

OAKLAND ARMY BASE

DB CONTRACT CHANGE ORDER # 001 10/22/2013



**CALIFORNIA
CAPITAL & INVESTMENT
GROUP**

**ARCHITECTURAL
DIMENSIONS**

CHANGE ORDER

PROJECT: Oakland Army Base
Oakland, California

CHANGE ORDER NUMBER: 001
DATE: 10/22/2013

TO CONTRACTOR:

Turner / Goodfellow Top Grade / Flatiron, A Joint Venture
1111 Broadway, Suite 2100
Oakland, CA 94607

CONTRACT DATE: 10/16/2013

CONTRACT FOR: Oakland Army Base Redevelopment Project

CONTRACT START DATE:

CONTRACT COMPLETION DATE: 01/30/2018

THE CONTRACT IS CHANGED AS FOLLOWS:

The original contract sum was \$ 150,227,850.00
The net change by previously authorized Change Orders \$ 0.00
The Contract Sum prior to this Change Order was \$ 150,227,850.00
The Contract Sum will be adjusted by the Change Order in the amount of \$ 600,000.00
The new Contract sum including this Change Order will be \$ 150,827,850.00

The Contract Time will be increased by zero calendar days.
The date of Substantial Completion as of the date of this Change Order therefore is 01/30/2018

SCOPE: This is a Time & Materials (T&M) Not-To-Exceed (NTE) Change Order authorizing Work as described in drawings CS-1, X-769, X-783, X-784, and X-785 dated 10/16/2013 prepared by Architectural Dimensions (attached). The Work described includes construction of two short term parking lots for use by truckers and the public, the public lot (a Caltrans lot) being used by the public for access to the bike path. There will be a future Change Order to reconcile this Change Order amount after all accounting is complete by the Contractor.

NOT VALID UNTIL SIGNED BY THE OWNER'S REPRESENTATIVE, OWNER, CONTRACTOR, & CITY (IF REQUIRED).

Architectural Dimensions

OWNER'S REP

300 Frank H. Ogawa Plaza, Ste. 375
Oakland, CA 94612

ADDRESS

BY (Signature)

James Heilbronner

DATE

FOR CHANGE ORDERS OVER \$50,000, NOT VALID UNTIL SIGNED BY THE CITY OF OAKLAND.

BY (Signature)

DOUG COLE

California Capital & Investment group,
Inc., a California corporation

OWNER

300 Frank H. Ogawa Plaza, Ste. 340
Oakland, CA 94612

ADDRESS

BY (Signature)

Phil Tagani

DATE

Turner / Goodfellow Top Grade /
Flatiron, A Joint Venture

CONTRACTOR

1111 Broadway, Ste. 2100
Oakland, CA 94612

ADDRESS

BY (Signature)

Kavinder Singh

DATE

NOTE: This Change Order does not include changes in the Contract Sum, Contract Time or Guaranteed Maximum Price which have been authorized by Construction Change Directives (CCDs) or being considered under Potential Change Orders (PCOs) until costs and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the CCDs and PCOs.

