



Construction Update

July 2016

Transbay Transit Center

TJPA





Transbay Transit Center

Western Zone
Gridlines 1 to 10

Central Zone
Gridlines 10 to 20

Eastern Zone
Gridlines 20 to 35

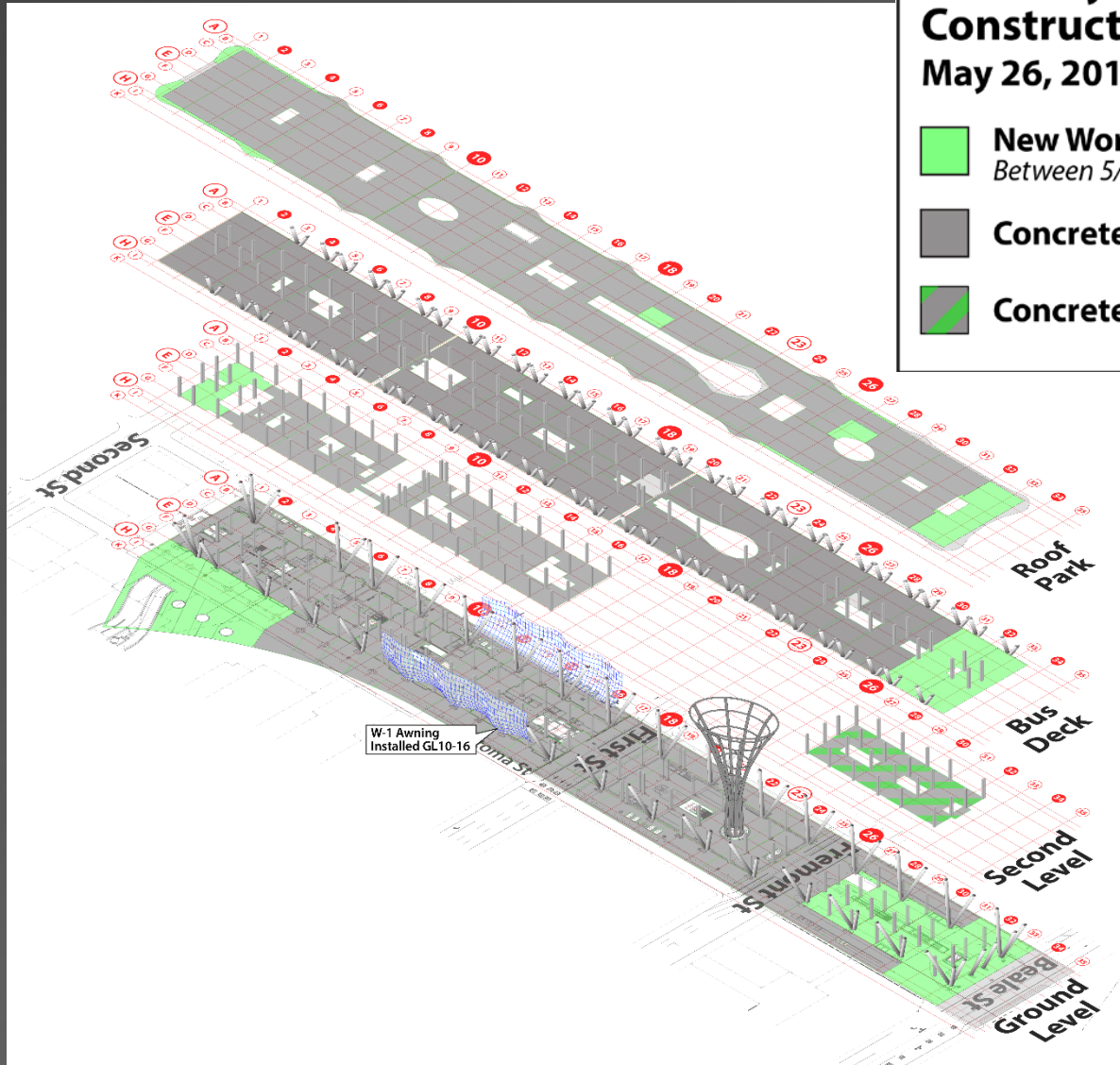


Project Overview

1. Recent Activity
2. Upcoming Activity
3. Safety & Labor Statistics
4. Budget Overview
5. Contingency Cost
6. Schedule
7. Challenges



