discovered in potholing.</div> <div>The use of the 12" HDPE to 10" HDPE reducer eliminates the need for a welder in the trench.</div>							
U-0203	AWSS - Compaction Method for Trade Package TG04.2	Closed	06/08/2012	06/18/2012	06/11/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Steve Cunningham			Answered By:City and County of San Fr Michael Smith				
Co-Author:							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Specification section 02225 Section 3.7 C forbids the use of flooding or jetting in order to gain the necessary levels of compaction in the AWSS pipe trench.				6/11/2012 Michael Smith's (SFDPW) response:			
However due to the amount of utilities and duct packages in the trenches it will not be possible to gain the necessary levels of compaction under and around these utilities by utilizing the methods referenced in the specifications. By not gaining the necessary compaction around utilities it is possible that voids will occur over time causing the utility to be come unsupported and the street surface to sink.				"Water jetting to compact soil will be approved for locations where there are adjacent utilities that prevent compaction by vibratory methods. Use vibratory compaction once the backfill is clear of utilities and up to finish grade under road base/paving."			
We are requesting the use of jetting (as described in Section 703.08 of the City and County of San Francisco Standard Specifications) as a method to gain the necessary levels of compaction for the AWSS trenches. Jetting has previously been utilized as a successful method of gaining compaction levels on several other Transit Center Utility Relocation packages.							
Please confirm that this proposed method is acceptable for use on this trade package. If not, please provide an alternative method for gaining the necessary compaction.							
U-0204	SLUDGE LINE - Compaction Method for Trade Package TG04.66	Closed	06/22/2012	07/02/2012	06/22/2012	Potentially	<input type="checkbox"/>





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	hour.						
	Please see attached pipe manufacturer's data attached and provide direction. M Squared believe that the testing method in the specifications is not suitable for HDPE due to its flexibility and would be more suited to steel pipe.						
U-0206	SLUDGE LINE - Compaction Method for Trade Package TG04.6	Closed	06/22/2012	07/02/2012	07/05/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Turner Construction Comp Jeff Thiel				
Co-Author:							
REQUEST:			SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
Specification section 33 34 10 (3.1, C-7) forbids the use of flooding or jetting in order to gain the necessary levels of compaction in the HDPE pipe trench. However due to the amount of utilities and duct packages in the trenches it will not be possible to gain the necessary levels of compaction under and around these utilities by utilizing the methods referenced in the specifications. By not gaining the necessary compaction around utilities it is possible that voids will occur over time causing the utility to be come unsupported and the street surface to sink.					Zagol 7/5/2012 Flooding or water jetting is not an acceptable method of compaction for HDPE pipe trench backfill.		
M Squared is requesting the use of jetting (as described in Section 703.08 of the City and County of San Francisco Standard Specifications) as a method to gain the necessary levels of compaction for the Sludge Line trenches.					In limited areas, under and around adjacent utilities, consider using a low strength, low water content concrete fill material. Submit proposed alternate backfill material and mix design for review.		
Jetting has previously been utilized as a successful method of gaining compaction levels on several other Transit Center Utility Relocation packages (see RFI0203).							
Please confirm that this proposed method is acceptable for use on this trade package. If not, please provide an alternative method for gaining the necessary compaction.							

U-0206.01	SLUDGE LINE - Compaction Method for Trade Package TG04.6	Closed	07/05/2012	07/15/2012	07/17/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu To: Turner Construction Compan Gary Krutsch			Answered By:Turner Construction Comp Jeff Thiel				



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**Co-Author:** M Squared Construction, Inc. Aidan Foley

**REQUEST:**

See attached previously approved backfill mix designs in submittal package TG0434-006.

Please clarify if either of these can be used as a backfill material mentioned in the response to RFI U-0206.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

Eric Zagol 7/17/2012 Provide mix design with 28-day compressive strength no greater than 100 psi.

Jeff Thiel 7/17/2012 If a concrete fill material is to be used, submit mix design for approval.

**U-0207** **AWSS - Connection on Market Street**

**Closed**

**From:** Webcor Construction LP Jackson Tukuafu

**To:** Turner Construction Compan Gary Krutsch

**07/10/2012 07/20/2012 07/11/2012 Potentially** ☐

**Answered By:** Transbay Joint Powers Au Jennifer Tongson

**Co-Author:** M Squared Construction, Inc. Aidan Foley

**REQUEST:**

While excavating to expose the existing AWSS Main on Market Street M Squared's crew discovered that a portion of the existing cast iron main had already been abandoned in place. They then discovered a ductile iron main that is running parallel to the cast iron pipe.

The ductile iron main is the portion of pipe that is live and this is the line we should now be connecting to in order to proceed with the work. See attached photos. Please note that additional costs will be incurred, as a result of this unforeseen condition.

Please advise on how M Squared is to proceed.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

7/11/2012 Michael Smith's (SFDPW) response,

"-The contractor shall connect the new 14" DI pipe to the (E) 14" DI pipe on the East end of the excavation to the nearest pipe joint to the original CTCL location.

-Where possible, please deflect new pipe joints 1 degree to compensate for (E) joint deflection at CTCL joint."

Signed and dated 7/11/12. (See Attached)

Pending TJPA approval, a CR for additional cost is forthcoming.

**U-0208** **AWSS - Clearance Issues with Domestic Water Line on Market Street**

**Closed**

**From:** Webcor Construction LP Jackson Tukuafu

**To:** Turner Construction Compan Gary Krutsch

**07/10/2012 07/20/2012 07/11/2012 Potentially** ☐

**Answered By:** Transbay Joint Powers Au Jennifer Tongson

**Co-Author:** M Squared Construction, Inc. Aidan Foley

**REQUEST:**

While excavating west of the gate valve vault location on Market Street M Squared's crew discovered an 8-inch cast iron water line sitting on top of the existing AWSS main to be removed. This 8-inch line also appears to be leaking slightly.

**SUGGESTION:****ANSWER:**

**Accept Suggestion:** ☐

7/11/2012 Michael Smith's (SFDPW) response,

"-The Contractor shall request the SFPUC SFWD relocate their (E) 8" low pressure water piping in order to maintain a 12" clearance between their own two





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	<p>1. As a result of this line M Squared is unable to install the new AWSS with the necessary clearances. Aside from the clearance issues M Squared can no longer install the 14-inch reducer where it is required. M Squared will be able to relocate the reducer which will then require a longer spool piece.</p> <p>Please advise how M Squared is to proceed.</p> <p>2. This 8-inch line also has three concrete kickers on the pipe that make it impossible to install the pipe and fittings at this vault location. Please confirm that it is acceptable to remove these kickers temporarily, as they are already restrained with tie rods, for construction purposes. The kickers can be reinstalled once the work in this location has been completed.</p>			utilities.			
				-Please coordinate with SFWD prior to removing the (E) concrete thrust blocks on the SFWD line. Support SFWD line as required to prevent movement."			
				Signed and Dated 7/11/12 (See Attached)			
				Pending TJPA approval, a CR for additional cost is forthcoming.			
<hr/>							
U-0208.01	AWSS - Clearance Issues with Domestic Water Line on Market Street	Closed	07/24/2012	08/03/2012	08/03/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Company Gary Kruttsch	Answered By: Turner Construction Company Jeff Thiel				
Co-Author: M Squared Construction, Inc. Aidan Foley							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Per the response to RFI # U-0208, M Squared met with SFWD engineers on site to discuss the relocation of the domestic 8-inch line.		Jeff Thiel 8/2/2012 Per Dan Helminiak of the SFWD, the SFWD is scheduled to relocate the 8" water line on the morning of Monday 8/6/12.					
As a result of this coordination, SFWD agreed that relocating the 8-inch line was the best possible resolution to this issue. M Squared has excavated and shored for SFWD crews to perform the repairs.							
As of 7/23/12 no relocation work has been performed by SFWD.							
Please provide M Squared with a schedule for this relocation.							
<hr/>							
U-0209	AWSS - Misison and Anthony Valve Vault	Closed	07/26/2012	08/05/2012	08/07/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Company Gary Kruttsch	Answered By: Turner Construction Company Jeff Thiel				



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**Co-Author:** M Squared Construction, Inc. Aidan Foley

**REQUEST:**

See attached documents and photos.

M Squared has potholed this location for the AWSS valve vault. It has been confirmed that the gas line is abandoned and can be removed and that the 12" water is also abandoned.

In order for the vault to be constructed here M Squared will need to remove the abandoned 12" line; however, removing the 12" line will significantly weaken the live 8" line that runs on Anthony as the 90 degree bend on the 8" line is supported by a redwood block resting against the abandoned line.

Please advise on how M Squared is to proceed.

**SUGGESTION:**

Have SFWD restrain the existing 90 degree bend so that the abandoned lines and redwood plug can be removed. UPon completion of the valve vault M Squared can our a new concrete kicker if required by SFWD.

**ANSWER:**

**Accept Suggestion:** ☐

Jeff Thiel 7/30/2012 Response per Chi Yu of SFWD,

" The redwood plug is for the abandoned line to stop any residual water in the pipe and does not serve as a kicker. The live 8" main was built quite recently using a field-lok gasket restraint joint. No kicker is required. Remove the 12" and 8" abandoned lines together with the redwood plug. Provide adequate vertical support for the live 8" main."

See attached email from Chi Yu dated 7/30/12.

**U-0210** **AWSS - 12" Water Conflict at 1st and Mission Street**

**Closed**

**From:** Webcor Construction LP Jackson Tukuafu

**To:** Turner Construction Compan Gary Krutsch

**07/26/2012 08/05/2012 08/10/2012 Potentially** ☐

**Answered By:** Turner Construction Comp Jeff Thiel

**Co-Author:** M Squared Construction, Inc. Aidan Foley

**REQUEST:**

While performing the preliminary excavation across 1st and Mission street Intersection, M Squared's crew exposed a 12" water line that is running on top of the AWSS line for approx half of the intersection. Due to other utilities being present we are unable to excavate down to the AWSS main.

M Squared met with SFWD crews on site and they have confirmed that the line is active, despite them agreeing with M Squared that the line sounded very hollow (an indication that it may be dead)

M Squared believes that despite the presence of many unknown utilities they will still be able to remove and replace the existing AWSS main if this 12" water line can be abandoned or relocated.

Please advise on how M Squared is to proceed.

**SUGGESTION:**

**ANSWER:** **Accept Suggestion:** ☐

Jeff Thiel 8/10/2012 Chi Yu's (SFWD) response,

"SFWD will cut and cap both ends of the 12" line that is on top of the AWSS Main and restore the 12" main at the same location after the new AWSS line is in place."

SFWD will require two weeks advance notice prior to starting this work.



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U-0211	AWSS - Valve Vault at Sta 9+05	Closed	08/06/2012	08/16/2012	08/14/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author: M Squared Construction, Inc. Aidan Foley							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Please refer to that attached photo and schematic of current condition.		Request known utilities to relocate as required to install AWSS valve vault and piping.					
M Squared has identified the space at Sta 9+05 as the only viable location for the gate valve in that area. However several utilities remain in conflict with this location:		Request site to be remarked for assistance in determining remaining unknown lines.					
- The MCI lines are plastic and the correspondence has already began with MCI to move these lines 2' south during AWSS Main installation		Michael B. Smith SFDPW/JDC/EME - 08-13-12					
- The 3 x 2" Steel Electrical lines have been confirmed active by PGE representatives							
- All remaining lines are unknown.							
Please advise on how you would like M Squared to proceed.							

U-0212	AWSS - Various Conflicts - Sta 9+12 to PG&E Vault		Closed	08/07/2012	08/17/2012	08/30/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Company		Gary Krutsch			
Co-Author: M Squared Construction, Inc.		Aidan Foley						
REQUEST:		SUGGESTION:		ANSWER:				
While performing preliminary trenching across 1st & Mission Street Intersection, M Squared's crew discovered many unknown and unmarked utilities. See attached photos.				Accept Suggestion: <input type="checkbox"/>				
The presence of these unknown utilities will greatly impact the ability to install shoring and install full pieces of pipe. Please Identify the utilities in this section and determine which can be removed in order for M Squared to proceed.				The TJPA Representatives do not have any further information on the unidentified utilities not shown on the Contract Drawings. Please proceed as follows in order to identify these utilities:				
				Request the list of contacts registered with USA and compare those who marked with those that didn't mark and conduct follow up calls to the utilities and agencies that didn't mark. Also, contact SFPUC BLHP to mark street lights and DTIS comm and SFMTA to mark traffic signals.				
				In accordance with specification 00 08 10 section 1.3 EXISTING UTILITIES NOT INDICATED and specification 020630 section 4.1 POTHOLING AND TRENCHING OPERATIONS paragraph C, please proceed with the following in order to identify all interfering utilities that are unknown after all specified procedures or other non destructive methods				



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				proposed by the contractor have been exhausted			
				Pipe: If conductive material, perform subsurface investigation via electromagnetic detection (or other nondestructive methods) to trace utility back to nearest vault, pull box, manhole or valve to identify owner and content. If nonconductive, excavate along pipe alignment to expose coating and a joint. Inspect and provide information on coating and joint type. If content is still unknown, tap each line in order to identify contents and operating status of utility (i.e. abandoned or operational.)			
				Conduit and duct bank: Determine if utility is a charged electric utility utilizing a contractor that performs NETA type work. Determine if telecommunication cables are operational.			
				Once the utility has been identified including owner and contents, and determined inactive or de-energized, cut and cap utility at the demolition demarcation line shown in the drawings			
U-0213	AWSS - Antenna At Location #7	Closed	09/11/2012	09/21/2012	09/12/2012	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Jackson Tukuafu	To: Turner Construction Compan Gary Krutsch	Answered By:Turner Construction Comp Jeff Thiel				
	Co-Author:						
	REQUEST:	SUGGESTION:	ANSWER:	Accept Suggestion:	<input type="checkbox"/>		
	Sheet MA - 22 of the contract drawings shows the antenna for location #7 being mounted on the existing street light pole.		Jeff Thiel 9/12/2012 Response per Kenny Chin, (SFDPW)				
	Sheet MA - 31 shows that the antenna is mounted on an antenna pole in the sidewalk.		"What is showing on Sheet MA-31 is correct. The contractor shall provide antenna pole and atenna shall be mounted to this antenna pole."				
	Please clarify where the antenna pole is to be located.						
U-0213.01	AWSS - Antenna at Location #7	Closed	09/13/2012	09/23/2012	09/20/2012	Potentially	<input type="checkbox"/>
	From: Webcor Construction LP Jackson Tukuafu	To: Turner Construction Compan Gary Krutsch	Answered By:Turner Construction Comp Jeff Thiel				



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<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> Please refer to RFI U-0213 and SFDPW drawing File No. 87,208 and 87,212.  As no detail for the antenna pole foundation is provided in the contract documents, please advise if the standard detail for San Francisco Light Poles is an acceptable foundation of the antenna pole indicated on drawing MA-31.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Yes, the standard Detail for San Fransisco light pole is acceptable foundaiton of the antenna pole.  Kenny Chin 9-17-12			
<b>U-0214</b>	<b>SLUDGE LINE - Air Release Valve at Sta 17+25</b>	<b>Closed</b>	<b>09/28/2012</b>	<b>10/08/2012</b>	<b>11/09/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Turner Construction Comp Jeff Thiel			
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> The air release valve (ARV) installed on Mission St. at Sta 17+25 is currently only accessible via 12" ductile iron pipe with a 12" cap. M Squared is unable to construct the air release valve manhole per detail #1 on Sheet U-5001 due to the presence of the concrete wall that is in place.  1. Please advise if it is acceptable to leave the 12" ductile iron in place or install a larger diameter ductile pipe (possibly 16") and customize a cap for the ARV  2. Alternatively please provide a detail for the air release valve manhole		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Construct the ARV vault at the location shown on the attached drawing "U-3005 markup.pdf" & the sketch "proposed ARV vault in Mission St.pdf" after the new AWSS HPW constructed and existing 12" AWSS HPW ben demolished.  Coordinate with SFDPW for schedule.			
<b>U-0215</b>	<b>AWSS - Hetch Hetchy Duct Bank Conflict</b>	<b>Closed</b>	<b>09/28/2012</b>	<b>10/08/2012</b>	<b>10/12/2012</b>	<b>Potentially</b>	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu		<b>To:</b> Turner Construction Compan Gary Krutsch		<b>Answered By:</b> Turner Construction Comp Jeff Thiel			
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> At Sta 2+40 on Mission St (Anthony St intersection) the existing AWSS Main runs through a Hetch Hetchy duct bank. There are several concrete encased ducts on top of the AWSS Main and several concrete encased ducts under the AWSS main.  On Friday 28th September, M Squared met with MUNI		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Response per Michael Smith (SFDPW),  "-Abandon (E) 12" AWSS Main as described above.  -F/I vertical offset over HHWP Duct Bank as shown on the attached sheet."			



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	<p>Underground Services and they have requested that the AWSS be abandon 1-ft on each side of the duct bank and install the new AWSS Main over or under this Hetch Hetchy duct bank.</p> <p>Please advise how you would like M Squared to proceed with this conflict.</p>						<p>Signed and Dated 10/11/12. (See attached)</p> <p>A formal Cadd drawing is forthcoming.</p> <p>Pending TJPA approval, a CR for additional cost is forthcoming.</p>
U-0216	AWSS - Gate Valve at Station 1+09	Closed	10/04/2012	10/14/2012	10/15/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Compan Gary Krutsch		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author: M Squared Construction, Inc. Aidan Foley							
REQUEST: Please refer to attached drawing MA-13.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Jeff Thiel 10/11/2012 Response per Michael Smith (SFDPW),  "This gate valve location is acceptable per our discussion in the field last week. Please note that the two flanged x MJB adaptors will require stop collars/collar stops on the connecting D.I. Pipe."  Signed and Dated 10/10/12. (See attached)			
Due to the location of existing utilities M Squared is unable to install the gate valve at Sta 0+90, as shown on sheet MA-13. Please confirm it is acceptable for M Squared to install the valve at Sta 1+90. M Squared has confirmed there are no conflicts at Sta 1+90.							
U-0217	AWSS - 16" Gate Valve at Sta 5+00	Closed	10/12/2012	10/22/2012	10/15/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Robert Kjome		To: Turner Construction Compan Gary Krutsch		Answered By:Turner Construction Comp Jeff Thiel			
Co-Author:							
REQUEST: Drawing Reference: MA-14  Please confirm that the 16" gate valve at Sta 5+00 can be deleted and is not required.		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/> Jeff Thiel 10/15/2012 Response per Michael Smith (SFDPW):  "This gate valve and concrete valve vault can be deleted from the scope of work."  Signed and Dated 10/15/12. (See Attached)			



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Pending TJPA approval, a deductive CR may be issued.

U-0218	AWSS - PG&E Duct Bank Conflict at Sta.6+05 to Sta. 6+25		Closed	11/06/2012	11/06/2012	11/15/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Compan		Gary Krutsch				Answered By:Turner Construction Comf Jeff Thiel
Co-Author: M Squared Construction, Inc.		Aidan Foley							
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
<p>Between Sta 6+05 and Sta 6+25 there is a PGE duct bank sitting on top of the AWSS pipe; as a result, M Squared is unable to install the new AWSS main at this location. See attached photo. The pipe cannot be lowered due to the AWSS penetrating PGE Vault #1302. In order for M Squared to be able to install the new AWSS main through PGE vault #1302, the PGE duct bank needs to be raised up.</p> <p>Please advise.</p>			<p>PG&amp;E remove concrete encasement from ducts and lift the PVC conduits up so that M Squared can install the pipe at the existing alignment.</p>			<p>- SFDPW accepts M Squared's suggested solution for this utility conflict.</p> <p>- Coordinate with PG&amp;E for remvoing concrete and raising conduits in order to install AWSS facilities and proivde 6-9" clearnce. Michael Smith</p> <p>SFDPW/IDC/EME - 11/09/12</p>			

U-0219	AWSS - PG&E Vault #1313 Conflict with 4x4 Support Post		Closed	11/06/2012	11/16/2012	11/29/2012	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Company	Gary Krutsch	Answered By: Turner Construction Company				Jeff Thiel
Co-Author: M Squared Construction, Inc.		Aidan Foley							
REQUEST:			SUGGESTION:						
<p>On 10/26, PGE completed work on Vault #1313 on Mission Street. The existing AWSS pipe has been removed and M Squared is ready to install the new AWSS Main per the attached sketch (current condition).</p> <p>In order for M Squared to install the AWSS pipe, the five 4"x4" supports installed by ARB crews require removal. As a result, a portion of the vault wall will overhanging the pipe, with no support.</p> <p>Please advise if this is acceptable.</p>			<p>ANSWER:      Accept Suggestion: <input type="checkbox"/></p> <p>Jeff Thiel   11/9/2012 Response per Michael Smith (SFDPW)</p> <p>"Per field meeting today, support AWSS pipe through cut in (E) PG&amp;E vault as follows:</p> <p>-Support (N) 16" AWSS pipe over vault under hang with a CDF "cradle" for the length of the vault. Pour CDF to 5 and 7 O'clock pipe positions.</p> <p>- Backfill pipe with jetted sand to vault overhang.</p> <p>-Fill vault concave spaces with CDF over sand backfill</p>						



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through (N) 8" Diameter holes chipped into the top of the vault."