OAKLAND ARMY BASE

DB CONTRACT CHANGE ORDER #001

DESCRIPTION OF WORK
10/16/2013

ARCHITECTURAL
DIMENSIONS

GENERAL NOTES

- THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE COUNTY OF ALAMEDA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE COUNTY OF ALAMEDA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OAKLAND AND THE COUNTY OF ALAMEDA.
- EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EXCAVATION WILL BE FULLY PROTECTED FROM DAMAGE AND SHEETING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. BRACING AND SHEETING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE, WHERE THE EXCAVATION FOR A CONTRACTOR SHALL PROVIDE ADEQUATE SHEETING, SHORING AND BRACING OR EQUIVALENT METHOD, FOR THE PROTECTION OF LIFE, OR LIMB, WHICH SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF CONSTRUCTION SAFETY, CITY OF OAKLAND, AND THE COUNTY OF ALAMEDA. THE CONTRACTOR SHALL ALWAYS COMPLY WITH OSHA REQUIREMENTS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN PERMITS NECESSARY TO PERFORM THE WORK SHOWN IN THESE PLANS FROM THE APPROPRIATE AGENCIES.
- THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM HIS FAILURE TO DO SO.
- THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGGERS OR OTHER DEVICES NECESSARY TO PROVIDE SAFETY.
- CONTRACTOR SHALL POST EMERGENCY TELEPHONE NUMBERS FOR POLICE, FIRE, AMBULANCE, AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF JOB SITE.
- ANY EXTRA CONSTRUCTION STAKING NECESSITATED SOLELY BY THE CONTRACTOR'S NEGLIGENCE WILL BE CHARGED TO THE CONTRACTOR ON A TIME AND EXPENSE BASIS AND PAID FOR BY THE CONTRACTOR.
- STATIONING HEREON IS ALONG STREET CENTERLINE UNLESS OTHERWISE SHOWN OR INDICATED.
- ALL RETURN RADI AND CURB DATA ARE TO FACE OF CURB.
- ALL QUANTITIES AND PAY ITEMS ARE AND WILL BE BASED ON HORIZONTAL MEASUREMENTS.
- LOCATIONS OF SANITARY SEWERS AND STORM DRAIN ARE HORIZONTAL DISTANCES FROM CENTER TO CENTER OF STRUCTURES, ROUNDED UP TO THE NEAREST FOOT.
- EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE TO THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES AND IMPROVEMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES AND IMPROVEMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES AND IMPROVEMENTS.
- THE CONSTRUCTION OF TEMPORARY STORM DRAIN LINES SHALL BEGIN AT THE MOST DOWNSTREAM END, UNLESS OTHERWISE SPECIFICALLY APPROVED BY RUGGER-JENSEN-AZAR.
- ALL EXISTING UTILITIES AND IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE LOCAL AGENCY ENGINEER, AT THE CONTRACTOR'S SOLE EXPENSE.
- ANY RELOCATION OF PUBLIC UTILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH ANY AND ALL REQUIREMENTS OF THE UTILITY COMPANY INCLUDING FEES, BONDS, PERMITS AND WORKING CONDITIONS, ETC. THIS WORK SHALL BE DONE AT NO ADDITIONAL COST TO THE CITY OF OAKLAND. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUCH RELOCATION WORK INCLUDING FEES, BONDS, PERMITS, ETC.

- IF ARCHEOLOGICAL MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING OR OTHER EXCAVATION, EARTHWORK WITHIN 100 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHEOLOGIST WHO IS CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHEOLOGISTS (SCA) AND/OR THE SOCIETY OF PROFESSIONAL ARCHEOLOGISTS (SPA) HAS BEEN CONSULTED TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, IF THEY ARE DEEMED NECESSARY.
- RUGGER-JENSEN-AZAR DOES NOT RECOMMEND THE USE OR INSTALLATION OF ANY MATERIALS OR EQUIPMENT IN THE CONSTRUCTION OF THESE IMPROVEMENTS. ANY PARTY INSTALLING OR USING SUCH MATERIALS OR EQUIPMENT SHALL BE SOLELY RESPONSIBLE FOR ALL INJURIES, DAMAGES, OR LIABILITIES OF ANY KIND, INCLUDING BUT NOT LIMITED TO, INJURIES TO PERSONS OR PROPERTY, ARISING FROM THE USE OF SUCH MATERIALS OR EQUIPMENT. THIS NOTE SHALL APPLY UNLESS THEY ARE EXPRESSLY WAIVED IN WRITING BY RUGGER-JENSEN-AZAR.
- THE CONTRACTOR SHALL MEET AND FOLLOW ALL NPDES REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.
- SHOULD IT APPEAR THAT THE WORK TO BE DONE OR ANY MATTER RELATIVE HEREON IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT RUGGER-JENSEN-AZAR AT (925) 227-9100 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.