Transit Center





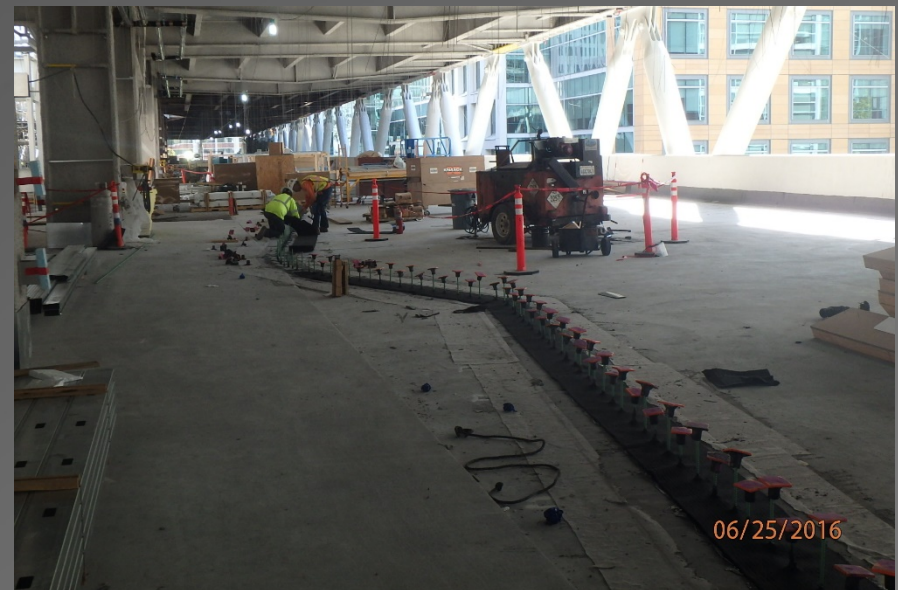
Western Zone (GL 1-10)

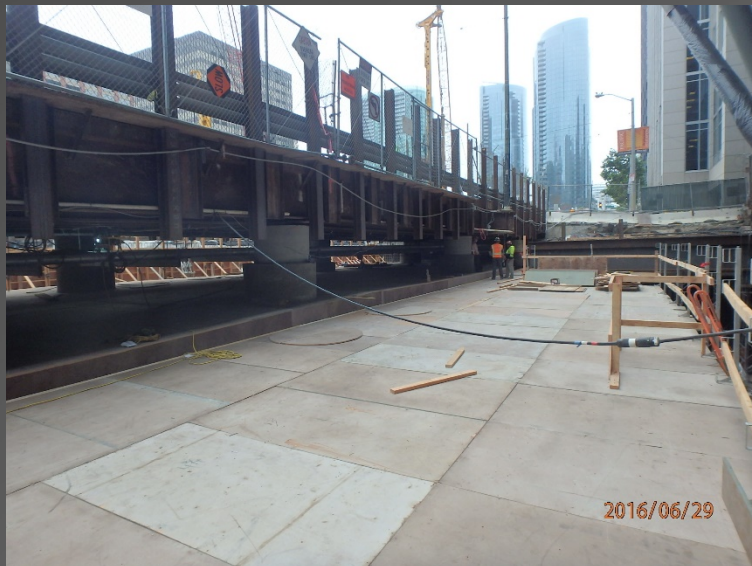
- Final southwest corner Trainbox Lid concrete was placed on June 30th.
- The concrete columns and upper walls for the Vehicle and Bicycle Ramps have been completed.
- Construction of elevator and stair shaft walls has started this period.
- Spray applied fireproofing in progress this period.
- W-Systems glazing work in progress this period.
- Mechanical/Electrical/Plumbing/Fire Sprinkler (MEPF) sleeves and hangers installation continues.
- Electrical room concrete and Concrete Masonry Unit (CMU) wall installation in progress.