Signed and dated 11/20/12. (See Attached)

Per meetings with PG&E, M Squared to perform this work.

U-0220	AWSS - MultiQuip Sump Pump	Closed	01/23/2013	02/02/2013	01/29/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Company		Gary Krutsch	Answered By: Turner Construction Company Jeff Thiel	
Co-Author: M Squared Construction, Inc.		Aidan Foley	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>		
REQUEST:		Per SFPUC, only the contract specified submersible pump will be accepted for installation in the AWSS motorized gate valve vaults.					
Please refer to the attached excerpt from spec section 02728 AWSS Motorized Gate Valve Equipment and product data for the MultiQuip Sump Pump: ST2037.		Michael B. Smith SFDPPQ/IDC/EME on 01/29/13					
As per coordination between Aidan Foley and Michael Smith, please confirm the attached MultiQuip Sump Pump: ST2037 is an acceptable alternate to the specified manufacturer Flygt, Model 2610 in specification section 02728- 2.13.A.							
Please note the MultiQuip Sump Pump: ST2037 is being submitted for approval in WOJV submittal package TG04.2-031 - AWSS - MultiQuip Sump Pump.							

U-0221	AWSS - Pipe Joints in Utility Vaults		Closed	01/31/2013	02/10/2013	02/06/2013	Potentially	<input type="checkbox"/>	
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch				Answered By: Turner Construction Comf Jeff Thiel
Co-Author: M Squared Construction, Inc.		Aidan Foley							
REQUEST:			SUGGESTION:			ANSWER:			Accept Suggestion: <input type="checkbox"/>
Per recent field direction provided by the City inspector to M Squared Construction, where possible no joints are permitted inside utility vaults (i.e PGE, ATT)						Jeff Thiel 2/5/2013 Response per Michael Smith (SFDPW),			
This will require an additional restraint joint at each vault location.						"This is the intent of both SFWD and SFDPW due to utilities constructing their facilities over/around the pre-existing AWSS lines. Please notify engineer in			





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Please confirm this is the intent.

advance should joints be required to be placed in vaults due to the length of vaults. (16'+)"

Signed and Dated 2/1/13. (See Attached)

U-0222	AWSS - Flanged Spools for Hydrants	Closed	01/31/2013	02/10/2013	02/06/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP	Robert Kjome	To: Turner Construction Compan	Gary Krutsch	Answered By:Turner Construction Comç Jeff Thiel			
Co-Author: M Squared Construction, Inc.	Aidan Foley						
REQUEST:	SUGGESTION:		ANSWER:				Accept Suggestion: <input type="checkbox"/>
Reference Drawings: MA-14 & MA-15	Hydrant at Sta 6+30 Suggestion - custom fabricate a HPW flanged x flanged spool for to connect to the tee and the 45deg bend.		Jeff Thiel 2/5/2013 Response per Michael Smith (SFDPW),				
Hydrant at Sta 6+30 Contract drawings show the 45deg bend being connected directly to the rolled down tee. However the hydrant lateral is much lower than the main and it will not be possible to connect them directly together.	Hydrant at Sta 9+00 Suggestion - In order to connect the tee to the 90deg bend a HPW flanged x flanged spool, custom fabricated will be necessary.		"-Hydrant at station 6+30 - Proceed as required due to unforeseen field conditions. -Hydrant at station 9+00 - Per field / phone conversations with M2, Pipe spool is no longer required at this location."				
Hydrant at Sta 9+00 Due to the changes per RFI U-190 M Squared are to install the new fire hydrant in the same location as the existing, in the breezeway. As a result the new hydrant lateral will be higher than the newly installed main (the grade of the main being dictated by various utility conflicts).			Signed and Dated 2/1/13. (See Attached)				
Please confirm M squared's suggested mediation is how M squared is to proceed							

U-0223	AWSS - Electrical Sevice at 2nd Street Intersection			Closed	02/06/2013	02/16/2013	05/20/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Jackson Tukuafu	To:	Turner Construction Compan	Gary Krutsch	Answered By:Turner Construction Comp			
Co-Author:	M Squared Construction, Inc.	Aidan Foley							
REQUEST:	SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>						
The contract drawings show M Squared replacing the existing 10" gate valve on Mission at 2nd St with a new 16" gate valve. Due to a PG&E conflict M Squared will		Jeff Thiel 5/20/2013 Existing PG&E service has been disconnected and removed. See attached drawing for new routing of PG&E power service connection from							



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	<p>have to now move the valve location north onto 2nd Street.</p> <p>In moving the vault M Squared will now have to relocate the existing electrical service to the new vault location. M Squared will need the service disconnected so that all existing electrical cable and conduits can be removed.</p> <p>Once the new vault has been constructed M Squared can reestablish the service to the new vault location. These were previously thought to be street lighting conduits as mentioned in RFI U-182.2 and will need to be removed for the construction of the new vault anyway.</p> <p>The service is currently the responsibility of the SFPUC and PG&amp;E have indicated that any impact to the service needs to be handled by the SFPUC and not M Squared.</p> <p>Please advise on how to proceed</p>						
U-0223.1	AWSS - Electrical Service at 2nd Street	Closed	07/17/2013	07/27/2013	07/19/2013	Potentially	<input type="checkbox"/>
From: M Squared Construction, Inc. Aidan Foley		To: Turner Construction Company Gary Krutsch	Answered By: Turner Construction Company Jeff Thiel				
Co-Author:							
REQUEST:		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>				
Reference: Attached Drawing			Response per Michael Smith (SFDPW),				
Per the response to RFI U-0223 a new electrical service, a new PGE meter pedestal, and a new drain line was to be installed at 2nd and Mission.			"The proposed drain line routing is acceptable provided that the line slopes to the catch basin per the specs. The proposed electrical conduit shall be acceptable provided that it's installation shall conform to PG&Es guidelines."				
However the drawing provided in the response showed the old AWSS vault location. See attached drawing prepared by M Squared showing the new vault location.			Signed and Dated (see attached)				
We have established conduit routes for both the new electrical service to PGE vault #1316 and also the drain line to the catch basin.							
Please confirm that this acceptable.							



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U-0224	AWSS - Pipe Alignment between Fremont to Beale	Closed	02/06/2013	02/16/2013	02/11/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Turner Construction Company Jeff Thiel				
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> The existing AWSS main on Mission Street between Fremont St & Beale St is running through three (3) PGE vaults.  By upsizing the AWSS main to 16" there is a possibility that the pipe will not fit back through the structures. By having PGE move/alter their facilities M Squared believes there will be significant project delays. M Squared will also inevitably have to install the new main within PGE structures, something the SFPUC prefers to avoid.  M Squared believes it is possible to shift the alignment of the new 16" main further north to avoid all of these PGE vaults. See attached potholing results from potholing further north than the existing main. M Squared does not know yet if additional fittings will be needed to shift the alignment north, and then realign it back south at Beale Street. This will not be known until the trench has been excavated.  Please confirm it is acceptable for the AWSS alignment to shift north as currently coordinated to avoid the delay impacts and vault conflicts.			<b>SUGGESTION:</b>  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 2/8/2013 Response per Michael Smith, (SFDPW)  "Shifting the proposed AWSS alignment North is acceptable provided that there are no utility conflicts and the gate valve frames/covers do not end up directly in the gutter due to potential flooding of the vaults."  Signed and Dated 2/8/13. (See Attached				

U-0225	AWSS - Lead Joint Clearances at Sta 6+30	Closed	02/08/2013	02/18/2013	02/13/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Company Gary Kruttsch			<b>Answered By:</b> Turner Construction Company Jeff Thiel				
<b>Co-Author:</b> M Squared Construction, Inc. Stewart Mitchell							
<b>REQUEST:</b> Please refer to attached W/O Sketch SK-U-0225 and drawing MA-4.  The newly installed fire hydrant lateral at station 6+30 is to connect to the existing AWSS main; however, the existing main pipe is "oval" shaped and the new pipe is circular. As a result of the differing pipe shapes, the minimum clearances for inserting the "hokum" to draw the lead in when heated are not achieved. The minimum clearance around the pipe required is 1/4".  The existing fitting is part of a series of fittings needed to raise the fire hydrant lateral up in elevation to avoid a			<b>SUGGESTION:</b> Field conditions appear to indicate that where the existing laterals clear over the sewer, at the next joint there is a possibility of a full length pipe (12'-0") which takes you closer to the curb. There is a possibility to switch out the entire lateral to the fire hydrant.  <b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 2/13/2013 Response per Michael Smith (SFDPW),  "Due to the unforeseen conflict between the existing AT&T duct bank which was poured directly onto the AWSS Hydrant lateral pipe, blocking access to the next two downstream lead joints, the contractor shall locate a lead joint South of the conflicting duct bank that is readily accessible for their plumber to melt the existing lead joint. The contractor shall then furnish and install ductile iron pipe and fittings to this accessible location in order to connect to the existing cast iron line. The alternate is for AT&T to relocate				



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	conflict with an existing sewer line. Moreover, there is a duct bank over the sewer and it was poured over the next fitting only compounding the conflict.  Please advise.					their duct bank in order that there is a minimum 12" clearance between the duct bank and the existing AWSS pipe.  Should the duct bank not be relocated, and due to the fact that there will be a minimum amount of cast iron pipe remaining in the hydrant lateral run, the contractor shall provide a cost for removing the remainder of the cast iron hydrant lateral and for replacing with ductile iron pipe and fittings.  Replacing this remaining section of cast iron pipe and hydrant will be an improvement to the SFWD's facilities."  Signed and Dated (See Attached)	
U-0225.1	<b>AWSS - Lead Joint Clearances at Sta 6+30: SFWD Decision to Replace Full Lateral Closed</b>  <b>From:</b> Webcor Construction LP Jackson Tukuafu <b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley  <b>REQUEST:</b> As a result of several coordination efforts to discuss potential options, AT&T has chosen not to relocate their duct bank that is in conflict with the hydrant lateral at Sta 6+30. Instead they have agreed to compensate M Squared for the costs to connect to the next most southern joint.  1. Please confirm that this is acceptable, as the response to the previous RFI U-0225 mentioned the possibility of replacing the full lateral including the hydrant. 2. Please advise whether the SFWD want to replace the full lateral. M Squared need to know so an agreement can be reached on materials etc.	<b>To:</b> Turner Construction Compan Gary Krutsch  <b>SUGGESTION:</b>	03/11/2013	03/21/2013	03/28/2013	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> Turner Construction Comp Jeff Thiel				
			<b>ANSWER:</b> Jeff Thiel 3/26/2013 Response per Michael Smith (SFDPW),  "CCSF SFWD (Dan Helminiak 420-4521) will coordinate with contractor to provide funding / materials to replace the remaining cast iron portion of the hydrant lateral."  Signed and Dated 3/19/13. (See Attached)	<b>Accept Suggestion:</b> <input type="checkbox"/>			
U-0226	<b>RFI#U-0226 - AWSS - PG&amp;E Duct Bank at 1st Intersection</b>  <b>From:</b> Webcor Construction LP Jackson Tukuafu <b>To:</b> Turner Construction Compan Gary Krutsch	<b>Closed</b>	03/11/2013	03/21/2013	03/15/2013	Potentially	<input type="checkbox"/>
			<b>Answered By:</b> Webcor/Obayashi Joint V Jackson Tukuafu				



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<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> Refer to drawing U-1002, U-2003, MA-15.  M Squared is unable to trench to the connection point as shown on the attached M Squared sketch SK-047.1 and SK-047.2 on First Street due to the presence of two (2) PG&E duct banks in the trench. One duct bank is deeper than the other and is sitting directly on top of the AWSS Pipe that is required to be removed.  Please provide direction to how M Squared will proceed.		<b>SUGGESTION:</b> Suggestion #1 - Remove existing gate valve and connect to the existing pipe (see attached SK-047.1). Install an IBeam behind the 16" Tee on Mission Street as an alternative restraint system. Please note: In order to perform Suggestion #1 an AT&T duct bank will need to be moved west 2' so M Squared can drill for the I-Beam.  Suggestion #2 - If the AT&T duct bank cannot be moved install an offset from the 16" tee using 22deg bends to get back to original alignment. (see attached sketch SK-047.2)		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 3/12/2013 Response per Michael Smith (SFDPW)  " 1.) Proceed with suggestion No. 1.  2.) Should AT&T not be able to relocate their duct bank, proceed with suggestion No. 2. Replace 22.5 degree elbows with 11.25 degree elbows if fittings are available."  Signed and Dated 3/12/13. (See attached)  After further investigation while this RFI was being reviewed, it was found that the duct bank previously thought to be AT&T is owned by TCG. Do not proceed with either option until TCG has been notified of potential costs and has reviewed the proposed solutions.			

U-0226.1	AWSS - TCG Duct Bank at 1st Street Intersection	Closed	06/25/2013	07/05/2013	07/08/2013	Potentially	<input type="checkbox"/>
From:	Webcor Construction LP	Jackson Tukuafu	To:	Turner Construction Company	Gary Kruttsch	Answered By:	Turner Construction Company Jeff Thiel
Co-Author:	M Squared Construction, Inc.	Aidan Foley					
REQUEST:	Please refer to response for RFI U-0226.		SUGGESTION:	ANSWER: Accept Suggestion: <input type="checkbox"/>			
	As per response to RFI U-0226, M Squared is directed to "Remove the existing gate valve and connect to the existing pipe. Install an I-beam behind the 16" Tee...as an alternative restraint system" in order to avoid two PG&E duct banks in conflict with the AWSS. As a result of the I-Beam being installed at this location, a TCG duct bank would need to be moved 2-feet west.			Response per Michael Smith (SFDPW),			
	TCG has determined that the duct bank would take several months to re-locate their duct bank. Therefore, TCG has opted to avoid the conflict by pursuing the suggested 22deg bends as an offset from the 16" tee in RFI U-0226.			"The thrust blocks for the two (2) 10" 22.5 degree elbows shall conform to the thrust blocks for 16" pipe as shown on the AWSS standard drawings. Include "crossed" rebar with J-hook ends over the elbows.			
	Please confirm additional restraints are not required at the			Schedule site visit to verify lack of access to (E) line north of proposed 10" connection location."			
				Signed and Dated, see attached.			



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<div>22deg bends or provide all necessary restraints required to for the 10" line at this location.</div>							
U-0227	AWSS - 2nd Street AWSS Gate Valve Vault	Closed	04/16/2013	04/26/2013	04/22/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Turner Construction Comf Jeff Thiel				
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> Refer to drawing MA-13, MA-3, MA-10  Due to the presence of several PGE duct banks and the steam line that runs along 2nd Street M Squared feels it will be significantly difficult to modify a precast valve vault to fit into the area designated for the vault. As a result, M Squared proposes to construct a cast in place valve vault as has previously installed and approved on Market Street.  1. Please confirm it is acceptable to install a cast in place vault at this location. 2. Please advise if rebar detail attached is acceptable for use.		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Jeff Thiel 4/22/2013 Response per Michael Smith (SFDPW),  "-Due to the existing conflicting/surrounding utilities in the proximity of the AWSS vault location, a cast-in-place concrete valve vault would be acceptable.  -The rebar drawings will need to be stamped again by the structural engineer. Please note that this valve vault is for a 16" gate valve with bypass valve (Two actuators)."			
U-0228	AWSS - Sidewalk Expansion Evaluation between First Street and Beale Street	Closed	05/31/2013	06/10/2013	10/18/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu		<b>To:</b> Turner Construction Compan Gary Krutsch	<b>Answered By:</b> Turner Construction Comf Gary Krutsch				
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley							
<b>REQUEST:</b> Per the attached email it appears that the City's intent to is to move the curb lines south between First St & Fremont by 3' and also between Fremont & Beale Street by 4'.  First to Fremont St - In moving out the curb line by 3' the AWSS Line on this block will be pretty close to being under the new curb line, therefore making any maintenance of the AWSS line in the future very difficult. There would also be an impact to the gate valve location on the east side of the 1st and Mission intersection and		<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Judy Long 10/16/2013 RESPONSE: - TJPA has not received confirmation from the SFPUC that the new AWSS service can be installed per the contract drawings. As discussed in our weekly coordination meeting after completing the paving in the intersection at First and Mission,M2 is directed to jump to the intersection at Main and Mission and proceed westward towards Beale Street.			



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	<p>the west side of Fremont &amp; Mission due to the new curb coming south. It is possible a modified roof to the vault would be required as half of the vault would be in the street and another half would be in the sidewalk (judging from rough field measurements). The AWSS Fire hydrant would also need to be relocated as it would now be in the middle of a widened sidewalk, whereas the distance acceptable is 24" to 26" from FOC.</p> <p>Fremont to Beale Street - The current alignment for the AWSS along Mission between Fremont &amp; Beale is close to the curb on the north side (in order to avoid 3 PG&amp;E utility vaults). By moving the curb 4' south the AWSS line will now be underneath the sidewalk on this block. Similar to above the gate valve vaults would be partially under the sidewalk here and modifications/relocations may be required.</p> <p>Please advise if M Squared is to continue with the AWSS install per plan. Alternatively please provide direction on the conflicts that moving the sidewalk creates for the main.</p>						<p>- Submit RFI#U-0228.1 once work is complete in the Main Street intersection and request SFPUC's approval to proceed with the original AWSS alignment per contract drawings between Beale and First streets.</p>
U-0229	AWSS Main @ PGE Vault #1329	Closed	06/12/2013	06/22/2013	06/17/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP Jackson Tukuafu		To: Turner Construction Company Gary Kruttsch		Answered By: Turner Construction Company Jeff Thiel			
Co-Author: M Squared Construction, Inc. Aidan Foley							
REQUEST:		SUGGESTION:		ANSWER: Accept Suggestion: <input type="checkbox"/>			
Reference: Attached Photo		Response per Michael Smith, (SFDPW)					
Please confirm that the new 16" AWSS is acceptable to be in the position shown as there is not the required clearance with the PGE vault #1329		"Per a site visit on 6/11/13 with M Squared, the current alignment of the AWSS pipe against the PG&E electrical vault is unacceptable. The AWSS contract documents require a minimum clearance of 12" between AWSS facilities and adjacent utilities. Exceptions shall be made by the engineer on a case-by-case basis per field conditions to decrease the clearance to 6" where required."					
		Signed and dated 6/17/13. (See Attached)					





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U-0230	AWSS - AWSS Vault at 2nd Street	Closed	07/18/2013	07/28/2013	07/19/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu			<b>To:</b> Turner Construction Compan Gary Krutsch				
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley			<b>Answered By:</b> Turner Construction Comp Jeff Thiel				
<b>REQUEST:</b> Due to the grade of the 16" AWSS gate valve, combined with the valve actuators the roof of the AWSS valve vault at 2nd Street will not be under the surface of the street. Previous AWSS valve vaults have 2" AC/8" concrete street base on top of the roof of the vault.  If M Squared installs the vault roof and then covers it with 2" AC then there is a danger that future contractors will saw cut through the roof of the vault while cutting out their trenches.  Our suggestion is to pour the vault roof to the same grade as the current street surface on 2nd Street. There does not appear to be any room for adjustment here and we are unaware of any other options in this case.  Please confirm it is acceptable to construct the vault roof in this manner, with a concrete broom finish.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Response per Michael Smith (SFDPW),  "M Squared shall proceed with constructing the valve box cover in a manner such that the portion to be located in the parking strip shall be flush with the surrounding concrete. For the portion of the cover to be located in the paved traffic lane, reduce top surface by 2". Place a sheet of 10 gauge galvanized sheet steel on recessed area of concrete cover. When repaving street, extend A/C paving over vault to provide paving flush with concrete portion of cover/manhole lid.  Signed and dated. (see attached)		

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U-0231	AWSS - Concrete Sampling for Kickers	Closed	07/25/2013	08/04/2013	08/02/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu			<b>To:</b> Turner Construction Compan Gary Krutsch				
<b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley			<b>Answered By:</b> Turner Construction Comp Jeff Thiel				
<b>REQUEST:</b> The contract specifications require concrete sampling of all cast in place concrete on the AWSS project. However in the pre-construction QC meeting the City confirmed that the SFWD Inspector - Dan Helminiak is permitted to inspect all concrete thrust blocks.  Due to the small size of the thrust blocks it is not practical for concrete samples to be provided to an inspection agency.  Please confirm that per the agreement SFWD inspector can inspect all concrete used in the AWSS thrust blocks and that no concrete sampling is required.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Response per Michael Smith (SFDPW),  "It is acceptable to the City for thrust blocks to be visually inspected by the SFWD inspector for compliance with the contract documents. No concrete sampling is required."  Signed and dated. (See attached)  (Jack Adams) Although the contract specifications require concrete sampling and testing of all cast in place concrete on the AWSS project, the City of SF Engineer of record has allowed visual inspection only by City SFPUC (SFWD) of these concrete thrust blocks. See attached from M. Smith CCSF PUC.		