GRADING

- THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFORM THE GRADING ELEVATIONS AND OVERALL TOPOGRAPHY OF THE SITE PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY RUGGER-JENSEN-AZAR IN WRITING, IMMEDIATELY OF ANY DIFFERENCES IN TOPOGRAPHY FROM THAT SHOWN ON THIS PLAN WHICH MAY REQUIRE CHANGES IN DESIGN AND/OR EFFECT THE EARTHWORK QUANTITY.
- THE CONTRACTOR MAY UNDERCUT THE STREET SUBGRADE DURING ROUGH GRADING IN ORDER THAT THE TRENCH SPOILS MAY BE LEFT IN THE STREET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER PLACEMENT AND PLACEMENT OF BASE ROCK. THE UNDERCUT SHOULD BE ADEQUATE TO ACCEPT ALL TRENCH SPOILS, INCLUDING JOINT TRENCH SPOILS. CONTRACTOR TO GRADE WITHIN 0.1' OF THE MINIMUM COVER NEEDED OVER SANITARY, STORM AND WATER PIPE.
- ALL GRADING SHALL BE OBSERVED AND TESTED BY A QUALIFIED SOILS ENGINEER OR UNDER THEIR DIRECTION. THE SOILS ENGINEER SHALL OBSERVE AND TEST THE EXCAVATION, PLACEMENT OF FILLS AND BACKFILLING AND COMPACTION OF FILL. THE SOILS ENGINEER SHALL SUBMIT SOILS REPORTS AS REQUIRED TO THE CITY OF OAKLAND. THE SOILS ENGINEER SHALL STATE IN A REPORT TO THE CITY OF OAKLAND THAT OBSERVATIONS AND TESTS WERE MADE BY HIM/HER OR UNDER HIS/HER SUPERVISION AND THAT IN HIS/HER OPINION ALL EMBANKMENTS AND EXCAVATIONS WERE CONSTRUCTED IN ACCORDANCE WITH THE GEOTECHNICAL AND SOILS ENGINEERING RECOMMENDATIONS AND STANDARDS AND ALL EMBANKMENTS AND EXCAVATIONS ARE ACCEPTABLE FOR THEIR INTENDED USE.

DEMOLITION:

- SEE GEOTECHNICAL REPORT FOR CLEANING AND GRUBBING AND DEMOLITION PROCEDURES.
- CONTRACTOR SHALL REMOVE ALL STRUCTURES WITHIN LIMIT OF DEMOLITION UNLESS OTHERWISE NOTED TO BE PROTECTED ON THE PLANS.
- UTILITY STRUCTURES TO BE PROTECTED SHALL BE RELOCATED AND/OR ADJUSTED TO FINISH GRADE. SEE DEMOLITION PLAN SHEETS.
- ALL TREES WITHIN THE LIMIT OF DEMOLITION SHALL BE REMOVED UNLESS OTHERWISE NOTED FOR PROTECTION.
- CONCRETE REMOVAL SHALL BE PERPENDICULAR TO PATH OF TRAVEL AND TO NEAREST SCORE MARK FROM LIMIT SHOWN ON PLANS.
- ALL IRRIGATION COMPONENTS IN CONFLICT WITHIN THE LIMIT OF DEMOLITION SHALL BE REMOVED. IRRIGATION PIPES OUTSIDE OF THE LIMITS SHALL BE CAPPED AND PROTECTED IN PLACE UNLESS OTHERWISE NOTED. REFER TO IRRIGATION PLANS FOR FURTHER DETAILS.
- WHEN THE LIMIT OF DEMOLITION IS ALONG HARDSHORE SURFACES (PCC & AC PAVEMENT, VERTICAL CURB, CURB & GUTTER, ETC.) THE LIMIT OF DEMOLITION SHALL BE CONSIDERED THE SAWCUT LINE.