Central Zone (GL 10-20)

- W1 Awning installation continues on north side.
- Metal Panels fascia at bus and roof deck continues.
- Bus Deck drive aisle waterproofing continues.
- Bus deck island curb dowels and waterproofing proceeding.
- Spray Applied Fireproofing is complete at all levels.
- MEP electrical, piping and HVAC continues at all levels.
- Installation of W2 and W3 glazing systems continues.
- Stair installation continues.
- Lower level electric room build-out continues.



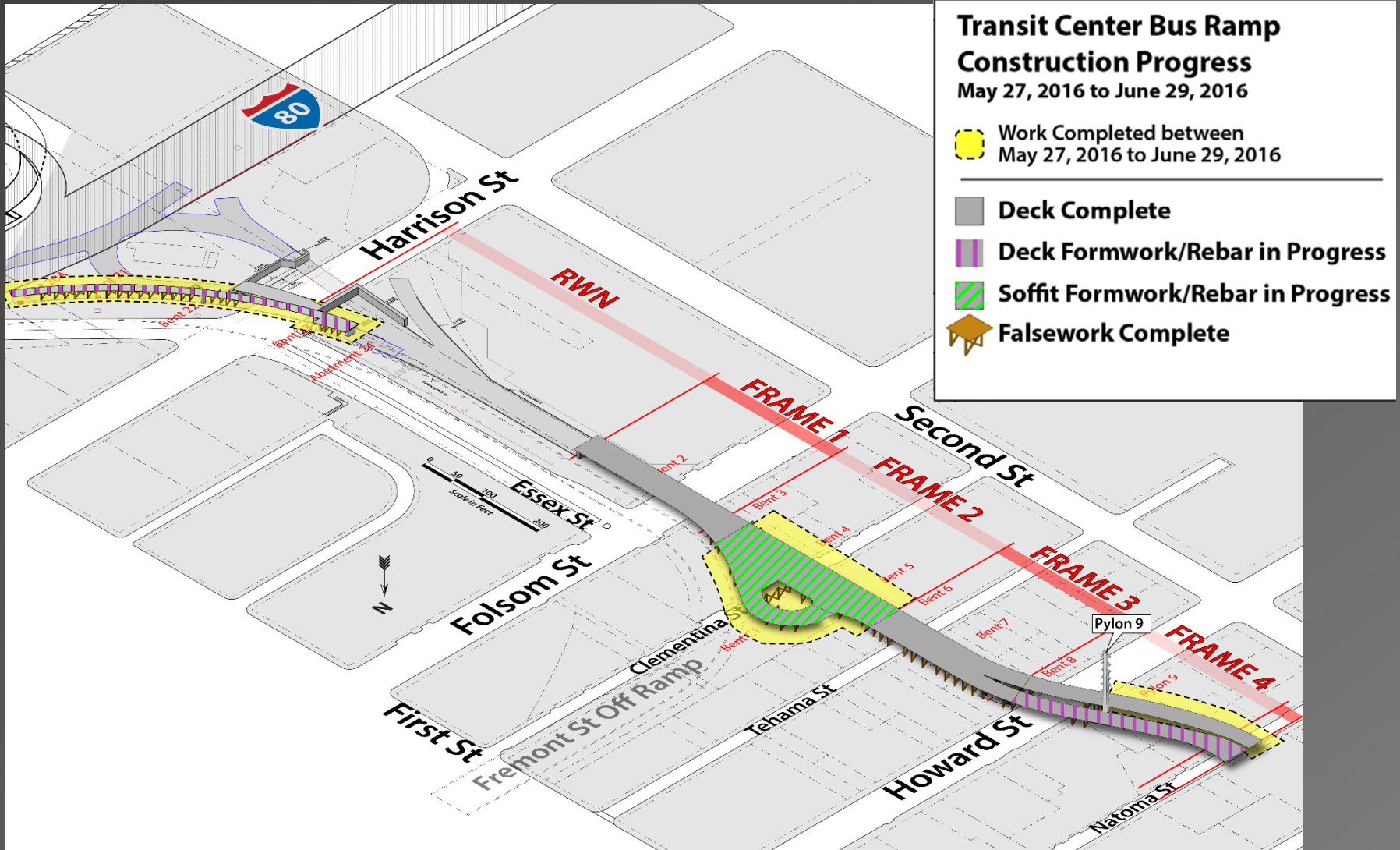


Eastern Zone (GL 20-35)