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U-0232	AWSS - Schedule Change of AWSS Install	Closed	07/30/2013	08/09/2013	08/14/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley			<b>To:</b> Turner Construction Company Gary Kruttsch		<b>Answered By:</b> Turner Construction Company Jeff Thiel		
<b>REQUEST:</b> Per our recent AWSS meetings M Squared had been directed by the owners' representative to complete the AWSS install at 1st & Mission intersection and then mobilize to Main Street intersection to begin work down there.  If M Squared is to begin work at Main St then there will be no connection made on the east side of 1st and Mission. The new 16" line will be installed up to the 16"x10" tee and the 10" connection will be done heading North on 1st.  We can see 3 options that would allow us to proceed to Main Street.  1. Cap the new 16" Tee on the east side of the tee. This would allow the AWSS system to be in service from 2nd Street all the way to the east side of 1st Street, including 1st Street heading towards Market.  2. Perform a connection from the new 16" Tee to the existing 12" AWSS main on Mission east of 1st Street. This would allow the AWSS system to be fully operational from 2nd all the way to Main. This would be temporary as M Squared would presumably return to complete the 16" install here.  3. Leave the new and existing pipe as is. The AWSS main would be operational from 2nd Street all the way to the gate valve on Mission west of 1st Street. The main would remain shut off on the 1st and Mission intersection, and also 1st Street heading towards Market as the new 16" AWSS line would be open at the tee (not capped/connected) and the existing 12" would not be connected to anything.  Please provide an option to M Squared to allow us to proceed.			<b>SUGGESTION:</b>		<b>ANSWER:</b> <b>Accept Suggestion:</b> <input type="checkbox"/> Response per Michael Smith, (SFDPW)  "Please proceed with Option No. 1 - Capping of the East end of the (N) 16"x16"x12" tee installed at Mission and First Streets. The concrete thrust block to be installed behind the 16" cap shall be poured with 3x the concrete as a typical thrust block for a 16" AWSS fitting. Pour thrust blocks against 12" CI pipe and 16"x16"x1" Steel plate.  Option No. 2 is not approved due to unavailability of fittings for 4-6 months and the vertical/horizontal alignments between (N) and (E) pipes.  Bill Gunn of SFWD approved option No. 1 based on the above issues for implementing option No. 2"  Signed and Dated. (See attached)		
U-0233	AWSS - 16" GV @ sta 9+00	Closed	08/14/2013	08/24/2013	08/14/2013	Potentially	<input type="checkbox"/>
<b>From:</b> Webcor Construction LP Jackson Tukuafu <b>Co-Author:</b> M Squared Construction, Inc. Aidan Foley			<b>To:</b> Turner Construction Company Gary Kruttsch		<b>Answered By:</b> Turner Construction Company Jeff Thiel		





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Please confirm this is the intention.

U-204	AWSS - Compromised Lead Joint on Howard Street		Closed	06/15/2012	06/25/2012	06/18/2012	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Jackson Tukuafu	To: Turner Construction Company		Gary Krutsch		Answered By: Turner Construction Company Jeff Thiel	
Co-Author:								
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion:		<input type="checkbox"/>
Please reference the attached COMM0999 provided to TCCO on Friday, June 6, 2012.				Jeff Thiel 6/18/2012 Michael Smith's (SFDPW) response,				
As outlined in M Squared's letter dated 6/8/12, M Squared realigned the AWSS main on Howard Street and repacked the lead joints (time card attached for reference). During the Hydrostatic Test by SFWD, the lead joint leaked and failed to hold the test eventhough it was repacked.				"The Contractor shall remove two (2) additional 12' sections of (E) cast iron pipe on the East end of the horizontal offset. F/I ductile iron pipe with restraints at all joints except for the MJxGH adaptor fitting. Pour new lead joint at Ctel."				
As a result, it has become apparent that the AWSS joints have been compromised. Please provide direction on how M Squared is to proceed the with next course of action.				Signed and Dated 6/18/12.				

U-221	AWSS - Pipe Joints in Utility Vaults	Void	01/31/2013	02/10/2013	02/06/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Webcor Construction LP	
Co-Author: M Squared Construction, Inc.		Aidan Foley	Jackson Tukuafu				
REQUEST:		SUGGESTION:		ANSWER:		Accept Suggestion: <input type="checkbox"/>	
Per recent field direction provided by the City inspector to M Squared Construction, where possible no joints are permitted inside utility vaults (i.e PGE, ATT)				See U-0221			
This will require an additional restraint joint at each vault location.							
Please confirm this is the intent.							

U-222	AWSS - Flanged Spools for Hydrants	Void	01/31/2013	02/10/2013	02/06/2013	Potentially	<input type="checkbox"/>
From: Webcor Construction LP		Robert Kjome	To: Turner Construction Compan		Gary Krutsch	Answered By: Webcor Construction LP	
Co-Author:		Jackson Tukuafu					



Webcor/Obayashi Joint Venture  
*PROJECT MANAGEMENT - REQUEST AND ANSWERS LOG*  
30100 - Transbay Transit Center Project

Page: 1053 of 1053  
Date: 11/05/2013  
Time: 10:53 AM  
Job: 30100

<u>Number</u>	<u>Subject</u>	<u>Status</u>	<u>Date Created</u>	<u>Date Required</u>	<u>Date Answered</u>	<u>Cost Impact</u>	<u>Proceed</u>
M Squared Construction, Inc.	Aidan Foley						
<b>REQUEST:</b> Reference Drawings: MA-14 & MA-15  Hydrant at Sta 6+30 Contract drawings show the 45deg bend being connected directly to the rolled down tee. However the hydrant lateral is much lower than the main and it will not be possible to connect them directly together.  Hydrant at Sta 9+00 Due to the changes per RFI U-190 M Squared are to install the new fire hydrant in the same location as the existing, in the breezeway. As a result the new hydrant lateral will be higher than the newly installed main (the grade of the main being dictated by various utility conflicts).  Please confirm M squared's suggested mediation is how M squared is to proceed.	<b>SUGGESTION:</b> Hydrant at Sta 6+30 Suggestion - custom fabricate a HPW flanged x flanged spool for to connect to the tee and the 45deg bend.  Hydrant at Sta 9+00 Suggestion - In order to connect the tee to the 90deg bend a HPW flanged x flanged spool, custom fabricated will be necessary.	<b>ANSWER:</b> see U-0222	<b>Accept Suggestion:</b> <input type="checkbox"/>				

*END OF REPORT*

Report Parameters

Project:	30100	Status Class:	
Sent To:		Run Date:	11/05/2013
Restrict Value of:	C	Run Time:	10:53 AM
From Date:		Operator:	MKOJIMA
To Date:		Report Code:	PM3012
Status:			



**Transbay Transit Center – San Francisco, CA**

**Noise and Vibration Mitigation Management Plan**

Webcor/Obayashi

**September 07, 2012**

## **GENERAL:**

The Webcor/Obayashi (W/O or CM/GC) Noise and Vibration Mitigation Management policy that will be implemented on the Transbay Transportation Center Project will be an overall project policy, with each Trade Subcontractor contributing their specific plan as they come on board to the project. The primary function of this plan is to comply with Specification Section 00 08 13, 00 08 13/APB, the San Francisco Noise Control Ordinance, regulations and requirements and section 01 35 65, Specific Project mitigation measures and monitoring requirements as applicable to the various phases of work.

When required by the specifications, W/O will ensure its Trade Subcontractors comply with this plan as well as the San Francisco Noise Control Ordinance.

To expedite the project or minimize impacts, W/O will ensure that its Trade Subcontractors apply for written waivers of some of the noise requirements by application to the TJPA in accordance with Section 00 08 13 Specific Project Requirements when required by the specifications or contract. Written waivers shall be uploaded to Constructware by CM/GC. It is anticipated that some Work may require multiple shifts or for other reasons need to be performed outside of typical weekday daytime construction hours. Trade Subcontractors shall minimize construction activities during evening, nighttime, weekend, and holiday periods and shall obtain specific permits before performing construction in noise sensitive areas during these periods.

Night noise permits requests shall be submitted to the TJPA at least 7 days in advance of work. Noise permit request shall include:

1. Name of person in charge of work and phone number
2. Hours to be worked
3. Narrative of scope of work including necessity of doing work at night, maps, and truck routes
4. List of noise/vibration/light making equipment including make and model
5. Mitigation and monitoring methods being used

W/O will ensure that its Trade Subcontractors provide noise inspections and testing of equipment to ensure that all equipment onsite is in good condition and effectively muffled per manufacturer's recommendation. If inspection or testing documents are requested by the TJPA, or any of its representatives, W/O will require its Trade Subcontractors to provide requested documentation in a timely manner. Trade Subcontractors shall provide inspection and testing documents to CM/GC prior to start of work and as the equipment is replaced. CM/GC shall upload documents to a file location within Constructware.

W/O will ensure that its Trade Subcontractors minimize use of vehicle backup alarms and demonstrate how backup alarms will be minimized by using mitigation measures such as designing the construction site with a circular flow pattern that minimizes backing up of trucks and other heavy equipment. Trade Subcontractors shall submit quarterly reports of measures to reduce back up alarms. W/O shall upload these reports to a specific location within Constructware.

W/O will ensure that all its Trade Subcontractors' equipment onsite is equipped with broadband back-up alarms that will automatically adjust based on the ambient noise during nighttime hours (between 8 p.m. and 7 a.m.) when ambient noise is low. If safety considerations and applicable regulations will not allow use of broadband back-up alarms, Contractor shall request an exemption in writing to the TJPA



Representative including the applicable safety regulations (Cal/OSHA, OSHA). Trade Subcontractors shall comply with the TJPA's request for broadband back-up alarms for all work between 8 p.m. and 7 a.m. If requested by the TJPA or its representative, Trade Subcontractors shall provide W/O with equipment specifications showing broadband back-up alarms for submission via Constructware.

Through W/O's requirement of the submittals outlined in this noise and vibration plan, W/O will verify Trade Subcontractors' construction operations are performed in such a manner to minimize noise.

W/O will verify that its Trade Subcontractors perform noise monitoring to demonstrate compliance with noise limits and endeavor to minimize construction activities during off hours except for those required and deemed acceptable per the Contract Documents. Trade Subcontractors shall submit monthly monitoring reports to W/O for submission via Constructware.

W/O will verify Trade Subcontractors haul routes to ensure that they minimize noise intrusion into residential areas, and control noise during nighttime hours.

W/O will require all Trade Subcontractors to use procedures and equipment, when it would be effective, that produce lower noise levels than normal when required by the specifications or contract. W/O will require the Trade Subcontractor to submit manufacturer special noise control kit information. If none is available, then the Trade Subcontractor needs to submit a statement of this. Upon receipt and review of the information, W/O and the Trade Subcontractor will identify the events when the noise control measures should be used based on the specifications.

W/O will require all Trade Subcontractors plans to include use of temporary barriers near noisy activities as required by the specifications or contract. Such barriers shall be located close enough to the noise source to achieve noise attenuation. As necessary and when it is shown it would be effective, Trade Subcontractors shall construct shed-like structures or complete buildings to contain the noise from nighttime activities.

W/O shall require haul route map, plan and storage location to be part of Trade Subcontractor's plan and included within its submittal.

#### VIBRATION CONTROL

Vibration limits are based upon the Federal Transit Administration's Planning and Environment Transit Noise and Vibration Impact Assessment guidelines. W/O will require all Trade Subcontractors' to limit or prohibit use of construction techniques that create high vibration levels when it affects adjacent properties.

If construction techniques that create high vibration levels are used, W/O will require all Trade Subcontractors' to comply with the following additional restrictions:

1. Provide advance notice to TJPA of any vibration intensive activities. Perform vibration intensive activities only during daytime hours between 7 a.m. and 8 p.m. unless otherwise allowed by special permit or variance, as required by the specifications or contract. Perform vibration monitoring during vibration intensive activities during daytime hours between 7 a.m. and 8 p.m. unless otherwise allowed by special permit or variance, as required by the specifications or contract. Recorded data should be part of the Trade Subcontractor Daily report. A summary shall be submitted monthly and uploaded to Constructware.

2. Investigate alternative construction methods and practices to reduce the impacts if present and implement alternative methods and practices as reasonable.
3. Provide a plan to measure vibration levels including but not limited to measurement locations, times and metrics. Plan shall also include contingency plan if operations exceed the limits. This plan shall be uploaded into Constructware by W/O.
4. Limit or prohibit use of construction techniques that create high vibration levels.

Trade Subcontractors shall be responsible for providing technical information, as required by the specifications, in their plan. Trade Subcontractor's plan shall be submitted via Constructware for Record Only.





**Transbay Transit Center – San Francisco, CA**

**Air Quality Plan**

Webcor/Obayashi

January 16, 2012

## **GENERAL PLAN:**

The Webcor/Obayashi (W/O) Air Quality Plan that will be implemented on the Transbay Transit Center Project will be an overall policy with each subcontractor contributing their specific plan as they come on board to the project. The primary function of this plan is to comply with the Bay Area Air Quality Management District regulations and requirements.

W/O will require its Trade Subcontractors to establish a plan that complies with all requirements set for in specification sections 00 08 13, and 01 35 65 prior to starting Work onsite. W/O shall check and verify trade subcontractor's compliance with air quality requirements on a daily basis. Any non-compliant trade subcontractors will receive both verbal and written notice through Safe Site One (W/O internal program). Additional, W/O will require trade subcontractors to demonstrate they are actively monitoring air quality by providing checklists or documentation on each Trade Subcontractors daily report. W/O shall verify its Trade Subcontractors Air Quality plan includes the following but not necessary limited to:

1. Specific measures to minimize impacts to sensitive receptors associated with exposure to respirable nuisance dust (PM10) and achieve a goal of No Visible Emissions.
2. W/O shall verify Trade Subcontractors comply with City Dust Control Order (DPW Order No. 171,378. Water active construction areas at least twice daily to control dust using non-potable water in accordance with San Francisco Ordinance 175-91
3. Identify specific measures to minimize dust generation; to reduce health risks to workers and the public.
4. Mist the immediate excavation area with a water spray to prevent airborne dust particles. Perform continuous water spraying during dust-generating activities. Mist or spray in such a way as to prevent puddling or generation of runoff, which could potentially reach storm drains or catch basins.
5. Minimize the amount of excavated material or demolished debris stored at the Site. Remove excavated material and demolished debris, with the exception of hazardous materials or suspected hazardous materials, from the Site no later than the end of each workday. If hazardous materials or suspected hazardous materials are stored on site, store such materials in accordance with all applicable California Environmental Protection Agency regulations, including providing storage in proper containers and protection from exposure to the elements. Remove such materials from the Site as soon as possible for disposal or recycling in accordance with applicable laws and regulations.
6. Wet all exposed soil surfaces at least 3 times daily during dry weather or more frequently if dust is blowing or if required by the TJPA. Immediately wet sweep serpentine residuals from the street.
7. Keep the Site and adjacent areas clean and perform wet sweeping at the end of each shift. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
8. Load haul trucks carrying excavated material so that the material does not extend above the walls or back of the truck bed. Wet before covering and tightly cover the surface of each load before the haul truck leaves the loading area. Cover trucks hauling soil, sand, and other loose materials or require trucks to maintain at least 2 feet of freeboard
9. Clean up spillage on City streets, whether directly or indirectly caused by Contractor's operations.

10. Minimize use of on-site diesel construction equipment, particularly unnecessary idling. Shut off construction equipment to reduce idling when not in direct use. Where feasible, replace diesel equipment with electrically powered machinery.
11. Retain receipts of ultra-low sulphur fuel (ULSF) purchase and equipment tuning and repair and make these available to the TJPA Representative or to the Federal Transit Administration (FTA) designee upon request.
12. Locate diesel engines, motors, or equipment as far away as possible from existing residential areas.
13. Properly tune and maintain diesel power equipment. To manufacturer's specification and frequency.
14. Suspend grading operations during first and second stage smog alerts, and during high winds (i.e., winds greater than 25 miles per hour).
15. Upon completion of the construction phase, buildings with visible signs of dirt and debris from the construction site shall be power-washed and/or painted (provided that permission is obtained from the property owner to access and wash the property with no fee charged by the owner). Trade Contractor shall request CMGC to contact Singer and Associates to notify property owners for access. If permission from property owners for access is not granted, Trade Contractor is not responsible for power-washing or painting.
16. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
17. If applicable, replant vegetation in disturbed areas as quickly as possible.

W/O will verify Trade Subcontractors comply with the requirements of the Bay Area Air Quality Management District (BAAQMD) Regulation 6 (for particulate matter and visible emissions), Regulation 7 "Odorous Substances," Regulation 11 "Hazardous Pollutants," and the California Health and Safety Code Division 26 "Air Resource", Chapter 3 "Emission Limitations," Section 41700 "Prohibited Conduct," and related regulations. Trade Subcontractors shall notify the BAAQMD 10 working days prior to commencing demolition or hazardous materials abatement work.

1. Such notification shall include the names and addresses of operations and persons responsible; description and location of the structure to be demolished or altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the disposal site.
2. The BAAQMD randomly inspects removal operations and will respond to any complaints received. Contractor shall cooperate with and facilitate all BAAQMD authorized inspections.\
3. Notifications shall be documented and provided to CM/GC for submission to the TJPA via ConstructWare.

Trade Subcontractors shall be responsible for providing technical information, as required by the specifications, in their plan. All trade subcontractors plans shall be submitted for Record Only via ConstructWare.



**Transbay Transit Center – San Francisco, CA**

**Waste Management and Construction Debris Plan Revision 6**

Webcor/Obayashi  
November 7, 2013



## **GENERAL PLAN:**

Webcor/Obayashi Joint Venture (Webcor/Obayashi) understands that the building contractor plays a critical role in the management of jobsite produced construction waste. Webcor/Obayashi has adopted a waste reduction and recycling policy that will be implemented on the Transbay Transportation Center Project. This policy will be an overall policy with each subcontractor contributing their specific plan as they come on board to the project.

The primary goal of the plan is to divert as much construction generated debris & unused material from landfills as possible. At a minimum, Webcor/Obayashi and its trade subcontractors will divert 75% of the waste generated on the construction project from landfills. Trade subcontractors Construction Waste Management Plan shall be prepared and submitted in compliance with the Owner's LEED project requirements and the requirements of the City and County of San Francisco.

The Trade Subcontractors are required to comply with Specification Sections 00 08 15, 01 74

00, and 01 81 13 as well as any or all of the procedures listed below. If a conflict in percentages exists between this section and Section 01 81 13, General LEED Building Design and Construction Requirements, the most stringent section shall govern.

- Use of approved debris haulers with documented recycling levels.
- Source separated debris boxes will be provided onsite for mixed debris and recyclable items such as lumber and wood related products, dirt, concrete and asphalt, cardboard & metals.
- Trade Subcontractors are required to handle and dispose of any generated hazardous waste.
- Requesting Trade Subcontractors and vendors to utilize reusable packaging when possible.
- Trade Subcontractor shall provide a Construction Waste Management Plan.