TREE PRESERVATION:

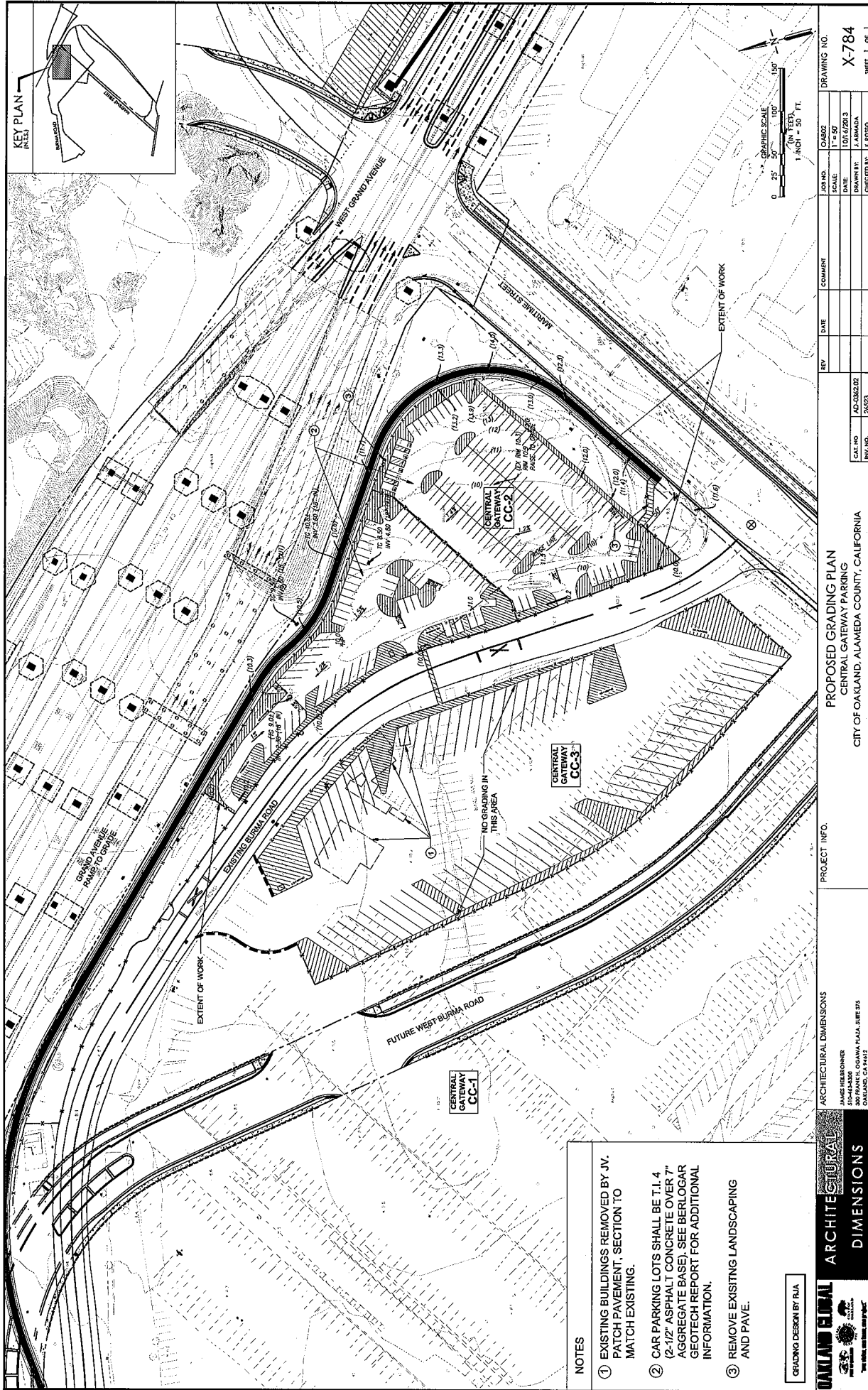
- REMOVAL OF EXISTING TREES WITHIN PRIVATE PROPERTY IS SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT OF THE CITY OF OAKLAND.
- TREE PRESERVATION MEASURES MUST BE IN PLACE BEFORE CONSTRUCTION. TREE PRESERVATION MEASURES MUST BE IN PLACE BEFORE CONSTRUCTION. TREE PRESERVATION MEASURES MUST BE IN PLACE BEFORE CONSTRUCTION.
- TREES CALLED OUT FOR PRESERVATION SHALL BE FENCED AT THE DRIPLINE. FENCING SHALL BE 6 FEET CHAIN LINK FENCING WITH STEEL POSTS EMBEDDED IN THE GROUND.
- NO GRADING SHALL OCCUR WITHIN THE DRIPLINES/FENCED AREA OF EXISTING TREES.
- NO CONSTRUCTION MATERIALS OR CONSTRUCTION VEHICLES MAY BE STORED WITHIN THE DRIPLINES/FENCED AREA OF EXISTING TREES.
- CONSTRUCTION VEHICLES OR MACHINERY MAY NOT PASS BETWEEN TWO OR MORE EXISTING TREES IDENTIFIED FOR PRESERVATION IF THEIR CANOPIES ARE WITHIN 10 FEET OF EACH OTHER. ADDITIONAL FENCING MAY BE REQUIRED BY THE CITY OF OAKLAND TO ENFORCE THIS.
- THE CONTRACTOR IS REQUIRED TO HAVE AN ARBORIST CERTIFIED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) ON-SITE IF SITE CONSTRUCTION EFFORTS REQUIRE REMOVAL OF EXISTING ROOTS OR BRANCH PRUNING.
- UNAUTHORIZED TREE REMOVAL IS SUBJECT TO REPLACEMENT EQUAL TO THE APPRAISED VALUE OF THE TREE LOST. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZED AND ATTEND TO OTHER MAINTENANCE NEEDS OF EXISTING TREES TO BE PRESERVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL TREES TO BE PRESERVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL TREES TO BE PRESERVED.