- W1 Awning preparations – paint and fireproofing commenced.
- Spray applied fireproofing work continues at all levels.
- Bus Deck crash rail rebar and concrete continues.
- MEPF sleeves and hangers embedded in concrete decks completed this period.
- Welding of wall system supports continued this period.
- Concrete pours for Transit Center ground level, bus deck and roof deck completed this period.
- Formwork and reinforcing steel for Trainbox Lid below Beale Street Temp Bridge commenced.



Bus Ramp and Cable Stay Bridge





Bus Ramp Bridge

- Harrison Street “Left Bridge” – last falsework, is in progress.
- Underground utilities work at Caltrans substation continues.
- Abutment, Mechanically Stabilized Earth (MSE) walls and retaining wall work continues.
- Frame 2 falsework and formwork over Clementina Street including the Bus turnaround was completed this period.
- Frame 2 reinforcing steel and embedded assemblies is now in progress.
- Frame 4 decks of cable stay bridge concrete placements were both completed in June.





Central Zone

- Complete the W1 awning, metal panel and curtain wall installations.
- Continue with MEPF overhead.
- Continue Bus Deck level waterproofing.
- Continue with Electrical room build-out Lower Concourse.
- Start demolition and removal of First Street temporary bridge in August.



Eastern Zone

- Continue with Rooftop concrete walls and penthouse decks.
- Continue Bus Deck crash rail rebar, formwork and concrete.
- Complete the Level 2 (Mezzanine) concrete deck pours in July.
- Continue the Trainbox lid rebar, corbel and concrete under Beale.



Western Zone

- Continue spray-applied fireproofing.
- Continue MEPF overhead rough-in.
- Continue electrical room build-out wall rebar, concrete, waterproofing.
- Continue offsite electric utility vaults and ductbanks.
- Continue Stair 201 west entrance foundations.