All Trade Subcontractors shall develop their own Waste Management and Construction Debris Plan that complies with the Contract Documents and this plan. Trade Subcontractors shall submit this plan in accordance with the specifications and it shall become part of Webcor/Obayashi's overall project plan. All technical requirements defined in the contract documents shall be fulfilled by Trade Subcontractors and submitted to the Construction Management Oversight (CMO) For Record Only through ConstructWare

Webcor/Obayashi will ensure the Trade Subcontractors are effectively implementing the procedures and are in compliance with Specifications.

Webcor/Obayashi will verify that after Award of Contract and before commencement of the Work at the site, the Trade Subcontractor conducts a Reuse/Recycle Assessment as part of their Solid Waste Management Plan (SWMP): Trade Subcontractor's assessment shall

estimate the types and quantities of materials for the Project that are anticipated to be feasible for source separation for recycling or reuse, either onsite or offsite, and note the procedures intended for a recycling, reuse, and salvage program. Documentation of the trade subcontractor's plan shall consist of the following:

- Trade subcontractor and vendor waste management strategies.
- Trade subcontractor required to provide a monthly summary of the total waste material with backup documentation (weight tickets) if processed offsite.
- The amount recycled (in tons), material types, recycling procedures, and processing facility locations to which materials were diverted if processed offsite.

Trade Subcontractor's Construction Waste Management Plan shall also include estimated wastes, disposal, and handling with the following:

A. List of materials that comprise source separated materials include, but are not limited to:

- Concrete, Wood, Mud, Mixed Aggregates, Yard waste, Metals, and Cardboard.
- Yard waste is not included in our overall diversion rate calculation on the template or corresponding spreadsheet per the requirements from the LEED BD&C v3.0 Reference Guide.

B. List of materials that comprise Miscellaneous Construction Debris include, but are not limited to:

- Wood, Scrap Metal, Drywall, Plastics, Film Plastics, Wire, Cable, Glass.
- The total quantity estimated, inception to completion Disposal.
- Total Project Generation, Diversion + Disposal.
- Project Diversion Rate.

Webcor/Obayashi will verify that Construction and Demolition Waste; Non-hazardous solid resources resulting from Trade Subcontractor's construction, remodeling, repair, and demolition operations for the Project are properly transferred to a C&D Recycling Facility. The C&D Recycling Facility shall be a facility that receives only C&D (construction and demolition) material. Trade Subcontractors shall provide Webcor/Obayashi a summary sheet, including all receipts for transport materials each month with the progress billing if any materials are processed offsite.

Webcor/Obayashi will verify that of the inevitable waste generated, Trade Subcontractor's reuse, salvage, or recycle as many of the waste materials as economically feasible.

Webcor/Obayashi will participate/attend a meeting with Trade Subcontractor, the TJPA Representative and representatives of the City's Solid Waste Management and recycling programs prior to commencement of work. Webcor/Obayashi will

ensure all Trade Subcontractors are made aware of the LEED requirements for C&D diversion before being allowed to work on the site.

Webcor/Obayashi will verify that Trade Subcontractors submit a Monthly Disposal and Recycling Summary Report; quantifying the construction and demolition waste generated and recycled, reused or disposed of at Class 3 Landfill. Contractor shall also send a copy of this report to the TJPA Representative and the SWMP to the City Government Recycling Coordinator. The Comprehensive Disposal and Recycling Summary Report shall be submitted quantifying the construction and demolition waste generated and recycled, reused or disposed of at Class 3 Landfill, on a monthly basis. This report is a condition of progress payment and failure to submit this information shall render the Applications for Payment incomplete. The Trade Subcontractors/trades are also responsible for contracting with a regional facility to haul any hazardous materials from the site. The Trade Subcontractor shall calculate the C&D diversion rate for both LEED requirements (excluding yard waste) and the requirements set by the City (including yard waste) for all materials processed offsite. The W/O LEED representative will screen every C&D Submittal and review Trade Subcontractor and lower-tier subcontractors C&D Plans for clarity, completeness, and compliance with City/LEED requirements.

Webcor/Obayashi will verify that Trade Subcontractors develop and implement procedures for source separation to the greatest extent feasible.

Webcor/Obayashi will verify the Trade Subcontractors plans develop and implement procedures for transporting commingled (mixed) construction and demolition waste that cannot be feasibly source-separated if the intent is to process it offsite instead of using debris boxes provided onsite.

Webcor/Obayashi will verify the Trade Subcontractors plans develop and implement procedures for Salvage and Reuse.

Webcor/Obayashi will verify the Trade Subcontractors plans develop and implement practices for this project that will reduce waste at the source.

Webcor/Obayashi will verify the Trade Subcontractors plans develop and implement procedures for materials that are recycled and/or reused onsite

Webcor/Obayashi will verify that Trade Subcontractors participate in reuse programs by reviewing each Trade Subcontractors Monthly Disposal report for any material processed offsite. For such reuse programs, Trade Subcontractor shall refer to the City's construction and demolition recycling program.

Webcor/Obayashi shall review the environmental goals of this Project with all Trade Subcontractors during the preconstruction meeting. Webcor/Obayashi shall make a proactive effort to increase awareness of these goals among the job site workers. Webcor/Obayashi will make a proactive effort to increase awareness of these goals among the site workers by requiring that each Subcontractor take Click Safety training prior to stepping on the jobsite. As part of this Click Safety training, there is a module dedicated to teaching and reviewing the

Exhibit P

LEED requirements of the project during construction activity.

Webcor/Obayashi will verify that Trade Subcontractors are using registered transporters and registered facilities. Only registered transporters can remove mixed construction and demolition debris from the construction site, and they must take this material to a registered facility. NOTE: A Registered facility: is any facility that accepts mixed construction and demolition debris for processing and recycling must be registered with the City and County of San Francisco and must demonstrate an overall minimum recycling rate of 65% for mixed construction and demolition debris. A registered facility must have applied for and received a registration from the San Francisco Department of the Environment. Webcor/Obayashi will ensure that Waste Management Companies that service San Francisco and retained by the Trade Subcontractors are registered transporters and meet the City/LEED requirements. Trade Subcontractors shall refer to SFEnvironment.org for the City's most current list of registered transporters.

Webcor/Obayashi will verify that Trade Subcontractors are implementing the following:

1. Eliminate the procurement of unneeded supplies.
2. Reduce waste by printing and copying double-sided.
3. Submit all submittals, reports, and forms in electronic format (PDF) unless otherwise noted.
4. Fully participate in available and required recycling and composting programs.
5. Purchase products made with recycled content such as paper and recycled aggregate.

Webcor/Obayashi will verify that Trade Subcontractors shall submit:

1. Construction and Demolition Debris Management Plan.
2. Construction and Demolition Debris Recovery Monthly Summary Report and supporting documentation for any materials processed offsite.
3. Construction and Demolition Debris Recovery Final Report for all materials processed offsite.

Trade Subcontractor's plan shall comply with specification section 02 41 00. All Trade Subcontractors will remove and dispose of all waste materials from the site for off-site disposal in compliance with all applicable laws, ordinances, rules, and regulations. Webcor/Obayashi and all Trade Subcontractors will work with the TJPA representative so that the representative may characterize the waste materials as required by law to the extent required by Webcor/Obayashi's selected disposal facilities.

Trade Subcontractor's plan shall comply with specification section 01 15 00. Trade Subcontractor's shall perform work in a manner to minimize generation of dust, dirt, rubbish, and other debris, to prevent dust and debris from interfering with the progress of the work, and to keep dust and debris from accumulating at the work site or adjacent areas. Trade Subcontractor's shall remove debris and rubbish from the site on a daily basis.

Trade Subcontractor's plan shall comply with specification section 01 13 50, by preventing the mixing of hazardous and non-hazardous materials.

Trade Subcontractor's shall be required to provide technical information, as required by the specifications including compliance with the City and County of San Francisco Ordinance 27-Exhibit P

Construction Waste Management Plan



06, in their plan which will be submitted For Record Only to the CMO.



## Exhibit Q

# APPRENTICESHIP PROGRAM



**WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS**  
**SUBCONTRACTOR #3**

[illegible]

### SUBCONTRACTOR #4

[illegible]

## SUBCONTRACTOR #5

[illegible]

### SUBCONTRACTOR #6

[illegible]

**WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS**  
**SUBCONTRACTOR #7**

[illegible]

### SUBCONTRACTOR #8

[illegible]

## SUBCONTRACTOR #9

[illegible]

## SUBCONTRACTOR #10

[illegible]

**WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS**  
**SUBCONTRACTOR #11**

[illegible]

## SUBCONTRACTOR #12

[illegible]

### SUBCONTRACTOR #13

[illegible]

## SUBCONTRACTOR #14

[illegible]

**WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS**  
**SUBCONTRACTOR #15**

[illegible]

## SUBCONTRACTOR #16

[illegible]

## SUBCONTRACTOR #17

[illegible]

## SUBCONTRACTOR #18

[illegible]

**WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS**  
**SUBCONTRACTOR #19**

[illegible]

### SUBCONTRACTOR #20

[illegible]





# MONTHLY

## TRADE SUBCONTRACTOR AFFIDAVIT

TRADE PACKAGE NO.: \_\_\_\_\_

I, \_\_\_\_\_ declare under penalty of perjury that:

1. I am the \_\_\_\_\_ of \_\_\_\_\_ and I am responsible  
(Owner, Officer, Partner) (Company)  
for the payment of persons employed by \_\_\_\_\_ who performed work on  
(Company)  
the \_\_\_\_\_, in the classification(s) of \_\_\_\_\_  
(Project)  
\_\_\_\_\_.

2. \_\_\_\_\_ The apprenticeship committee(s) either denied or failed to respond to our request for the  
dispatch of apprentices, and therefore all workers were classified as journeymen for the  
following crafts: \_\_\_\_\_  
\_\_\_\_\_

Or

During the previous monthly period \_\_\_\_\_  
(month)

The required number of apprentices by craft listed and initialed below have been employed  
according to the minimum and/or maximum requirements as required by the regulating  
documents for the previous period. (Attach backup demonstrating compliance for period  
referenced above)

CRAFT	IN COMPLIANCE (Y/N)	BACKUP ATTACHED (Y/N)

Or

**WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS**

**Provide a plan to satisfy this requirement by the end of the project without exceeding the maximum number of apprentices on a daily basis.**

**This document must be submitted and approved, with backup if required, prior to submittal and subsequent approval of the next billing period's progress billing.**

**Executed this \_\_\_\_\_ day of \_\_\_\_\_ 201\_\_\_\_, in \_\_\_\_\_, CA.**

\_\_\_\_\_  
**(Signature)**



# FINAL

## TRADE SUBCONTRACTOR AFFIDAVIT

TRADE PACKAGE NO.: \_\_\_\_\_

I, \_\_\_\_\_ declare under penalty of perjury that:

1. I am the \_\_\_\_\_ of \_\_\_\_\_ and I am responsible  
(Owner, Officer, Partner) (Company)  
for the payment of persons employed by \_\_\_\_\_ who performed work on  
(Company)  
the \_\_\_\_\_, in the classification(s) of \_\_\_\_\_  
(Project)  
\_\_\_\_\_.

2. During the payroll periods commencing on \_\_\_\_\_ and ending  
\_\_\_\_\_, all persons employed by my company on this project have been  
paid the specified general prevailing rate of per diem wages for the specified craft or  
classification pursuant to Labor Code §§ 1771 and 1813.<sup>1</sup>

3. \_\_\_\_\_ The apprenticeship committee(s) either denied or failed to respond to our request for the  
dispatch of apprentices, and therefore all workers were classified as journeymen.

Or

The required number of apprentices by craft listed and initialed below have been employed  
according to the minimum and/or maximum requirements as required by the regulating  
documents.

CRAFT	IN COMPLIANCE (Y/N)

Executed this \_\_\_\_\_ day of \_\_\_\_\_ 201\_\_\_\_, in \_\_\_\_\_, CA.

## WEBCOR/OBAYASHI JOINT VENTURE - TRADE SUBCONTRACTOR'S APPRENTICESHIP REQUIREMENTS

**This document must be submitted and approved prior to final retention payment.**

---

**(Signature)**

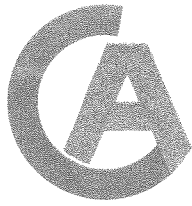
<sup>1</sup> Except for public works projects of one thousand dollars (\$1,000) or less, not less than the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is performed, and not less than the general prevailing rate of per diem wages for holiday and overtime work fixed as provided in this chapter, shall be paid to all workers employed on public works.

This section is applicable only to work performed under contract, and is not applicable to work carried out by a public agency with its own forces. This section is applicable to contracts let for maintenance work.



# Exhibit R

## Survey Information



# CHAUDHARY & ASSOCIATES, INC.

ENGINEERS  
SURVEYORS  
INSPECTORS

851 NAPA VALLEY CORPORATE WAY ■ SUITE G ■ NAPA, CALIFORNIA 94558-7551  
PHONE: 707.255.2729 ■ FAX: 707.255.5021 ■ WWW.CHAUDHARY.COM

December 27, 2011  
#11-03-014

Mr. Rick Buellesbach  
Senior Project Manager - Transbay Transit Center  
Webcor/Obayashi Joint Venture  
175 Beale Street  
San Francisco, CA 94105

Re: Transbay Transit Center Quality Control Surveys  
Subject: December 2011 Control Verification Survey Results

Dear Mr. Buellesbach:

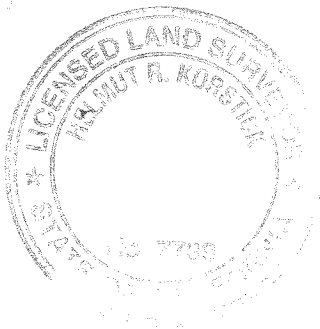
The field work for subject surveys was conducted by Chaudhary & Associates December 5 - 8, 2011. The surveys included verification of Chaudhary & Associates control (as shown on the Survey Control Plan dated 11-10-2011), with the exception of control point 217 which was destroyed sometime between the November 2011 and December 2011 control verification surveys.

Horizontal control values for point numbers 54, 208, 209, 213, 101, 105, 215, and 227 were constrained in this control network horizontal adjustment. The elevation values remain unchanged from the November 2011 surveys. The table below shows both the 11-10-2011 and the 12-21-2011 values for the remaining control points. Because data values can be impacted by environmental factors (temperature and humidity), seismic activity, and the various combinations of back sight and foresight data available on any given day, only the values which differ by 0.01' or more are adjusted and shown on the following table (and updated on the 12/2011 control map to be sent to you tomorrow). Field note copies and Star Net Reports have been mailed to you.

## Horizontal Values

Point #	November 10, 2011		December 2011		Description
	Northing	Easting	Northing	Easting	
79	2115835.42	6013588.51	2115835.43	6013588.49	Fnd Mag+Shnr on TC
205	2115091.66	6013145.43	2115091.66	6013145.42	Mag Nail
221	2115642.30	6013753.17	2115642.32	6013753.18	Fnd Scribed-X KCA #4
223	2115654.49	6014255.95	2115654.48	6014255.95	Fnd Scribed-x KCA 9605
224	2115924.30	6013990.82	2115924.30	6013990.81	Cut-X
225	2115838.99	6014083.47	2115838.98	6014083.47	Fnd Scribed-X KCA 9761
229	2115259.63	6013325.88	2115259.62	6013325.87	Mag+Wshr

Please feel free to call me at (707) 255-2729 any questions or comments.



Sincerely,  
**CHAUDHARY & ASSOCIATES, INC.**  
A California Corporation

*Helmut R. Korstick*  
Helmut R. Korstick, PLS 7739  
Project Surveyor

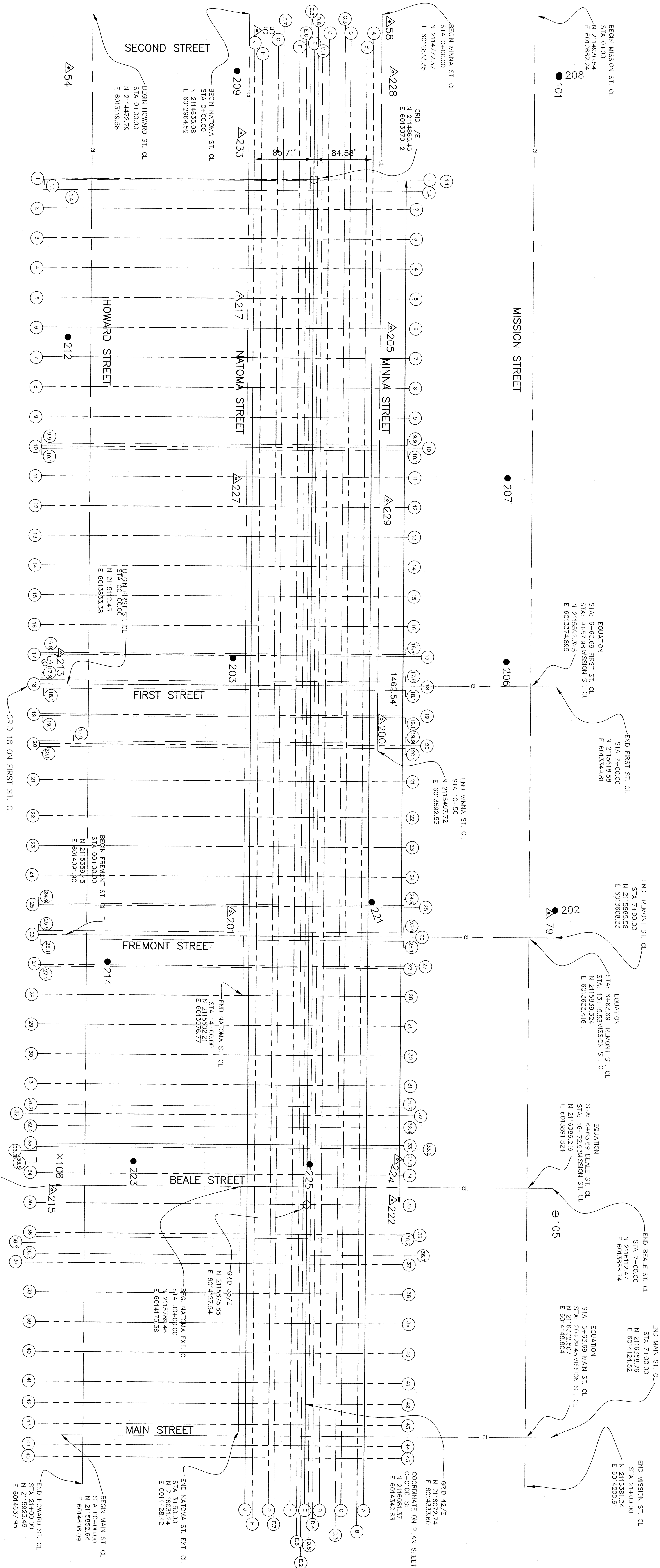




SURVEY PROCEDURES

- 1) CHAUDHARY AND ASSOCIATES FIELD CREW LOCATED AND TIED OUT CONTROL BETWEEN APRIL 22-MAY 13, 2011. DIGITAL LEVELS WERE UTILIZED FOR THE VERTICAL COMPONENT, AND A TRIANGLE SB WAS USED FOR THE HORIZONTAL COMPONENT. CONTROL WAS ADJUSTED UTILIZING STAB-NET SOFTWARE.
- 2) THE 4 MAIN CONTROL POINTS SHOWN ON SHEET C-0100 OF PLANS (BEING PINS 54, 101, 105, AND 106) WERE USED TO ESTABLISH THE GRID. THE GRID WAS ADJUSTED TO BE THE SAME AS THE GRID SHOWN ON SHEET C-0100 OF PLANS. THE STAB NET ADJUSTMENT A TOPCON DL-102 DIGITAL LEVEL WAS UTILIZED FOR THE VERTICAL COMPONENT.
- NOTE: CONTROL POINTS 220-226 WERE FIELD SURVEYED BETWEEN SEPTEMBER 9-14, 2011.
- 3) CENTERLINES AS SHOWN ON PLAN SHEET C-0100 TO BE FIELD VERIFIED.