STORM DRAIN

- MATERIAL AND CONSTRUCTION OF STORM DRAIN SHALL CONFORM TO CITY OF OAKLAND SPECIFICATIONS AND DRAWINGS, LATEST EDITION, UNLESS OTHERWISE NOTED ON THE PLANS.
- STORM DRAIN PIPES 12" OR LARGER SHALL BE CLASS III (RCP) REINFORCED CONCRETE PIPE WITH RUBBER GASKETED JOINTS UNLESS OTHERWISE NOTED ON THE PLANS.

GENERAL NOTES WRITTEN BY
AND RECEIVED FROM FLJA

ARCHITECTURAL DIMENSIONS		PROJECT INFO.		GENERAL NOTES		DRAWING NO.	
JAMES HUBBARD 504-643-0000 1000 MARIN BLVD, SUITE 375 OAKLAND, CA 94612		TEMPORARY PARKING - CENTRAL GATEWAY CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA		REV		X-769	
ARCHITECTURAL		DIMENSIONS		DATE		SHEET 2 OF 9	
JAMES HUBBARD		DATE		JOB NO.		DRAWING NO.	
504-643-0000		10/10/2013		10402		10402	
1000 MARIN BLVD, SUITE 375		10/10/2013		10402		10402	
OAKLAND, CA 94612		10/10/2013		10402		10402	



NOTES

1. EXISTING BUILDINGS REMOVED BY JV. PATCH PAVEMENT, SECTION TO MATCH EXISTING.
2. CAR PARKING LOTS SHALL BE T.I. 4 (2-1/2" ASPHALT CONCRETE OVER 7" AGGREGATE BASE). SEE BERLOGAR GEOTECH REPORT FOR ADDITIONAL INFORMATION.
3. REMOVE EXISTING LANDSCAPING AND PAVE.

GRADING DESIGN BY RJA



ARCHITECTURAL DIMENSIONS
JAMES STEERHOFER
300 PRINCE OAKWAY PLAZA, SUITE 375
OAKLAND, CA 94612

PROJECT INFO.