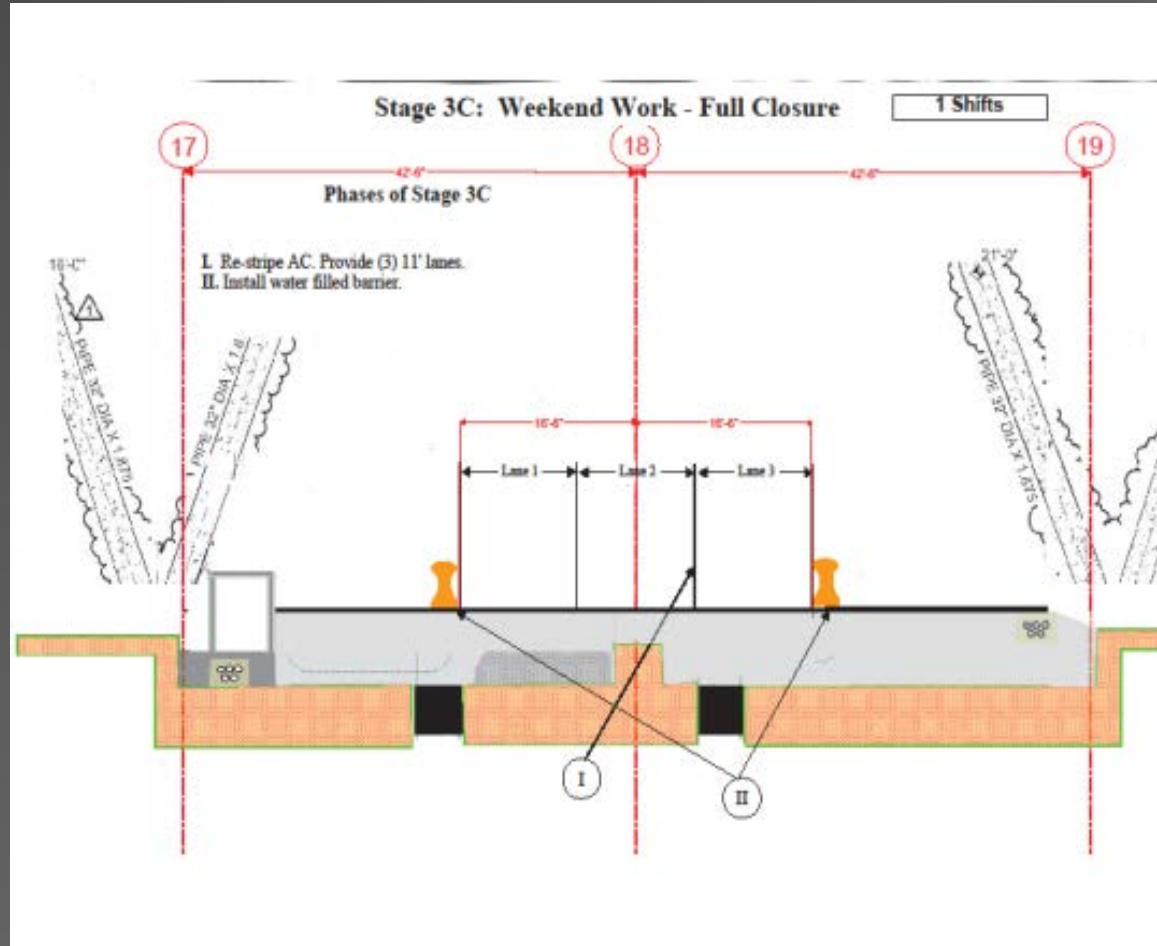
Bus Ramp and Bridge

- Continue underground utilities at Caltrans substation area.
- Complete falsework over Harrison.
- Continue Frame 2 concrete (Clementina Street).
- Commence concrete finish and cable preps at Pylon 9.
- Start Frame 5 drop-in span fabrication.



First Street Temporary Traffic Bridge Removal

- Below Temp Bridge waterproofing and ductbank work in June.
- Traffic Lane changes begin in Late July and take 12-14 weeks.
- Three (3) lanes open daily during the removal operation.
- Salesforce Tower coordination complete and truck access is provided.





Recordable & Lost Time Incidents:

Recordable Incidents in June time period:	2	Lost Time Incidents in June time period:	0
Total Recordable Incidents in 2016:	6	Total Lost Time Incidents in 2016:	0