GRID LINES TO BE SET BY PLACING A CUT X OR OTHER APPROPRIATE SURVEY MARKER ON THE EXTENSION OF SAID GRID LINES WHERE PRACTICAL, OR PER WEBCOR AUTHORIZATION

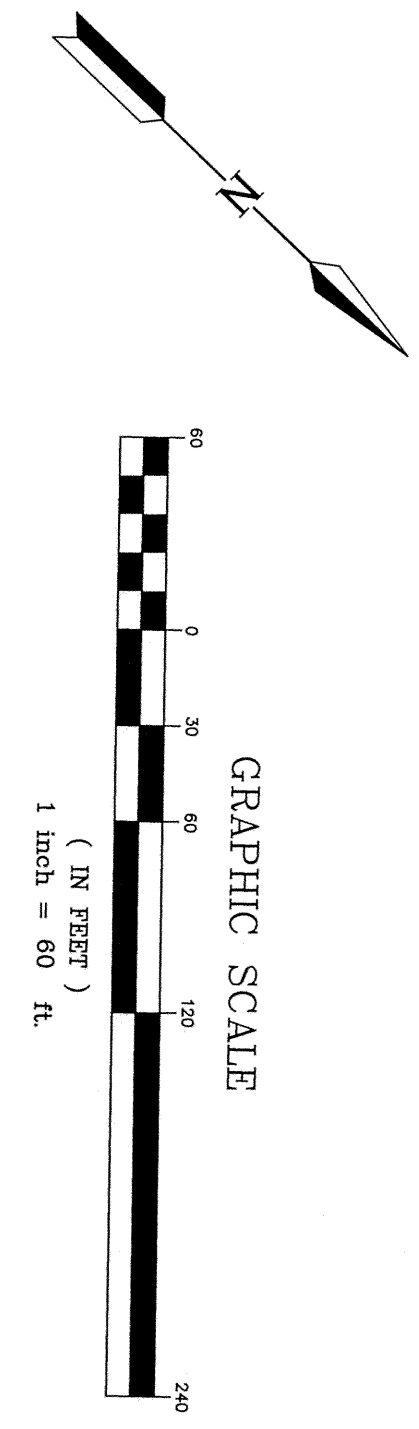


Note: Coordinates are ground coordinates (see note 6)  
1: SCALE FACTOR = 1.000000

PT #	Northing	Easting	POINT TABLE	SOURCE
54*	214501.77	601319.43	END MAG+WASHER ON TC	CAA FROM PARSONS CALTRAIN PROJECT
55	214658.94	601291.42	END MAG+WASHER ON TC	CAA FROM PARSONS CALTRAIN PROJECT
56	214786.86	601283.18	END MAG+WASHER ON TC	CAA FROM PARSONS CALTRAIN PROJECT
76	215835.43	601358.49	END MAG+SHINE ON TC	CAA FROM PARSONS CALTRAIN PROJECT
101	215816.20	601271.43	END SORBED X-KCA 301	MARTIN W. RON (SEE SHEET C-0100)
105	215816.20	601271.43	END SORBED X-KCA 301	MARTIN W. RON (SEE SHEET C-0100)
106**	215816.20	601271.43	END SORBED X-KCA 301	MARTIN W. RON (SEE SHEET C-0100)
200	215470.67	601356.22	MAG NAIL & WASHER	SET ON 4-21-2011 BY CAA
201	215505.98	601350.24	MAG NAIL	SET ON 4-21-2011 BY CAA
202	215539.15	601357.97	END INVERT+BT MAR CTL	MARTIN W. RON
203	215597.23	601364.61	END LEAD+TADK	UNKNOWN
204	215624.92	601373.56	END NAIL+BT RCE 14786	SET ON 10-3-2011 BY CAA
206	215561.22	601313.82	END NAIL+BT RCE 14786	UNKNOWN
207	215561.22	601313.82	END NAIL+BT RCE 14786	UNKNOWN
208	215014.84	601271.45	END CUT-X WITH INVERT	UNKNOWN
209	214678.65	601303.17	END INVERT+BT MAR CTL	MARTIN W. RON
212	214788.20	601347.35	END 1 BRASS PLUG	CCSF
214	215242.58	601367.34	MAG NAIL & SHINER	SET ON 4-26-2011 BY CAA
215	215599.06	601466.41	MAG NAIL & WASHER	SET ON 4-26-2011 BY CAA
221	215642.32	601373.18	SORBED X-KCA 4	KCA ENGINEERS
222	215859.09	601403.78	SORBED X-KCA 9055	SET ON 9-12-2011 BY CAA
223	215859.48	601455.95	SORBED X-KCA 9055	KCA ENGINEERS
224	215859.48	601455.95	SORBED X-KCA 9055	KCA ENGINEERS
225	215859.48	601455.95	SORBED X-KCA 9055	KCA ENGINEERS
226	215859.48	601455.95	SORBED X-KCA 9055	KCA ENGINEERS
227	215859.48	601455.95	SORBED X-KCA 9055	KCA ENGINEERS
228	215859.48	601455.95	SORBED X-KCA 9055	KCA ENGINEERS
229	215259.62	601353.87	MAG NAIL & WASHER	SET ON 10-3-2011 BY CAA
233	214743.93	601304.84	CUT-X IN GUTTER	SET ON 10-3-2011 BY CAA
39***	215074.99	601381.30	SCORED X ON CONCRETE	CAA FROM PARSONS CALTRAIN PROJECT

SURVEYOR'S STATEMENT

I HEREBY STATE THAT THIS MAP CORRECTLY REPRESENTS A FIELD SURVEY MADE BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION. THE CONTROL VALUES LISTED HEREIN WERE OBTAINED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION. I AM A LICENSED SURVEYOR IN THE STATE OF CALIFORNIA. MY LICENSE NUMBER IS 7759. MY EXPIRATION DATE IS 12-31-2011.



NOTES

- SEE ARCHITECTURAL PLANS FOR GRID LAYOUT AND DIMENSIONS.
- NAD 83 REFERS TO THE CALIFORNIA STATE PLANE COORDINATE SYSTEM. HORIZONTAL CONTROL FOR THIS SURVEY IS BASED UPON NAD83, CA ZONE 3, BPOCH 1991.36, GRID 03.
- UNITS ARE FEET AND REPRESENT GROUND (NOT GRID) DISTANCES.
- THE VERTICAL DATUM IS BASED UPON NAD 83.
- CONTROL VALUES BASED UPON FIELD TIES SURVEYED BETWEEN APRIL 22 AND MAY 13, 2011 BY CAA FIELD CREW.
- COORDINATES AS SHOWN REPRESENT GROUND COORDINATES AND WERE CONVERTED BY APPLYING A SCALE FACTOR OF 999999.411. THE ORIGIN OF THE SCALING FOR THE ENTIRE PROJECT IS CONTROL POINT NO. 39 SEARCHED FOR AND NOT FOUND ON APRIL 23, 2011.
- BASIS OF ELEVATION IS DPM SURVEY CONTROL PT. NO. 54, BEING A CAA MAG NAIL AND WASHER IN THE CURB AT THE EASTERLY CORNER OF END AND HOWARD STREETS. ELEV=25.36 NAD 83 VERTICAL DATUM.
- CENTERLINE DATA DERIVED FROM PLAN SHEET C-0100.

CAA CHAUDHARY AND ASSOCIATES  
CITY AND COUNTY OF SAN FRANCISCO  
MNR MARTIN W. RON  
TOP OF CURB  
SHNR SHINER  
END  
DPM DEPARTMENT OF PUBLIC WORKS FOR THE CITY AND COUNTY OF SAN FRANCISCO

7) BASIS OF ELEVATION IS DPM SURVEY CONTROL PT. NO. 54, BEING A CAA MAG NAIL AND WASHER IN THE CURB AT THE EASTERLY CORNER OF END AND HOWARD STREETS. ELEV=25.36 NAD 83 VERTICAL DATUM.

8) CENTERLINE DATA DERIVED FROM PLAN SHEET C-0100.

Note: If this sheet is not 44" x 34", it has been revised from its original size. Scores noted on drawings/details are no longer applicable.

08-04-CMGC-000

TRANSBAY TRANSIT CENTER PROGRAM

SAN FRANCISCO, CA

SURVEY CONTROL AND CONCEPTUAL GRID AND CENTERLINE PLANS AND NOTES

REVISIONS		
NO.	DATE	DESCRIPTION
0	5-4-2011	INITIAL CONTROL DRAWING
1	5-13-2011	ADD NOTES AND VALUES REGARDING CONTROL POINT 101
2	5-16-2011	CORRECT GRAMMAR IN SURVEY PROCEDURES STATEMENT 1
3	1-18-1-1-9	DELETE OP-210 AND ADD OP-217
4	9-14-2011	ADD CONTROL POINTS 220-226 AND DELETE 211 & 216
5	9-14-2011	EDIT VALUES FOR CONTROL POINT 200
6	10-5-2011	EDIT VALUES FOR POINTS 88, 200, 203, 212, AND 217.
5	10-5-2011	ADD CONTROL POINTS 227-229.
6	12-23-2011	ADD CONTROL POINT 233 AND REVISE VALUES
7		REVISE VALUES TO READ TO NEAREST 0.01'

BY	
HRK	
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TRANSBAY JOINT POWERS AUTHORITY

CHAUDHARY & ASSOCIATES, INC.

800 MARKET STREET, SUITE 200  
SAN FRANCISCO, CA 94102



## EXHIBIT “S”



### Transbay Transit Center – San Francisco, CA

#### Traffic Control Plan

Webcor/Obayashi

WO-TCP0001

**REVISION 2**

**8/22/2012**



## **GENERAL**

The Webcor/Obayashi Joint Venture (W/O) Traffic Control Plan that will be implemented on the Transbay Transportation Center Project is an overall project policy, with each trade subcontractor contributing their specific plan as they come on board to the project. The primary function of this plan is to provide a framework to insure compliance with Specification Section 01 15 70. To assist in this effort, W/O has enlisted the services of a traffic control consultant (TCC) – Sandis Engineering. Award of this contract between Sandis Engineering and W/O was based on a competitive request for proposal (RFP) process referred to as TG05.4.

TCC is responsible for participating in all aspects of traffic control planning and implementation including, but not limited to:

- Traffic control design oversight;
- Coordination between trade subcontractor traffic control designs;
- Interface with City of San Francisco and other agencies as necessary;
- Participate in coordination efforts of the TJPA Representative;
- Oversight of implementation of approved traffic plans;
- Provide daily reports regarding status of traffic control measures;
- On call traffic control services as requested.

## **TRAFFIC PLAN REVIEW AND COORDINATION**

TCC shall prepare a detailed “as built” traffic plan for approximately four blocks in all directions from the jobsite. This map will be based on SFMTA maps and will be augmented as appropriate per field review of existing conditions. This map will include all striping, signage, curb lines, curb cuts, curb painting, buildings and any other feature of the street layout and traffic control. Beyond the four block distance, the map will include street layout and striping configuration.

Once a trade subcontractor is under contract, W/O shall provide the trade subcontractor with the as-built plan in CADD format. The trade subcontractor will then be required to use this base map for preparation of all their traffic control plans. A summary of the below criteria can be found in the attached Traffic Control Plan Preparation Packet.

The trade subcontractor is required to prepare and submit a complete traffic plan consistent with requirements of the project specification and all requirements per the City of San Francisco. The submittal must be made in a timely fashion to allow for the review timeframe prescribed in the specifications plus an additional four weeks for review by the TCC.

Upon receipt of the submittal from trade subcontractor, W/O will forward it to the TCC for review. The plan will be reviewed for adherence to specifications and for compatibility with previously submitted plans. Comments will be returned to the trade subcontractor who will make modifications as is appropriate.

When the trade subcontractor’s traffic control plan is reviewed and coordinated with the TCC, it will be submitted to the TJPA Representative for approval. Submittal will be in compliance with Specification Section 01 15 70, paragraph 1.4B.

Upon approval by the TJPA Representative and SFMTA, the TCC will update the baseline traffic

control plan as appropriate. The baseline plan will be updated only when a change to the traffic pattern will be in place for three or more months. If the traffic control plan will be in place for less than three months, the plan will be superimposed over the base map for coordination but the baseline drawing will not be modified.

#### **FIELD IMPLEMENTATION**

It is intended that the TCC will maintain a regular, but not full time, presence on site. Similar to the traffic control design review, their scope of work is to review the trade subcontractor's adherence to city standards, project specifications and approved traffic control plans.

TCC review and assistance in field coordination includes but is not necessarily limited to:

- Perform site review of traffic control;
- Note traffic control deficiencies;
- Coordinate correction of site deficiencies with W/O and trade subcontractor;
- Provide daily report of traffic control observations and corrective measures;
- Attend site meetings as necessary to review short term Special Traffic Permit and coordinate between subcontractors and SFMTA;
- Miscellaneous coordination with SFMTA as necessary;
- Review of pedestrian protection as it relates to vehicle traffic;
- Provide traffic control devices and personnel as required to augment traffic control efforts;
- Confirm proper training of subcontractor flagging personnel;
- Provide continuous oversight of traffic control for major construction operations as determined by CM/GC.

#### **TASKS NOT CURRENTLY ANTICIPATED BY TCC**

Training of flaggers for the trade subcontractors although it is an option should it become apparent that subcontractor employees need additional training.

Coordination of the 10b police officers between subcontractors will be the responsibility of the CMO.

Pedestrian control unless it is specifically impacted by vehicle traffic.

## **TRANSBAY TRANSIT CENTER – TRAFFIC CONTROL PLAN PREPARATION PACKET**

### ***Overview***

The purpose of this packet is to provide the contractor with the information necessary to prepare a Traffic Control Plan (TCP) for their work in accordance with the requirements of the Project Specifications and the City and County of San Francisco (CCSF). It includes procedures, timing, a base map, plan sheet template and examples for use when preparing and submitting Traffic Control Plans (TCPs) for review and approval. The documents included in the TCP Packet are described below.

### ***Flow Diagram***

The flow diagram included within the TCP packet identifies the specific components and required time intervals for TCP submittal, review and approval. Please note time requirements for Plan review and approval. No work will be allowed without an approved plan. It is the contractor's responsibility to anticipate and allow for required lead times.

### ***Base Map File***

The AutoCAD drawing of the Base Map file included in this packet represents the City of San Francisco street layout as of the date indicated on the Base Map file title block. ALL proposed TCPs shall be created using this Base Map file as a starting point. It is crucial that proposed TCPs be provided on the same coordinate system as the Base Map file so multiple approved TCPs can be overlain in a composite exhibit. TCPs prepared using a different base or plan template will be rejected.

### ***TCP Standards***

#### ***Design Standards***

The Traffic Control Plans shall be prepared and submitted in accordance with the following documents:

1. Transbay Transit Center Project Specification Section 011570 – Traffic Routing Work, dated September 23, 2010. A copy of this specification is included in the TCP Packet.
2. City and County of San Francisco Regulations for Working in San Francisco Streets (Bluebook), 7<sup>th</sup> Edition dated October 2006. Refer to the following link for a copy of this document: <http://www.sfmta.com/bluebook>

#### ***CAD Standards***

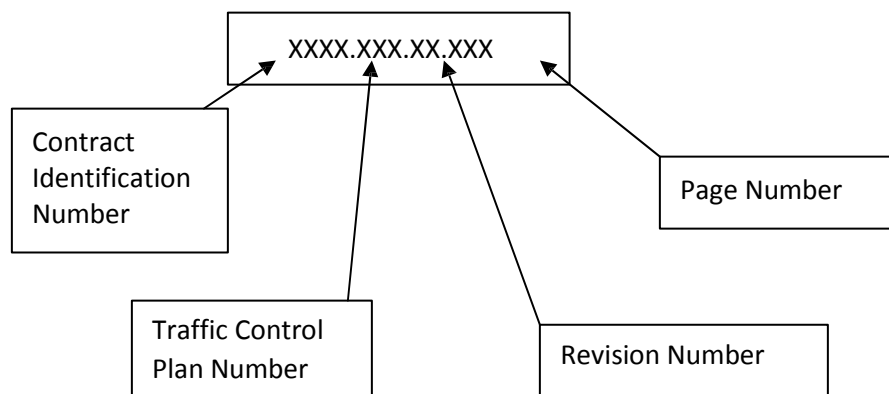
The sheet TCP-001 provides a template with title block, symbols, and specific details pertaining to the presentation and setup of drawings to be used when preparing a TCP. The CAD standards identified under the Vendor Submittal Instructions, including layering configuration, title block, and symbols, shall be referenced and followed when creating all TCP AutoCAD drawings. The contractor shall include additional signs in the form of blocks, notes, and details as needed.

### ***TCP Samples***

There are three sample Traffic Control Plans included in this packet. These samples provide an example of how the TCPs shall be set up and configured.

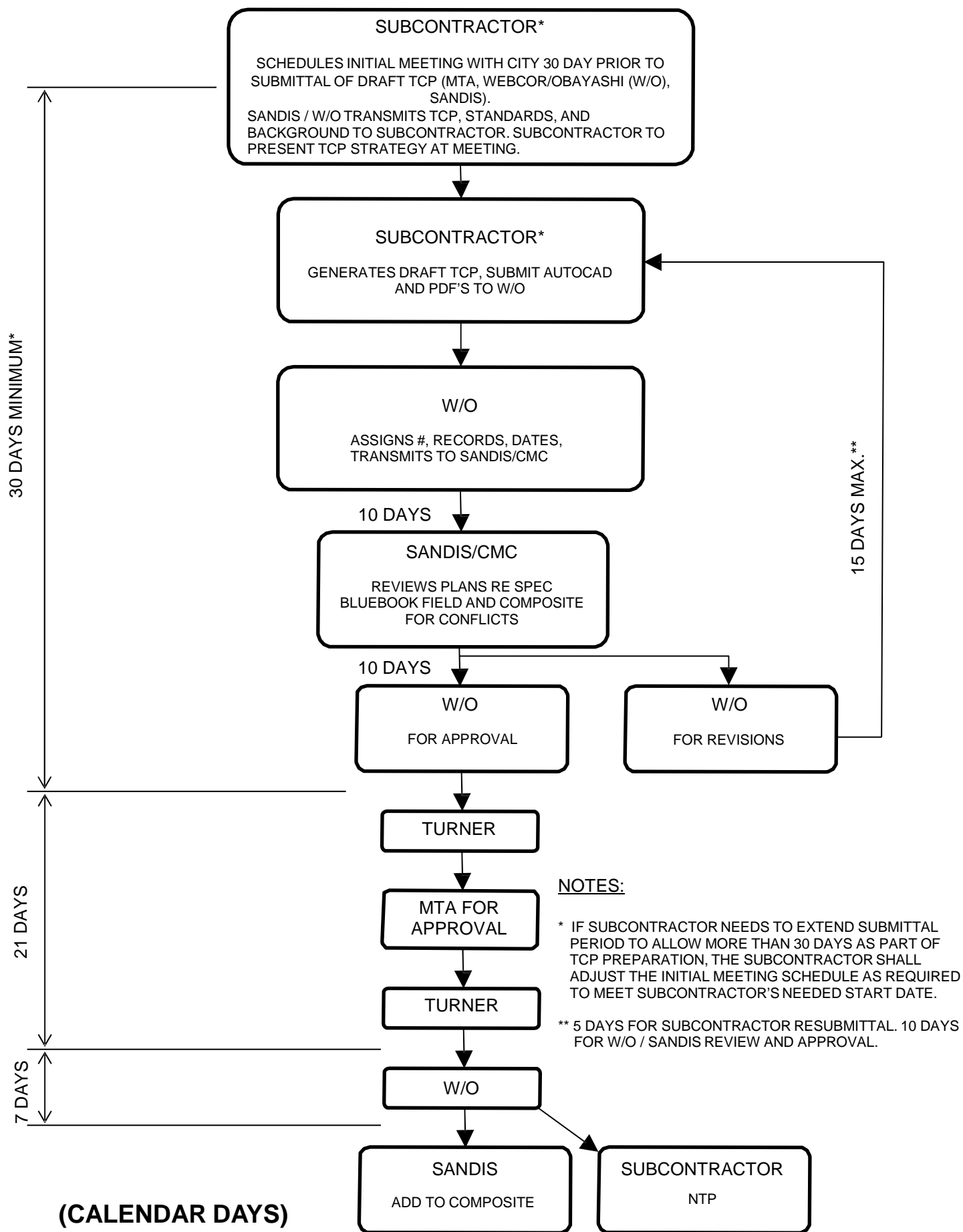
### ***TCP Submittals***

All proposed Traffic Control Plans shall be submitted at 1"=80' scale on 22"x34" sheet size in both pdf and AutoCAD 2007 formats. They are to be submitted electronically to Webcor-Obayashi's trade package project manager. An important item to be included on all TCP sheets is the submittal tracking number. The tracking number consists of four segments separated by a period. The first segment is the 4-digit contract identification number, the second segment the 3-digit TCP number (provided by Webcor), the third segment is the 2-digit revision number, and the fourth the 3-digit page number. Refer to the Submittal Tracking Number Diagram below for additional direction.