PROPOSED GRADING PLAN
CENTRAL GATEWAY PARKING
CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

CAT. NO. AD-0362.02
REV. NO. 26523

REV. DATE COMMENT

JOB NO. 04802
SCALE 1" = 50'
DATE 10/16/2013
DRAWN BY J. AMADA
CHECKED BY E. KOSKO

DRAWING NO. X-784
SHEET 1 OF 1

OAKLAND ARMY BASE

DB CONTRACT CHANGE ORDER #001

POTENTIAL CHANGE ORDER #001
10/01/2013

**ARCHITECTURAL
DIMENSIONS**



Turner Construction Company
1111 Broadway, Suite 2100
Oakland, California 94607
phone: (510) 267-8100

Goodfellow Top Grade
300 Frank Ogawa Plaza, Suite 370
Oakland, California 94612
phone: (510) 772-4235

Flatiron West Inc.
675 Hegenberger Road, Suite 300
Oakland, California 94621
phone: (510) 394-6100

October 1, 2013

Phil Tagami

**Managing General Partner
California Capital & Investment Group
300 Frank Ogawa Plaza, Suite 340
Oakland, CA 94612**

Re: PCO # 1 – Bike Path Parking Lot

Attached please find our estimate for the Bike Path Parking Lot as shown on Drawing X-757 and X-767 (copies attached). We propose performing this work as a change order to our forthcoming contract. We are requesting that this work is paid on a time and material basis with a "Not to Exceed" amount of \$ 600,000. The attached estimate shows the items of work we have included along with their associated budget. Please note that since the plans are still very conceptual, and many of the items are "plugs" because scope cannot be fully defined.

The Bike Path Parking lot estimated includes both the "Truck Paid Parking" area and the "Public Parking" area. In order to account for the value of each, we propose a simple proration of these costs to their appropriate size.

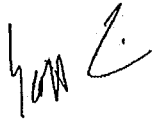
- Truck Paid Parking = 34,927 SF = 43.5 %
- Public Parking = 45,301 SF = 56.5 %

The attached estimate does not include engineering/design. This estimate does include survey and layout. The estimate include adequate contingency for work not identified or anticipated.

Building the Future

Please issue a change order for the scope listed.