WOJV Average Annual Recordable Incident Rate 2011 Through 2015	4.35	WOJV Average Annual Lost Time Incident Rate 2011 Through 2015:	0.75
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Nat'l./ State Annual Average Recordable Incident Rate 2011 Through 2015:	3.43	Nat'l./ State Annual Average Lost Time Incident Rate 2011 Through 2015:	1.85
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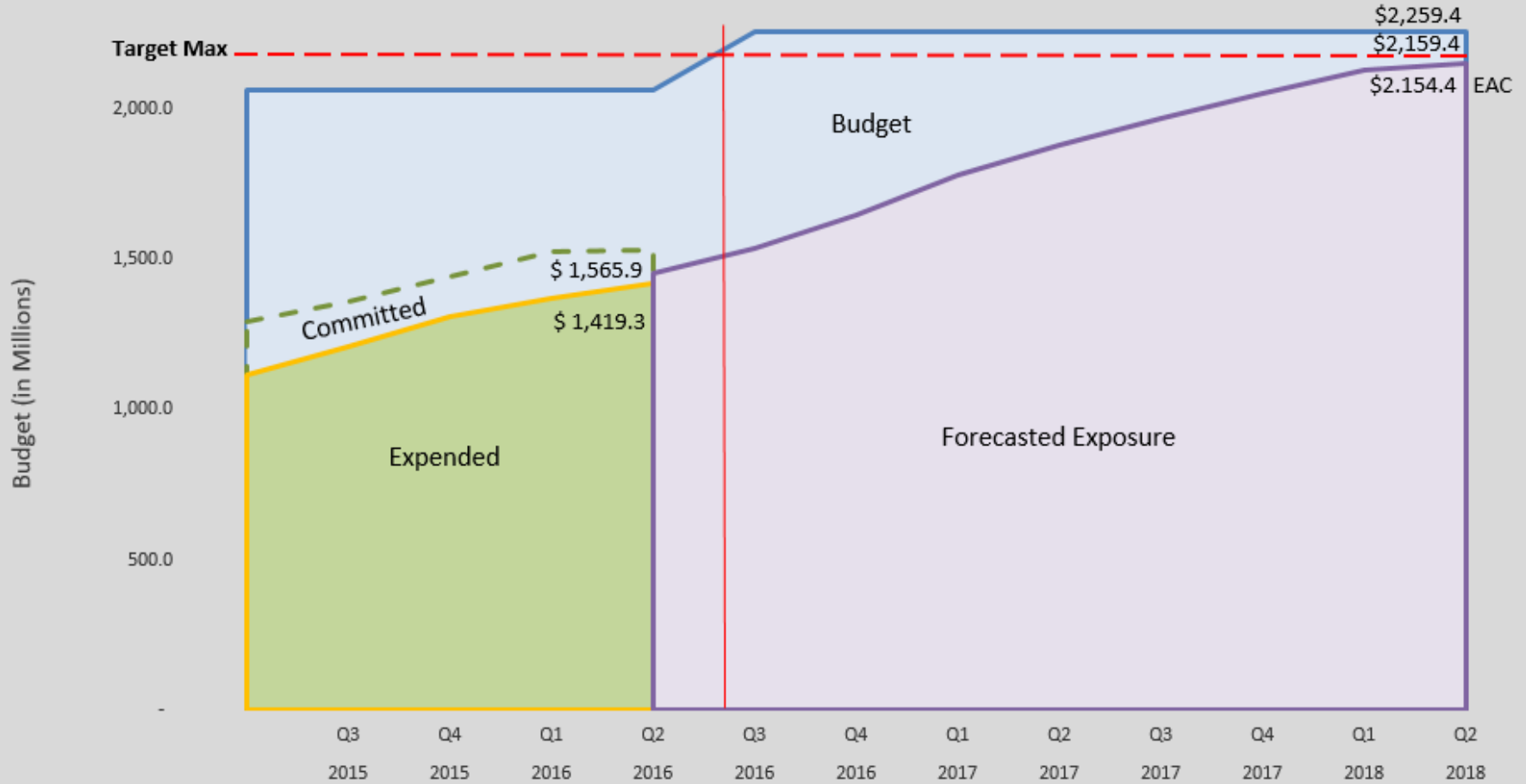
Craft Hours:

Total Transit Center Craft Hours through June 2016:	Increase since last update:	Total 2016 Craft Hours:
2,395,878	88,346	469,551



Phase 1 Transbay Transit Center

Data thru: May 16



63% Program Budget
78% Contract Time



Contingency Tracking (\$millions)