Submittal Tracking Number Diagram

# TRAFFIC CONTROL PLAN SUBMITTAL REVIEW AND APPROVAL PROCESS



VENDOR

SEAL

PROJECT 1  
PROJECT 2  
PROJECT 3

PROJECT

XXXX.XXX.XX.XXX

WEBCOR SUBMITTAL No.

No.	REVISION	DATE
X	-----	XX/XX/XX

SCALE: 1"=80'  
DATE: XX/XX/XX

TRAFFIC CONTROL  
STANDARDS

TCP-001

SHEET

VENDOR SUBMITTAL INSTRUCTIONS

TRAFFIC CONTROL PLANS SHALL BE SUBMITTED AS FOLLOWS:

- 1) FIVE (5) HARD COPIES
- 2) ELECTRONIC COPY IN PDF AND AUTOCAD 2007 FORMATS
- 3) 11"x17" SHEET SIZE
- 4) 1"=80' SCALE
- 5) SHEET NUMBERING "TCP-###"
- 6) ELECTRONIC FORMAT PER TEMPLATE PROVIDED: SINGLE CAD FILE CONTAINING MULTIPLE LAYOUT TABS WITH A SINGLE TCP PER TAB. THE TCP SHALL BE DRAFTED IN MODEL SPACE ON TOP OF THE STREET BASE FILE WITH NOTES/LEGEND IN PAPER SPACE. MODEL SPACE SHALL BE DRAFTED AS FOLLOWS:

a) EACH TCP PAGE SHALL CONSIST OF FIVE LAYERS WITH A PREFIX FOR THAT PAGE NUMBER. FOR EXAMPLE, PAGE 001 WOULD CONTAIN THE FOLLOWING LAYERS:

001-TCP-DIM

001-TCP-NOTES

001-TCP-SIGN

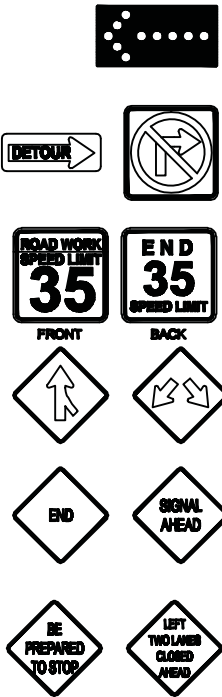
001-TCP-SIGNTEXT

001-TCP-STRIPELINE

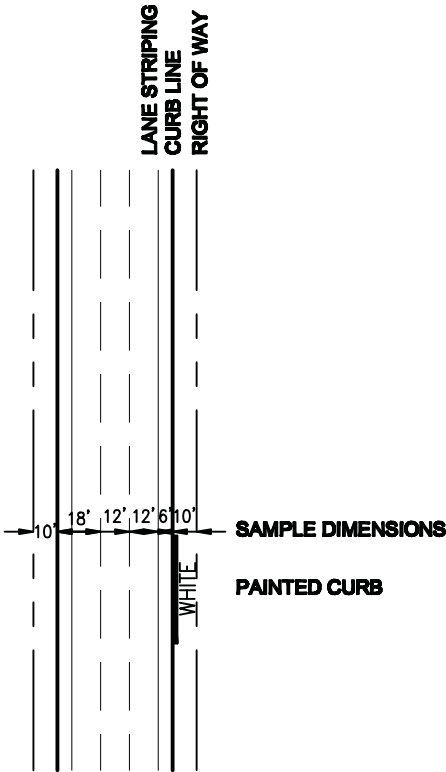
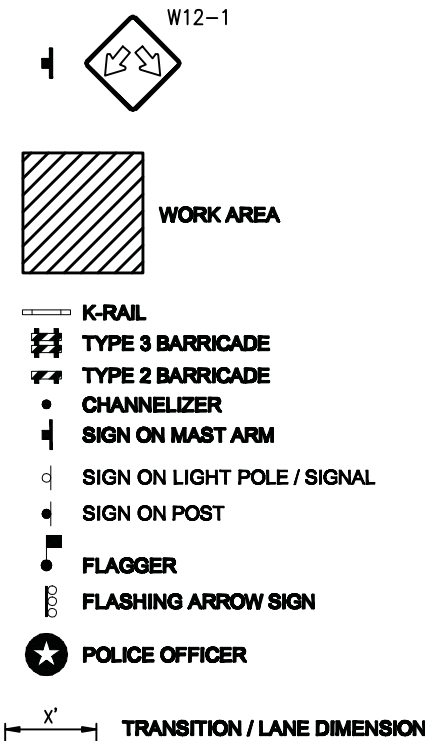
001-TCP-WORKAREA

b) ALL SYMBOLS, BLOCKS AND DIMENSIONS SHALL MATCH THOSE ON THIS SHEET IN SIZE, COLOR, AND LAYER. CREATE NEW BLOCKS USING SIMILAR COLOR AND SIZE FOR SIGNS/DEVICES NOT SHOWN HERE.
- c) INSERT STANDARD TITLE BLOCK PER SHEET. USE ATTRIBUTE EDITOR TO FILL IN TITLE BLOCK WITH APPLICABLE INFORMATION.
- d) TABLES, NOTES, AND LEGENDS SHALL BE IN PAPER SPACE PER SHEET ON LAYER XXX-TCP-GENERAL, WHERE XXX IS THE PAGE NUMBER
- e) STANDARD TEXT STYLES, SIZES, DIM STYLES PER TEMPLATE
- f) STANDARD LAYER COLORS AND NAMES; AND CTB/PEN SETTINGS PER TEMPLATE
- g) FREEZE LAYERS IN VIEWPORTS AS NECESSARY TO ONLY SHOW THOSE NEEDED FOR THAT INDIVIDUAL SHEET.

7) REFER TO PROVIDED SAMPLE TCP PLAN FOR AN EXAMPLE OF THE FORMAT BEING IMPLEMENTED.



NOTE:  
SAMPLE TEXT FOR  
FREESTANDING NOTES.



APPROVAL  
TURNER

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
TO SFMTA \_\_\_\_\_  
TO W/O WITH \_\_\_\_\_  
SFMTA APPROVAL \_\_\_\_\_

SFMTA

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
1ST REVIEW \_\_\_\_\_  
2ND REVIEW \_\_\_\_\_  
APPROVAL \_\_\_\_\_

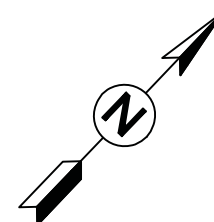
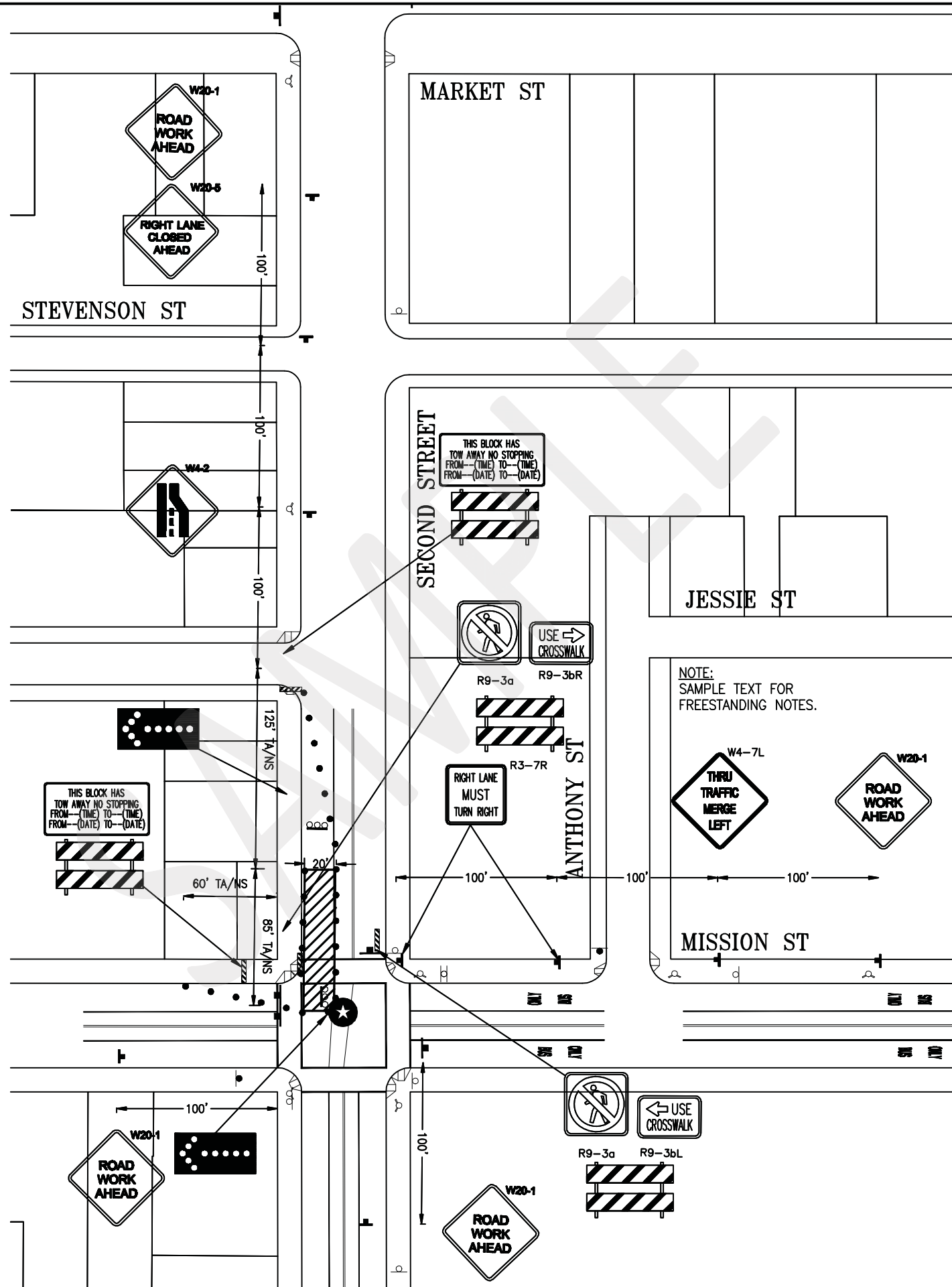
LEGEND

- TYPE II BARRICADE
- TYPE III BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC CONE WITH CLIP ON SIGN
- SIGN
- ARROW PANEL (FLASHING ARROW)
- FLAGGER
- POLICE OFFICER
- WORK ZONE (ACTIVITY AREA) LIMITS

TABLE I				
MINIMUM TAPER LENGTH FOR WIDTH OF OFFSET = 12 FT (3.6m)				
APPROACH SPEED MPH (km/h)	MERGING L FT (m)	SHIFTING L/2 FT (m)	SHOULDER L/2 FT (m)	DOWN STREAM FT (m)
20 (30)	80 (24)	40 (10)	27 (7)	100 (30)
25 (40)	125 (37)	63 (19)	42 (12)	100 (30)
30 (50)	180 (55)	90 (28)	60 (18)	100 (30)
35 (60)	245 (84)	123 (42)	82 (25)	100 (30)
40 (70)	320 (115)	160 (79)	107 (33)	100 (30)
45 (80)	540 (180)	270 (80)	180 (60)	100 (30)
50 (80)	600 (203)	300 (101)	200 (66)	100 (30)
55 (100)	680 (225)	330 (113)	220 (78)	100 (30)
60 (110)	720 (245)	360 (124)	240 (85)	100 (30)
65	780	380	260	100
70	840	420	280	100

APPROACH SPEED (MPH)	MAXIMUM TAPER (FT)	TANGENT (FT)	CONFLICT (FT)
20	21	42	10
25	26	53	13
30	32	65	16
35	37	74	18
40	42	84	20
45	48	95	23
50	55	108	25
OVER 50	74	148	35

NOTES:  
1) WORK HOURS: 9:00 AM TO 3:00 PM



VENDOR

SEAL

PROJECT

PROJECT

#####

WEBCOR SUBMITTAL No.

No.	REVISION	DATE
X	-----	XX/XX/XX

SCALE: 1"=80'  
DATE: XX/XX/XX

TRAFFIC CONTROL  
STANDARDS

TCP-002

SHEET

APPROVAL  
TURNER

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
TO SFMTA \_\_\_\_\_  
TO W/O WITH \_\_\_\_\_  
SFMTA APPROVAL \_\_\_\_\_

SFMTA

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
1ST REVIEW \_\_\_\_\_  
2ND REVIEW \_\_\_\_\_  
APPROVAL \_\_\_\_\_

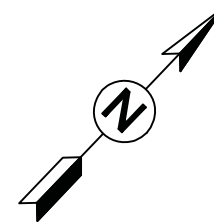
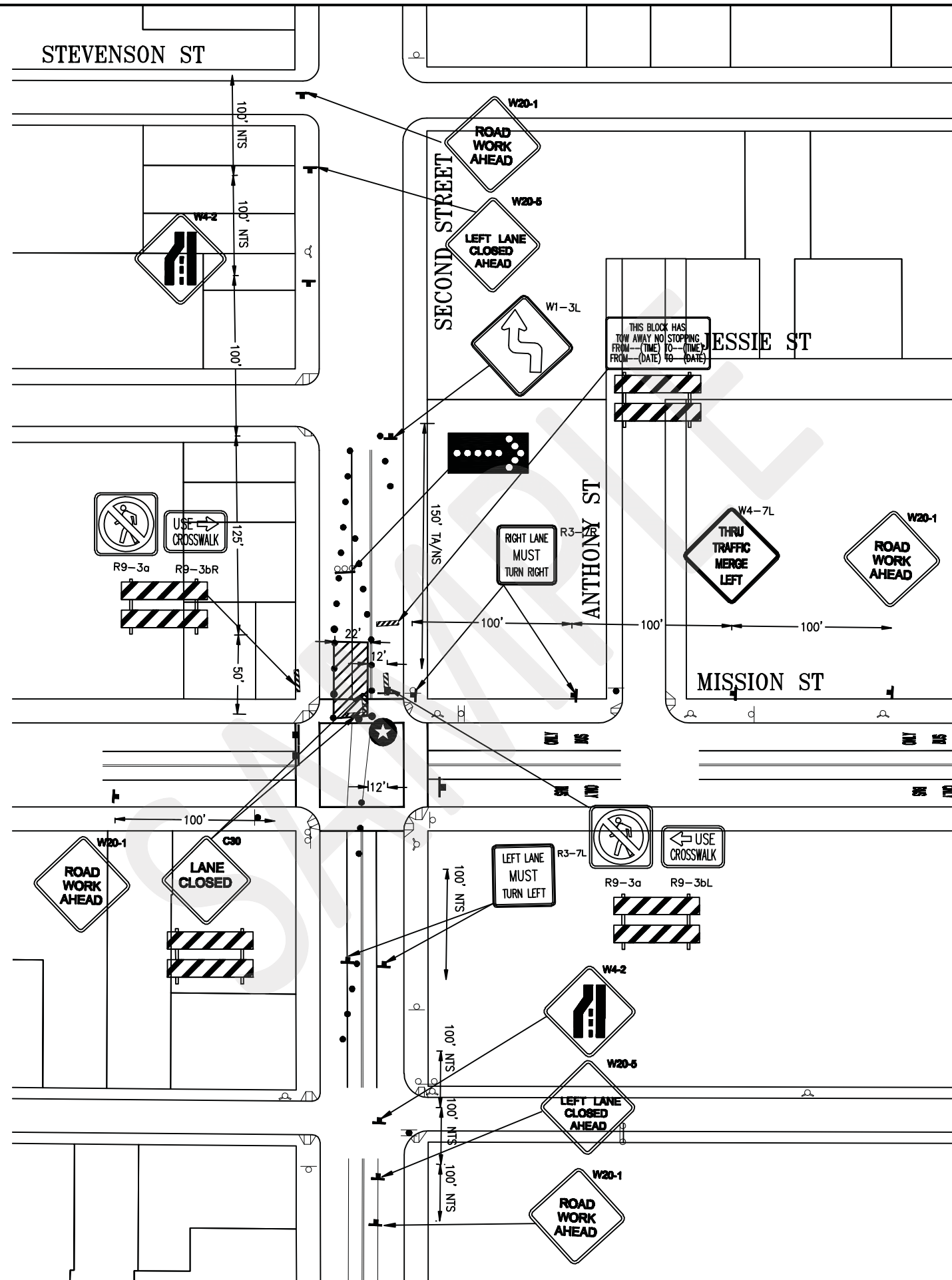
LEGEND

- TYPE II BARRICADE
- TYPE III BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC CONE WITH CLIP ON SIGN
- SIGN
- ARROW PANEL (FLASHING ARROW)
- FLAGGER
- POLICE OFFICER
- WORK ZONE (ACTIVITY AREA) LIMITS

TABLE I				
MINIMUM TAPER LENGTH FOR WIDTH OF OFFSET = 12 FT (3.6m)				
APPROACH SPEED MPH (km/h)	MERGING L FT (m)	SHIFTING L2 FT (m)	SHOULDER L3 FT (m)	DOWN STREAM FT (m)
20 (30)	80 (24)	40 (10)	27 (7)	100 (30)
25 (40)	125 (37)	63 (19)	42 (12)	100 (30)
30 (50)	180 (55)	90 (28)	60 (18)	100 (30)
35 (60)	245 (84)	125 (42)	82 (25)	100 (30)
40 (70)	320 (115)	160 (79)	107 (33)	100 (30)
45 (80)	540 (180)	270 (80)	180 (60)	100 (30)
50 (80)	600 (203)	300 (101)	200 (66)	100 (30)
55 (100)	680 (225)	330 (113)	220 (78)	100 (30)
60 (110)	720 (245)	360 (124)	240 (85)	100 (30)
65	780	380	260	100
70	840	420	280	100

APPROACH SPEED (MPH)	MAXIMUM CHANNELIZER SPACING TAPER (FT)	TANGENT (FT)	CONFLICT (FT)
20	21	42	10
25	26	53	13
30	32	66	16
35	37	74	18
40	42	84	20
45	48	95	23
50	55	108	25
OVER 50	74	148	35

NOTES:  
1) WORK HOURS: 9:00 AM TO 3:00 PM



**TJPA**  
TRANSBAY JOINT POWERS AUTHORITY

VENDOR

SEAL

**PROJECT**

PROJECT

#####

WEBCOR SUBMITTAL No.