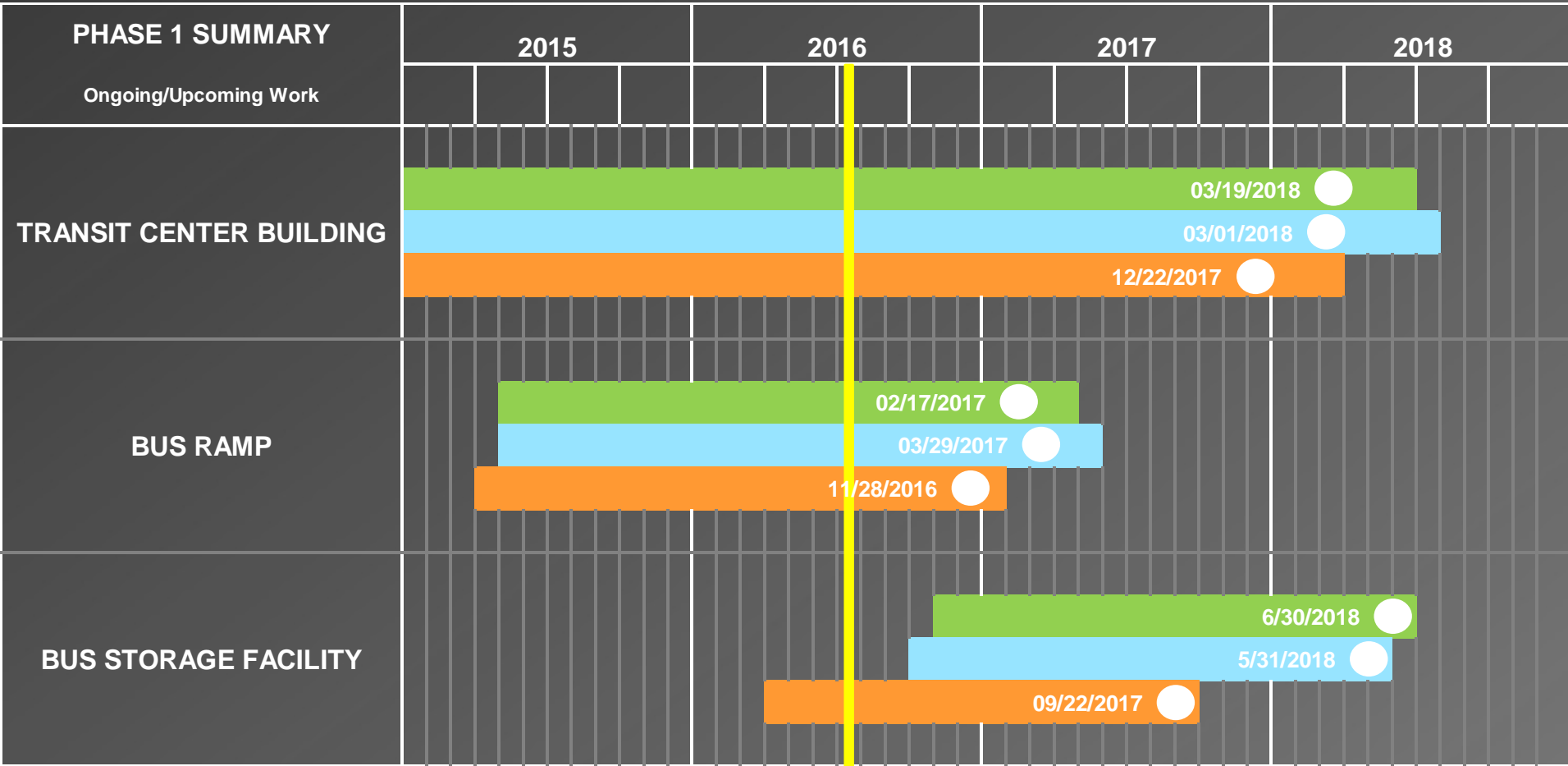
	Construction Contingency	CM/GC Contingency	Program Reserve	Total Contingency & Reserve
Baseline Budget Amounts	\$61.8	\$32.5	\$116.9	\$211.3
Contingency Usage Through May 2016	(\$2.1)	\$0.1	(\$0.0)	(\$2.0)
Remaining Baseline Budget Amounts (May 2016)	\$59.7	\$32.6	\$116.9	\$209.2
Total Draws/Adds Jun 2016	(\$0.7)	(\$0.0)	(\$0.0)	(\$0.7)
Remaining Balances	\$58.9	\$32.6	\$116.9	\$208.5

Uses of Contingency this period

- Miscellaneous Superstructure, Metals, Electrical, and other minor Change Orders to various Trade Packages.

Forecasted Contingency Use

- CM/GC: \$0.5
- Construction: \$6.7
- Program Reserve: \$0



LEGEND

- Current Forecast
- Previous Report
- Baseline
- Substantial Completion

Schedule

Contractor Forecast remains fluid with mix of gains and losses

Mitigation Update

1. Strategic overtime work winding down focus on concrete and window wall systems.
2. Additional acceleration opportunities in discussion as we introduce more MEP and Finish Trades on site.
3. CM/GC schedule forecast will be incorporated in upcoming Risk Assessment.
4. Continue to seek Improvement in CM/GC schedule monthly update content in respect to achieving complete mitigation of lost time.

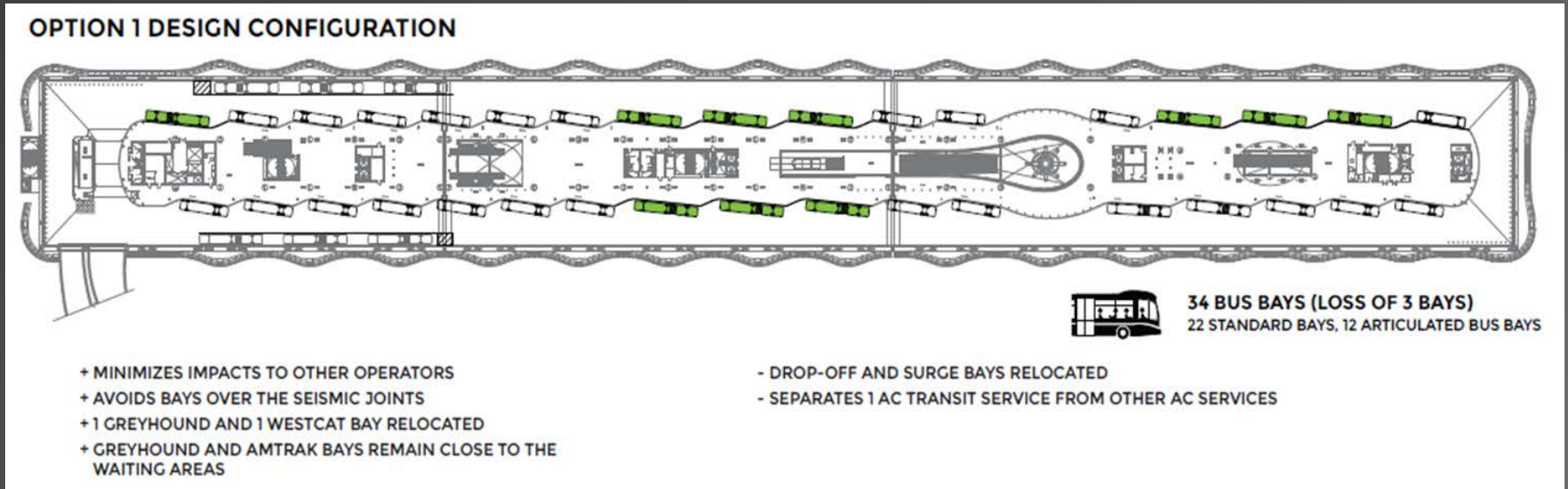
Buy America

Mitigation Update

1. Remaining significant items :
 - Building Management Control System (BMCS)
 - Fire Management System (FMS)
 - Public Address System (PA)
 - Audio Visual Systems (A/V)
2. Met with WOJV and Fisk to address TJPA letters regarding Buy America & Listed Bidders concerns
 - Specific items of concern are being narrowed down and generally resolved
 - Response to Listing Issue from CM/GC / Fisk Electric expected



Change Management AC Transit Bus Deck Reconfiguration Request



1. Reviewed with AC Transit 2 Options with associated probable Project Cost estimates, and high level schedule.
2. Option 1 as a Post Substantial Completion Redesign / Rework subproject represents least risk, least disruption and best long term operations.
3. Further advancement of proposed Sub –Project requires AC Transit Board and/or TJPA Board to approve and fund approx. \$900,000 to fully implement Option 1.
4. Schematic Schedule assumes Sub-Project approved and funded prior to Jan. 2017



Bid Package 1.5 Procurement

Procurement of Network Systems

Concern:

1. Installation of IT Systems critical for Operational Readiness.
2. Delayed IT Installation could delay Phase 1 due to converged network design with Building Systems.

Mitigation Update:

1. TG27.1 & TG27.2 Bid Package advertised and underway for Network Systems and Public Address Systems.
2. Awaiting FTA Buy America confirmation on specific interpretations.