No.	REVISION	DATE
X	-----	XX/XX/XX

SCALE: 1"=80'  
DATE: 08/10/11

**TRAFFIC CONTROL  
STANDARDS**

**TCP-003**

SHEET

**APPROVAL  
TURNER**

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
TO SFMTA \_\_\_\_\_  
TO W/O WITH \_\_\_\_\_  
SFMTA APPROVAL \_\_\_\_\_

**SFMTA**

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
1ST REVIEW \_\_\_\_\_  
2ND REVIEW \_\_\_\_\_  
APPROVAL \_\_\_\_\_



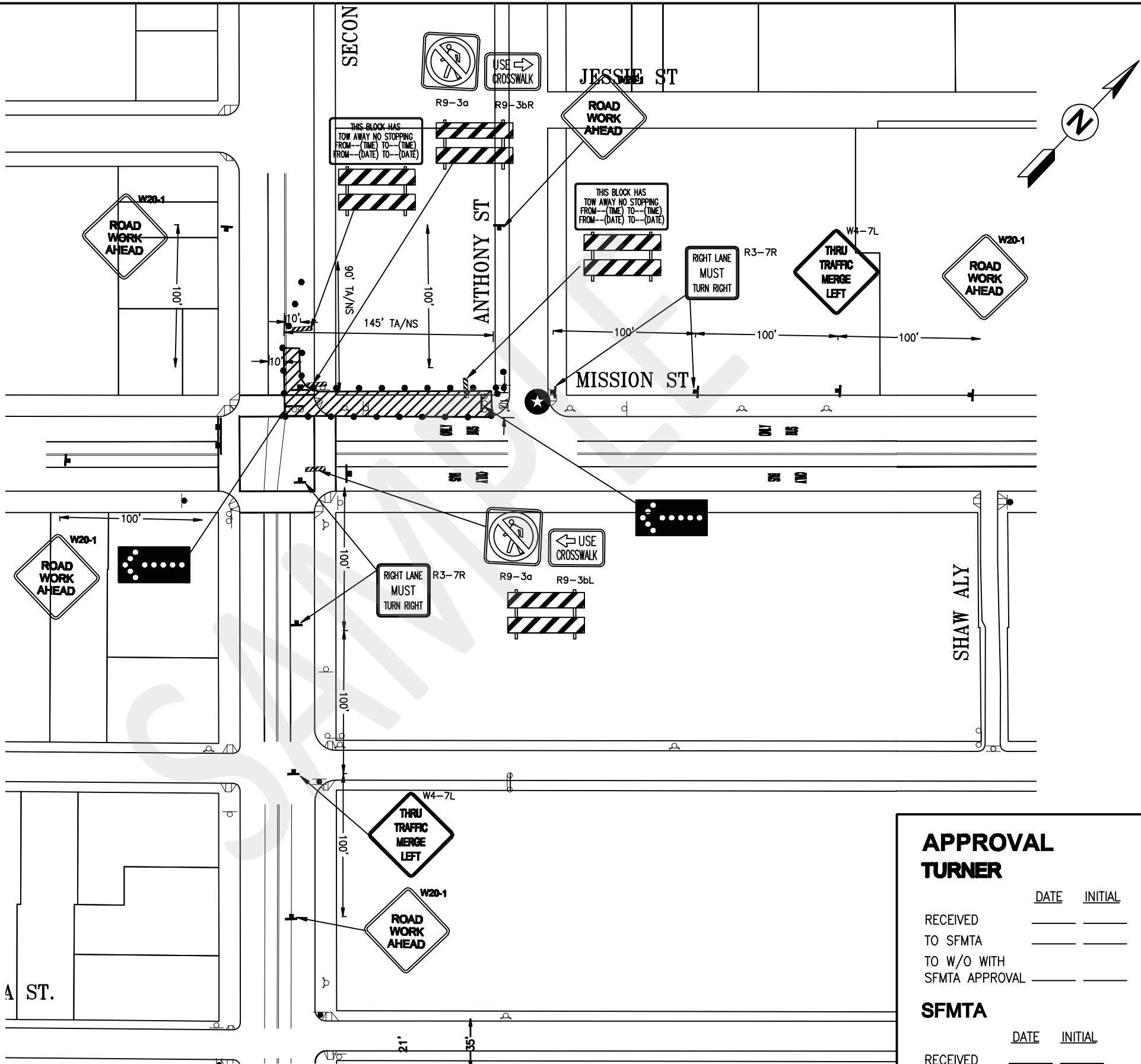
LEGEND

- TYPE II BARRICADE
- TYPE III BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC CONE WITH CLIP ON SIGN
- SIGN
- ARROW PANEL (FLASHING ARROW)
- FLAGGER
- POLICE OFFICER
- WORK ZONE (ACTIVITY AREA) LIMITS

TABLE L				
MINIMUM TAPER LENGTH FOR WIDTH OF OFFSET = 12 FT (3.6m)				
APPROACH SPEED MPH (km/h)	MERGING L FT (m)	SHIFTING L/2 FT (m)	SHOULDER L/3 FT (m)	DOWN STREAM FT (m)
20 (30)	80 (21)	40 (10)	27 (7)	100 (30)
25 (40)	125 (37)	63 (19)	42 (12)	100 (30)
30 (50)	180 (55)	90 (28)	60 (18)	100 (30)
35 (60)	245 (84)	123 (42)	82 (25)	100 (30)
40 (70)	320 (100)	160 (50)	107 (33)	100 (30)
45 (80)	400 (120)	200 (60)	136 (42)	100 (30)
50 (90)	500 (150)	250 (75)	175 (53)	100 (30)
55 (100)	600 (180)	300 (90)	216 (66)	100 (30)
60 (110)	720 (210)	360 (108)	252 (77)	100 (30)
65	780	390	280	100
70	840	420	280	100

APPROACH SPEED (MPH)	TAPER (FT)	TANGENT (FT)	CONFLICT (FT)
20	21	42	10
25	26	55	13
30	32	68	16
35	37	74	18
40	42	84	20
45	48	95	23
50	55	108	25
OVER 50	74	148	35

NOTES:  
1) WORK HOURS: 9:00 AM TO 3:00 PM



APPROVAL  
TURNER

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
TO SFMTA \_\_\_\_\_  
TO W/O WITH \_\_\_\_\_  
SFMTA APPROVAL \_\_\_\_\_

SFMTA

RECEIVED \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_  
1ST REVIEW \_\_\_\_\_  
2ND REVIEW \_\_\_\_\_  
APPROVAL \_\_\_\_\_



VENDOR

SEAL

PROJECT

PROJECT

#####

WEBCOR SUBMITTAL No.

No.	REVISION	DATE
X	-----	XX/XX/XX

SCALE: 1"=80'  
DATE: 08/10/11

TRAFFIC CONTROL  
STANDARDS

TCP-004

SHEET

## **Exhibit U      Submittal Schedule**

Trade Subcontractor's Schedule submission shall include a full submittal schedule per Specification Section 01 13 00 1.4 – Submittal Schedule.

1. All submittals are to be submitted to Webcor/Obayashi Joint Venture within 60 days of Award.
2. The Submittal Schedule shall contain additional data fields to indicate: 1) the duration in work days for procurement of the item starting from the date that the submittal is approved until the item is available for construction, and 2) the Activity ID of the earliest construction activity for which the item will be required (the submittal/procurement item's successor).
3. The Trade Subcontractor should use the attached data format, Submittal Schedule Excel Template, for the submission of Submittal Schedule as Microsoft Excel File. Contact Webcor/Obayashi Joint Venture to obtain the blank excel file of the Submittal Schedule.
4. The Trade Subcontractor shall show critical submittals in the Exhibit I Construction Schedule in addition to providing the comprehensive submittal schedule required herein. Critical submittals are those submittals considered vital to the timely progression of the project schedule. These items may include, but are not limited to, engineering submissions; long lead items; items required within the first 25% of Subcontractor's performance period; and items that are required for construction or installation of a task with less than 20 working days of total float in the overall project schedule. The last group of items may not be determined until after acceptance of the Trade Subcontractor Construction Schedule submission and its full incorporation into the project schedule. Therefore, the Subcontractor may be required to add items to its Primavera schedule file subsequent to approval of its Construction Schedule submission.

PMFSM_COMP_CODE	PMFSM_PROJ_CODE	PMFSM_SMT_ID	PMFSM_SMT_NAME	PMFSM_PKG_CODE	PMFSM_REC_FROM_PARTN_ABBREV	PMFSM_REC_FROM_CONTACT_COD	PMFSM_RET_BY_PARTN_ABBREV	PMFSM_RET_BY_CONTACT_COD	PMFSM_SENT_TO_PARTN_ABBREV	PMFSM_SENT_TO_CONTACT_COD	PMFSM_FWD_TO_PARTN_ABBREV	PMFSM_FWD_TO_CONTACT_COD
Always 30	Project #	Submittal #	Submittal Name		Received From Partner Abbreviation(Sub)	From Contact Code(Sub)	Return By Partner Abbreviation (Architect)	Returned By Contact Code(Architect)	Sent To Partner Abbreviation (Architect)	Sent to Contact Code (Architect)	Forward To Partner Abbreviation(Sub)	Forward to Contact Code(Sub)
	30	30100	Test Submittal	TG###-001	ADERH023	BOBBROZ	TURNER		TURNER			

PMFSM_REQUIRED_START_DATE DATE DD-MON-RRRR		PMFSM_REQUIRED_END_DATE DATE DD-M		PMFSM_CLV_VALUE_CODE1	PMFSM_CLV_VALUE_CODE2		PMFSM_CLV_VALUE_CODE3		PMFSM_CLV_VALUE_CODE4	PMFSM_CLV_VALUE_CODE5	PMFSM_CLV_VALUE_CODE6	PMFSM_SMT_STATUS_CODE
DO NOT USE	DO NOT USE	LEED MR 1 (See Sheet 2)	Credit Specific Data	LEED MR 2 (See Sheet 2)	Credit Specific Data	LEED EQ (See Sheet 2)	Credit Specific Data					Use PEND
												PEND
					</							

PFMSM_ACTIVITY_START_DATE	DATE DD-MON-RRRR	PFMSM_DATE_CHANGE_CODE	PFMSM_COPIES_NUM	PFMSM_LEAD_TIME_STAGE1	PFMSM_LEAD_TIME_STAGE1	PFMSM_LEAD_TIME_STAGE4	PFMSM_LEAD_TIME_STAGE3	PFMSM_LEAD_TIME_STAGE2	PFMSM_LEAD_TIME_STAGE1	PFMSM_SPEC_SEC_CODE	PFMSM_SORT_ORDER_NUMBER	PFMSM_CLOSED_DATE	DATE DD-MON-RRRR
	DO NOT USE		Number of Copies	Lead time Delivery	Lead Time Fabrication	Lead Time Float	Lead Time Arch Review	Lead Time Webcor Review	Lead Time From Sub to Web	Spec Section	DO NOT USE		DO NOT USE
			6	5	8	5	21	5	5				

PMFSM TYPE CODE	PMFSM SUB CODE	PMFSM SUBSEC CODE	PMFSM PROC FLG	Schedule Activity ID
Type Code(See Sheet 2)	Spec Sub Section	Procurement Flag	Choose Yes or No	

# Code List for Submittal Schedule Data

1 / 4

## Submittal Types

3DCORD	3D Coordination
ASBUILT	As Built Drawings
ATTIC	Attic Stock
BRUSH	Brushouts
CALC	Calculations
CERT	Certificates
CLOSE	Close Out
COMM	Commissioning
DRAW	Shop Drawings
LEED	LEED Documentation
METHODS	Methods
MOCK	Mock Up
MSDS	MSDS Documentation
PRIME	Prime Level
PROD	Product Data
QUAL	Qualifications
SAMPLE	Samples
SCHED	Schedules
SURVEY	Survey
TEST	Test Reports

**LEED MR1**

Code	
NC MR 3	Material Reuse
NC MR 4	Recycled Content
NC MR 5	Regional Materials
NC MR 6	Rapidly Renewable Materials
NC MR 7	Certified Wood
CS MR 3	Material Reuse
CS MR 4	Recycled Content
CS MR 5	Regional Materials
CS MR 6	Certified Wood
CI MR 3	Resource Reuse
CI MR 4	Recycled Content
CI MR 5	Regional Materials
CI MR 6	Rapidly Renewable Materials
CI MR 7	Certified Wood



**LEED MR2**

Code	
NC MR 3	Material Reuse
NC MR 4	Recycled Content
NC MR 5	Regional Materials
NC MR 6	Rapidly Renewable Materials
NC MR 7	Certified Wood
CS MR 3	Material Reuse
CS MR 4	Recycled Content
CS MR 5	Regional Materials
CS MR 6	Certified Wood
CI MR 3	Resource Reuse
CI MR 4	Recycled Content
CI MR 5	Regional Materials
CI MR 6	Rapidly Renewable Materials
CI MR 7	Certified Wood

**LEED EQ**

Code	
NC EQ 4.1	Low-Emitting Materials: Adhesives & Sealants
NC EQ 4.2	Low-Emitting Materials: Paints & Coatings
NC EQ 4.3	Low-Emitting Materials: Carpet Systems
NC EQ 4.4	Low-Emitting Materials: Composite Wood & Agrifiber Products
CS EQ 4.1	Low-Emitting Materials: Adhesives & Sealants
CS EQ 4.2	Low-Emitting Materials: Paints & Coatings
CS EQ 4.3	Low-Emitting Materials: Carpet Systems
CS EQ 4.4	Low-Emitting Materials: Composite Wood & Agrifiber Products
CI EQ 4.1	Low-Emitting Materials: Adhesives & Sealants
CI EQ 4.2	Low-Emitting Materials: Paints & Coatings
CI EQ 4.3	Low-Emitting Materials: Carpet Systems
CI EQ 4.4	Low-Emitting Materials: Composite Wood & Agrifiber Products
CI EQ 4.5	Low-Emitting Materials: Systems Furniture & Seating



# QUALITY COMMISSIONING PROCEDURES AND GUIDELINES

## Exterior Skin and Waterproofing Systems

### EXHIBIT "W"

*The information, processes, techniques, material and other matters contained in the Quality Commissioning Procedures and Guidelines are proprietary, confidential, and unique to WEBCOR/OBAYASHI.*

***The Quality Commissioning Procedures and Guidelines shall only be used for WEBCOR/OBAYASHI only.***

Any other use without the expressed written consent from an Officer of WEBCOR/OBAYASHI is prohibited. Any unauthorized use could give rise to liability under the California Civil Code Sections 3426 et seq. involving Uniform Secrets Act, the California Business and Professions Code Sections 17200 et seq. involving Unfair Competition and 17500 et seq. involving Unfair Practices, the common law of unfair competition and interference with contractual relations and prospective advantage.

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## QUALITY COMMISSIONING PROCEDURES AND GUIDELINES

### Exterior Skin and Waterproofing Systems

- ✓ Roofs
- ✓ Decks
- ✓ Windows
- ✓ Curtain Walls
- ✓ Exterior Wall Systems (Precast, Stucco, EIFS, GFRC)
- ✓ Water Shedding Systems
- ✓ Flashings
- ✓ Expansion Joints
- ✓ Caulking, Sealants
- ✓ Primary and Secondary Water Barrier Systems
- ✓ Above & Below Grade Waterproofing
- ✓ General Waterproofing Systems

#### 1.0 Purpose

The purpose of this procedure and guideline is to set forth a commissioning process, which will ensure that the building's exterior envelop and waterproofing systems perform and function in conformity with design intent and to provide a means of verifying the implementation of these systems based on the project specifications, design and applicable industry standards.

#### 2.0 Definition of Commissioning

The term "Commission" refers to a Quality Assurance process by which the building's exterior envelop and waterproofing systems (i.e., below and above-grade waterproofing, decks, roofs, caulking, plaster, precast concrete and GFRC, curtain-wall, flashing, expansion joints, etc.) are provided, installed and tested in order to verify the systems perform in accordance with the contract documents and the design intent.

Commissioning entails the development of a clear and complete process that verifies the systems design and operational intent. It also is to verify that the exterior envelop and waterproofing systems and its components are installed according to the contract documents, manufacturer's recommendations and published industry standards and that the system receives adequate installation and performance inspections by the installing contractor.

The process must include verifying and documenting the installation steps, phases, and system performance with respect to the design intent and the contract documents. Commissioning is a team effort that requires cooperation by all parties to succeed.

#### 3.0 Description of the Commissioning Process

Commissioning is a “**systematic**” process for achieving, validating and documenting the performance of building systems as so that it meets the design intent and requirements.

The process extends through all phases from design to occupancy, and extending through the warranty period. Numerous checks and inspections shall be performed at each stage of the process to ensure that established procedures are followed. The process also includes training of facility operational personnel to ensure continued efficient use of the exterior envelop and waterproofing systems as originally designed and installed.

This guideline provides a uniform, integrated and consistent approach for the commissioning of all waterproofing systems as well as assisting in insuring product and design compatibility. Since many building waterproofing systems are integrated, a deficiency in one system or component may result in sub-optimal performance and failure among others.

#### 4.0 Commissioning Plan

Commissioning is a **“Quality Process”** for validating the system and component design performance.

The reports from the commissioning process are not just test reports, but reports that document design, installation, inspections, and particular tests and or evaluation procedures. The commissioning plan is continually updated to reflect changes in program and design of the waterproofing system(s). Commissioning reports shall document and record the results of the commissioning process.

Each Trade Subcontractor’s specific commissioning plan must be neatly organized in a consistent manner that reflects the nature of the building systems and their performance. The commissioning plan shall include schedules, requirements and procedures.

Trade Subcontractor(s) shall be responsible for the timely and efficient completion of all commissioning in accordance with the Subcontract Agreement.

**At no time shall any work be permitted to commence without a WEBCOR/OBAYASHI’ approved Trade Subcontractor Waterproofing Commissioning Program.**

Failure to do so may require Trade Subcontractor to assume all related costs and expenses in accordance with the Subcontract Agreement.

In addition, Trade Subcontractor may also be required to assume all related cost should WEBCOR/OBAYASHI find it necessary to develop, manage and or perform any Trade Subcontractor commissioning work.

#### 5.0 Objectives

The fundamental objectives of the commissioning process are:

- 5.1 Create a procedure to verify and provide documentation that the waterproofing performance of the facility meet the design requirements.

- 5.2 Enhance communication by documenting data and decisions throughout all phases of the project.
- 5.3 Validate and report that the performance of waterproofing systems meets design intent.
- 5.4 Provide a means of Quality Control and Quality Assurance (QA/QC) throughout all phases of the waterproofing system(s) installation, inspection, and testing process.

## **6.0 Contractors Normally Participating in the Commissioning Process**

- ✓ Waterproofing Consultant
- ✓ Architect
- ✓ Structural Engineer
- ✓ Mechanical
- ✓ Plumbing
- ✓ Electrical
- ✓ Fire Sprinkler
- ✓ Glass Systems
- ✓ Caulking
- ✓ Brick, Tile, Precast, GFRC, and Stone
- ✓ Fountains and Ponds
- ✓ Swimming Pools & Spas
- ✓ Roofing
- ✓ Insulation
- ✓ Flashing & Sheetmetal
- ✓ Waterproofing Contractors
- ✓ Concrete (If waterproofing admixtures are included by design)
- ✓ Stucco, EIFS, DEFS systems
- ✓ Elastomeric Painting
- ✓ Rough Carpentry (Wood cladding)
- ✓ Architectural Metal Cladding
- ✓ Expansion Joint Systems
- ✓ Water Tanks
- ✓ Special Systems or Components

## **7.0 Commissioning Team**

The commissioning team members may consist of the following:

- ✓ WEBCOR/OBAYASHI - Project Team as required

- ✓ Owner - Designated representative of the owner, building operator/engineer, and/or the owner's construction management firm
- ✓ Engineers - Architect and Designers
- ✓ Waterproofing Contractor
- ✓ Waterproofing Consultant
- ✓ Flashing / Sheet Metal Contractor
- ✓ Exterior Skin Contractor
- ✓ Roof Contractor
- ✓ Glass and Curtain Contractor
- ✓ Caulking and Sealants Contractor
- ✓ Commissioning Agent (CA)
- ✓ Mechanical Contractor
- ✓ Plumbing Contractor
- ✓ Fire Sprinkler Contractor
- ✓ Electrical Contractor
- ✓ Testing Contractor
- ✓ Other as necessary

## 8.0 Meetings

Regularly scheduled commissioning meetings of **the entire team** shall be conducted for site coordination, communicating issues of concern, resolving conflicts, reporting on system process and status, identifying urgent work and all deficiencies.

Commissioning meetings are critical to the **Quality** of the commissioning process as well as timely completion of the project.



## **9.0 Trade Subcontractor Performance Requirements**

- 9.1 Designation of the primary person who will be responsible, accountable, and act as the main contact person for all commissioning communications. Provide organizational chart indicating personnel who will be involved in the project. The chart should indicate factory, office, and on-site field personnel.
- 9.2 Review of drawings and specifications for completeness, appropriateness of details, and acceptance by Trade Subcontractor thereof.
- 9.3 Review WEBCOR/OBAYASHI standard details.
- 9.4 Preparing and submitting documentation of Trade Subcontractor's respective materials and systems to be integrated into the overall Commissioning Plan.
- 9.5 Submitting information on the intended commissioning protocol used on materials, and the integration into the system as a whole.
- 9.6 Provide a presentation of the commissioning process to WEBCOR/OBAYASHI, the Owner and or the owner's representatives. Demonstration shall indicate compliance with the Trade Subcontractor Commissioning requirements as outlined in this document.
- 9.7 Submitting shop drawings detailing waterproofing system layout as outlined in the contract documents. Shop drawings shall reflect all conditions present in the building, including but not limited to the following:
  - a. Conditions where different materials meet (i.e. windows to plaster or stone to plaster).
  - b. Corner conditions.
  - c. Conditions where vertical planes meet horizontal planes (i.e. soffits and sills).
  - d. Expansion joints and control joints.
  - e. Flashing.
  - f. Penetrations (i.e. Z-ducts, electrical outlets, louvers).
  - g. Conditions typically utilized by Trade Subcontractor's common practices.

Shop drawings shall include installation drawings indicating the planned sequence of installation of all components.
- 9.8 Providing means and method for preliminary testing of the exterior envelop and waterproofing systems with manufacturer's representative present as required:
  - a. Caulking: Include complete coordination with the caulking manufacturer's representative to assure compatibility of the caulking system with the

surrounding substrate and finishes. Trade Subcontractor shall submit caulking samples including manufacturer's specifications for materials, color, cleaning procedure, required primers, proper backer rod, installation procedures, testing requirements and results. Testing of caulking samples between all combinations of materials shall be performed by qualified testing agencies in direct accordance with A.S.T.M. Standard Test Method C794 (75), including seven (7) day immersion. A letter from the Caulking Manufacturer shall be submitted approving all testing procedures, the installation procedure and the use of the specified materials for the intended application. Any materials installed without such approval that may be in conflict with the approved procedures or of unacceptable color and appearance will be removed and replaced at the Trade Subcontractor's expense.

- b. Windows and Sliding Glass Doors: Assemblies shall be field tested in accordance with American Architectural Manufacturers Association (AAMA) 502-02 Voluntary Specification for Field Testing of Windows and Sliding Glass Doors using Test Methods A and B, testing a minimum of 1% of the products for air leakage resistance and water penetration resistance as specified for various stages of the product installation.
- 9.9 Reviewing all required testing under the witnessing of WEBCOR/OBAYASHI, Building Owner, and or the Owners representatives.
  - 9.10 Correcting all system deficiencies at Trade Subcontractor expense.
  - 9.11 Obtaining all required permits, code required inspections and final certifications.
  - 9.12 Preparing complete as-built record drawings made from an original set that has been marked up throughout the duration of the project. Drawings must indicate all work as it was actually installed showing change order revisions, field changes required to meet the working conditions, and any other items that will affect or reflected in the operation and maintenance of the facility.
  - 9.13 Obtaining all manufacturer's warranties and guarantees.
  - 9.14 Organizing the O&M manuals, if any, from suppliers and manufacturers.
  - 9.15 Performing any specified training for the facility's operational staff.

## 10.0 Information Management

The management and continued organization of the commissioning information shall be the sole responsibility of the Trade Subcontractor.

WEBCOR/OBAYASHI and the Trade Subcontractor shall mutually agree on the location where all the commissioning information and documentation shall be stored.

The Trade Subcontractor shall make every effort to continually update and manage the information throughout the commissioning process. WEBCOR/OBAYASHI and the Building Owner may review the commissioning information provided by the Trade Subcontractor at any time for updates, accuracy and completeness.

WEBCOR/OBAYASHI may elect to withhold or make appropriate adjustments to the Trade Subcontractor's monthly progress billing in the event the commissioning information or performance requirements as described in the Waterproofing Quality Commissioning Procedures & Guidelines are not being performed, managed and updated by the Trade Subcontractor.

## 11.0 Trade Subcontractor Commissioning Submittal Requirement

Each Trade Subcontractor has a responsibility to WEBCOR/OBAYASHI and the Building Owner to comply with the terms of the contract and to verify that the design intent of the waterproofing systems for the project is achieved.

Each Trade Subcontractor is required to provide two completed commissioning manuals containing the information outlined in Section 19 - Commissioning Binder Tab Index of this guideline. Each proposed formatted "3-ring" binder containing all information, including blank forms shall be provided to WEBCOR/OBAYASHI and the Owner for "**review and comment**" before the commissioning process begins, or by an agreed upon date.

WEBCOR/OBAYASHI, the Owner and the owner representative shall review the information and return it to the Trade Subcontractor within **two-week** time with all comments.

Each Trade Subcontractor shall make all required changes as agreed, to the commissioning manuals and resubmit them to WEBCOR/OBAYASHI within **two-weeks**.

Each Trade Subcontractor shall schedule and provide a formal demonstration of their commissioning process to WEBCOR/OBAYASHI, the Owner and the Owners representative after all required changes to the manuals have been satisfactory completed. Demonstration shall indicate compliance with the Trade Subcontractor Waterproofing Commissioning requirements as outlined in this document.

Each Commissioning Manual **shall be neatly organized** using appropriate tabs, dividers, table of content, index, etc. as required for easy referencing. Refer to Section 19 Commissioning Binder Tab Index for a standard binder organization. All Commissioning Manual(s) **must be user friendly**.

## 12.0 Commissioning Binder Tab Index

- Tab 1. Project design criteria specifications** – Provide information that describes the overall design criteria and performance requirements for the waterproofing system(s).
- Tab 2. Manufacture products and components** – Provide complete submittal list of all components that shall be contractually provided and installed.
- Tab 3. Manufacture installation instructions** – Provide manufacture documentation insuring that the system and components installation complies with all Manufacture requirements to maintain performance and guarantee obligations.
- Tab 4. Manufacture details** – Provide manufacture details or published industry standards for penetrations and terminations interfacing with other installed systems.
- Tab 5. Design transition review** – Provide design review comments and concerns on transition interfaces to other s or other compatibility issues.
- Tab 6. Quality Assurance / Quality Control Program** – Provide QAQC program with complete field inspections and checklists.
- Tab 7. Documentation** – Trade Subcontractor shall maintain a separate field binder documenting the QAQC inspections and field-testing for all installed work.
- Tab 8. Field mock-up and testing** – Provide information on mock-up or field performance tests that shall be preformed for all installed system(s). Provide manufacture recommendations or published testing standards used. If no performance testing is preformed, Trade Subcontractor shall provide documentation on how each system is performing in accordance to the documented design intent and contract warranty requirements.
- Tab 9. Schedule** – Provide schedule for, shop drawing devolvement, submittals fabrication, delivery and installation.
- Tab 10. Agency and factory test reports** – Provide all factory, agency, and field performance-testing reports on installed systems.
- Tab 11. Factory and Trade Subcontractor guarantee information** – Provide warranty responsibilities and durations for all systems and components installed.
- Tab 12. Owner Training** – Provide (O&M) and training for all required service and maintenance requirements as it extends throughout each system to maintain warranty. Include owner sign-off sheets verifying training.

- Tab 13. Attic Stock** – Provide list of spare material that shall be supplied by Trade Subcontractor to owner – Paint, applied materials, gaskets, handles, glazing, or patching products.
- Tab 14. As-Built Drawings** – Provide completed set of drawing and details accurately reflecting all installed and completed work.
- Tab 15. Material Safety Data Sheets** – Provide all Material and Data Safety Sheets (MSDS).

### 13.0 Identifying the Defects

It is the intent of the commissioning process to avoid defects in waterproofing systems. A standard of care exhibited during the commissioning process should anticipate potential defects and determine appropriate solutions prior to the installation of these systems. In the event that defects do occur, proper defect identification will help determine the repair needed and assist in selecting the appropriate method and materials.

It is important to acknowledge which factors have caused deficiencies in the waterproofing system and its components, and how a deficiency in one system may influence or amplify another. Careful and thorough defect identification is critical to obtain long-lasting, quality repairs. It is critical and necessary to eliminate the cause of the defect and not solely treat the symptom.

Each Trade Subcontractor shall be responsible for determining the cause and origin of various problems as it pertains to their contractual scope of work. Failure to do so may require Trade Subcontractor to assume all related costs and expenses for damages, repairs performed by others, testing, special inspections, and consultant fees.

### 14.0 Applicable Industry Standards

Unless the Contract Documents include more stringent requirements, applicable published construction industry standards shall be utilized. Where compliance with two or more standards is specified for quality or quantity levels, comply with the most stringent requirement.

Where sections of the specifications require that a product, material, installation, or test complies with a specified industry standard, the Trade Subcontractor shall obtain copies directly from the publication(s) source and include the information in the submitted commissioning information.

Each Trade Subcontractor engaged in construction on the project must be familiar with published industry standards applicable to their construction activity.

### 15.0 Schedules

An initial schedule shall be developed by the Trade Subcontractor identifying dates, times, and durations for shop drawings, approval of submittals, material fabrication, product delivery, acceptance, installation, testing and completion.

The schedule shall also include any commissioning task that shall be performed on waterproofing systems that may involve or affect other related building systems.

Each Trade Subcontractor shall update schedules, daily, weekly, monthly, or as required to keep WEBCOR/OBAYASHI and the Owner informed of the activities performed. This schedule will indicate appropriate milestones during the installation to allow WEBCOR/OBAYASHI and or the Owner the ability to observe and witness system installations prior to being covered up by subsequent s. The schedule will indicate milestone dates for Trade Subcontractor inspection and testing.

#### **16.0 Execution of Inspections and Checklists**

Trade Subcontractor and or vendors shall schedule initial inspections and checklist review with the commissioning team. The inspections and reviews shall be directed, executed, and documented by the Trade Subcontractor or vendor.

To document the process, the Trade Subcontractor performing the task shall provide and complete all documentation forms and checklists. (See attached sample checklist)

#### **17.0 Field Inspections**

One of the most important commissioning activities for waterproofing systems is field inspections. The field inspection process shall serve as a method and means of documenting the installation process as well as indicate variations between contractual design and construction.

Each Trade Subcontractor shall identify in detail the scope of their field inspections, and the types of field procedures that will be required to obtain the necessary information to provide a complete waterproofing quality control evaluation at the completion of the job.

#### **18.0 Field Witnessing of Trade Subcontractor's Quality Control**

WEBCOR/OBAYASHI, the Owner, consultants and the Architect reserve the right to witness the waterproofing system installation at any time. Spot checks shall be conducted on a random basis. If inconsistencies are discovered in quality, performance, or if commissioning information differs from those submitted, the Trade Subcontractor may be required to completely remove and remedy all conditions where the inconsistencies occurred at no additional cost or impact to the schedule.

Witnessing shall include all or part of, but not limited to the following:

- 14.1 Mock ups
- 14.2 Waterproofing component and system installation
- 14.3 System inspection and checks
- 14.4 Performance tests

## 14.5 Special Inspections

## 19.0 Documentation

Trade Subcontractor shall maintain a separate field binder documenting quality control inspections and field-testing for all installed work. Documentation shall include dates, quality control field checklist, reports with inspected locations defined by grid lines and elevations. Provide a dated photo log, documenting inspected areas and general sequence of installed work for the duration of the project.

## 20.0 Testing and Methods

The objective of field-testing is to correlate paths of moisture infiltration and to observe the source of damages. Moisture entering a building during extreme weather may be obvious, but the most reliable method to discover the infiltrating path is to recreate the leakage condition in a controlled manner. Testing also allows verification of the theory for the cause of leakage.

As all system and component tests are unique to some degree, there may not be one standard or method for testing that can be applied to all. There are several methods, standards, governing requirements, and manufacture recommendations, etc., which should be applied.

There are three types of acceptable testing methods that can be used during the investigation. All of which must be approved by WEBCOR/OBAYASHI. These testing categories include:

- ✓ Non-Destructive Testing
- ✓ Destructive Testing
- ✓ Laboratory Testing

### 20.1 Non-Destructive Testing

Non-destructive testing uses a variety of non-invasive tools. This type of testing causes little or no damage or interference to the building envelope. The various methods of non-destructive testing include:

- a. *Rilem Tube* - This calibrated device is adhered to exterior masonry walls to determine the porosity and condition of brick masonry units, mortar joints, head joints, and embedment joints.
- b. *Water Spray Rack (ASTM E1105)* - This test simulates a wind-driven rain condition on a facility. It can assist in determining the specific cause and origin of moisture infiltration when it is used to test independent components of the envelope. Spraying water over a large area in an uncontrolled fashion will not reveal specific causes of water infiltration.
- c. *Hose Spray Test (AAMA 501.2)* - This test method also simulates wind-driven rain in small segmented areas using a standard garden hose in which a calibrated nozzle is attached with a pressure gauge. The spray is



directed at a specific joint, crack, or defect to reveal potential moisture intrusion.

- d. *Differential Pressure Test (ASTM E1105)* - A pressure chamber is constructed on the interior of the facility at a specific location to test moisture driven through an assembly or component. The assembly or component is subjected to a negative force while simultaneously a spray rack is directed at the assembly to draw the moisture into the facility to simulate a negative pressure under a wind-driven rain condition.
- e. *Infra-Red Thermography* - Infra-red Thermography photographs the building exterior to determine the locations of wet components. Components, such as insulation and sheathing, etc., will act as heat sinks if they contain high levels of moisture. During the day, moist and dry components absorb heat. At night, the moist areas release the heat much slower than the dry areas. By reading the heat signature, Infrared Thermography will help expose the problem areas. Small test cuts may be required to verify moisture areas.
- f. *Soundings (ASTM D4580)* - There are different ways to perform sounding tests including the hammer tap test. In this test, a 16 oz. hammer is tapped against concrete for sound. A hollow sound indicates areas where the concrete has separated from the reinforcing steel, typically due to exfoliation or corrosion of the steel. Another method of sounding is to chain drag a heavy 15 ft. link chain along a concrete surface to listen for hollow sounds, indicating defective concrete. This method can cover larger areas effectively and is commonly used on parking garages and loading docks.
- g. *Pachometer Survey* - This test uses a magnetic device used to locate embedded steel reinforcement and help determine the concrete cover over the reinforcement. Generally, the Pachometer is fairly accurate when measuring ¼ inch to 3-inch thick concrete cover and when reinforcing placement is not too congested.
- h. *Poly-sheet Tape-down* - This test determines the presence of moisture coming through a concrete surface, typically a slab-on-grade type of assembly where the typical problem is tile or membrane separation from the floor. A 2' x 2' section of polyethylene is sealed to the concrete with duct tape and removed 24 hours later. If there is moisture beneath the polyethylene, it is a good indication that there is a vapor drive through the concrete section.
- i. *Glass-Slide Epoxy or Crack-o-meter* - This device is sealed in place over a crack and periodically checked to determine if any movement has occurred. If movement has occurred, the glass will crack or the meter will record movement.
- j. *Optical Illuminated Boroscope* - A boroscope is inserted into a 5/8-in. diameter pilot hole through an exterior wall system and allows the cavity walls of brick veneer, stud wall backup of exterior insulated finish systems (EIFS), or other types of constructions to be observed without large-scale destructive testing.



- k. *Smoke/Dust Tracer* - The smoke/dust tracer helps to find air infiltration. It is moved across the interior face of a window to observe the smoke and dust particles coming through the assembly.
- l. *Moisture Meter* - A Delmhorst meter is a digital device that detects the presence of moisture in various building components. This test is typically accompanied by a gravimetric analysis (oven drying of samples), which is used to confirm the results of the Delmhorst meter.
- m. *Flashlight and mirror* - These simple tools can be very useful to detect problem areas. Placing the mirror into the plenum or behind difficult-to-access areas with the flashlight will allow observation of concealed conditions.

## 20.2 Destructive Testing

When the main objective is to determine the existing composition and configuration of concealed assembly conditions, destructive testing may be warranted. The most common methods of destructive testing are test cuts and borings.

Any type of destructive testing must be reviewed and approved by WEBCOR/OBAYASHI.

- a. *Roof Testing* - Test cuts in the roof assembly may be necessary to determine the condition of the underlying insulation and substrate. Cutting into the system may help verify whether roofing problems are causing corrosion of the steel deck, or a spalled and cracked concrete deck, etc. Test cuts may also expose the as-built configurations of the flashing components at roof-to-wall locations, curb locations, etc. This information is critical to the appropriate remedial design and/or repairs.
- b. *Exterior Wall/Skin Testing* - Test cuts on exterior walls may be required to identify the origin of moisture infiltration. For masonry walls, it is most effective to make test cuts at window heads and sills, and at any through-wall flashing locations that may be suspected of allowing moisture intrusion. Masonry test cuts may expose defective through-wall flashing that is allowing moisture intrusion. Test cuts may also help determine the underlying conditions of the steel components in wall systems, including wall ties, reinforcing steel, sub-steel columns, etc.

## 20.3 Laboratory Testing

Destructive testing is also used to obtain samples for lab analysis. Samples of sealants, coatings, painted finishes, roofing materials, etc. can be sent to a laboratory to determine the presence of lead or asbestos. Samples of masonry or concrete can also be tested to help identify causes of moisture/air infiltration (descriptions of these analyses follow).

Laboratory testing may help obtain a better understanding of existing material types, presence of contaminants, and the possibility of hazardous components.

This type of testing can also provide valuable information concerning proper surface preparation, material selection, and implementation of repairs. The following laboratory tests are some of the more useful when performing building envelope evaluations:

- a. *Gravimetric Analysis* - This test will determine moisture content. After weighing and recording the in-situ existing sample, completely dry the sample in an oven and re-weigh it. The weight difference indicates moisture content and is particularly useful for insulating materials. Testing moisture contents of samples is critical to verify results from non-destructive moisture scans.
- b. *Petrography* - Petrography determines the “make-up” of concrete. This test will indicate the size and type of aggregate, air/void ratio, type of cement, and general mix design data of the concrete. Most materials testing lab can perform this test.
- c. *Air Entrainment* - Provides an indication of the existing concrete’s durability and freeze-thaw resistance. Air entrainment is generally indicated by petrography.
- d. *Presence of Carbonization* - Accomplished by spraying a solution of phenothelene on the concrete substrate and recording the depth of the solution’s color change. This will indicate to what depth carbon dioxide has progressed into the concrete. Carbon dioxide will degrade the cement matrix of the concrete and lower the pH level of it. The layer surrounding the reinforcement is then destroyed, allowing corrosion of the reinforcing steel. Corrosion by carbonization usually occurs over a broad area.
- e. *Chloride Ion Content* - Chlorides from marine atmospheres or mists from road salts entering the concrete substrate, and salts originally introduced to the concrete via admixtures or aggregates can promote accelerated corrosion of reinforcing steel, usually at concentrated or specific locations. The chlorides are not consumed in the corrosion process but rather act as catalysts in the process. The corrosion will progress along the reinforcing bars causing concrete de-bonding, cracking, and spalling.
- f. *Reinforcement Placement, Depth, Quantity, and Type* - This information may be established with the use of a Pachometer or similar electronic metal detector. It is useful in determining required steel replacement and structural capacities during engineering analysis phases.

## 21.0 Engineering Analysis

Using information obtained from the field, laboratory results, and collected data, a comprehensive engineering analysis may be required. The engineering analysis should include an assessment of field and laboratory data, structural analysis as well as the following:

- ✓ Thermal Analysis
- ✓ Drainage Analysis

- ✓ Vapor Drive Analysis
- ✓ Fire Rating Requirements
- ✓ Cost Estimations

## **22.0 Deficiencies and Non-Conformance**

The Trade Subcontractor shall identify and list any outstanding deficiencies or procedures that were not completed successfully during any final testing. Documented deficiencies shall be submitted to WEBCOR/OBAYASHI within 48 hours of each test completion.

The Trade Subcontractor shall also provide in writing, the corrective action for each deficiency as required within 48 hours. The installing Trade Subcontractor and or vendor shall correct all outstanding issues or deficiencies in the materials or the installation of the materials and provide the commissioning team with dates and times for the required corrections and any re-testing.

## **23.0 Remedial Work**

General considerations for the repair of defects and replacement of components should include the following:

- 23.1 Determine the effect, if any; the repairs have on the structure, surroundings, and operations of the building.
- 23.2 Ensure proper preparation of surfaces to be repaired and provide chemical and mechanical bonds for new materials.
- 23.3 Material selection should include an understanding of performance limitations and should rely on the products past acceptable performance. Material selections should include consideration of the following:
  - ✓ Compatibility
  - ✓ Maintenance
  - ✓ Life cycle

## **24.0 Project Commissioning Closeout**

WEBCOR/OBAYASHI, the Owner, and/or the Owner's representative shall determine when the Trade Subcontractor commissioning process has been satisfactorily completed and when to submit the final report information and all other documentation to Webcor.

As part of the project turnover, the quality of all work will be reviewed to determine whether it is within specific and manufacturers' guidelines, industry standards, and code compliance.

WEBCOR/OBAYASHI, the Owner, and/or the Owner's representative consultant must be completely satisfied that the commissioning procedures have been performed accurately and professionally.

In the event the commissioning information or performance requirements outlined in the Waterproofing Quality Commissioning Procedure & Guidelines have not been met, WEBCOR/OBAYASHI may elect to withhold or make appropriate adjustments to the Trade Subcontractor's final billing.