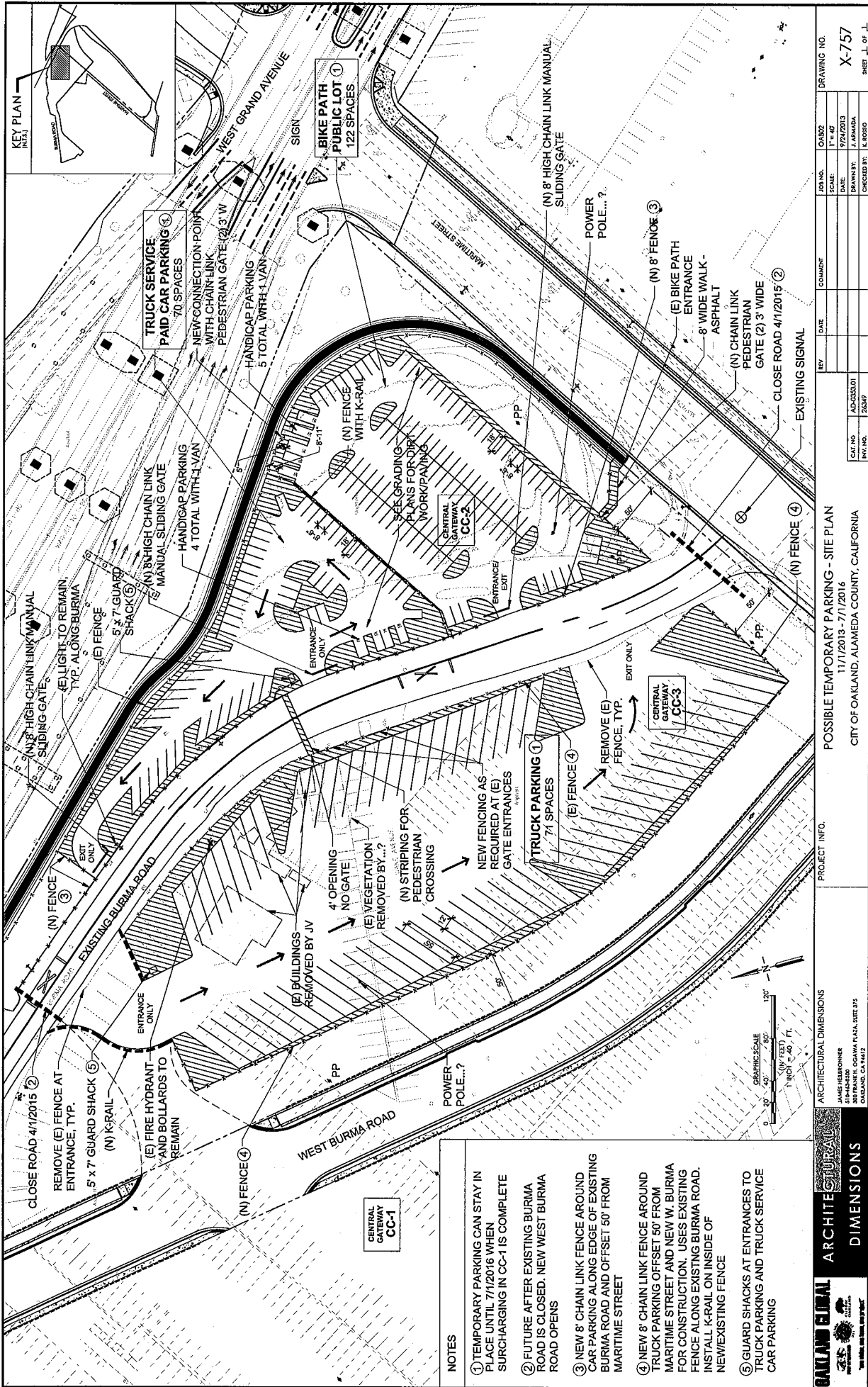
Sincerely,

A handwritten signature in black ink, appearing to read "Scott Erwin".

**Scott Erwin
Project Executive
Turner / Top Grade / Flatiron JV
(925) 548-7476**

Attachments:

- 1. Drawing X-767**
- 2. Drawing X-757**
- 3. Estimate Detail**



NOTES

- TEMPORARY PARKING CAN STAY IN PLACE UNTIL 7/1/2016 WHEN SURCHARGING IN CC-1 IS COMPLETE
- FUTURE AFTER EXISTING BURMA ROAD IS CLOSED, NEW WEST BURMA ROAD OPENS
- NEW 8' CHAIN LINK FENCE AROUND CAR PARKING ALONG EDGE OF EXISTING BURMA ROAD AND OFFSET 50' FROM MARITIME STREET
- NEW 8' CHAIN LINK FENCE AROUND TRUCK PARKING OFFSET 50' FROM MARITIME STREET AND NEW W. BURMA ROAD FOR CONSTRUCTION. USES EXISTING FENCE ALONG EXISTING BURMA ROAD. INSTALL K-RAIL ON INSIDE OF NEW EXISTING FENCE
- GUARD SHACKS AT ENTRANCES TO TRUCK PARKING AND TRUCK SERVICE CAR PARKING

10/01/2013

16:11

OAB BIKE PATH PARKING WEST BURMA ROAD

SPE13001

*** Scott Erwin

BID TOTALS

<u>Biditem</u>	<u>Description</u>	<u>Status - Rnd</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1	SURVEY	U	1.000	LS	11,500.00	11,500.00
2	CLEAR AND GRUB	U	1.000	LS	49,500.00	49,500.00
3	FENCE REMOVAL	U	1.000	LS	6,200.00	6,200.00
4	RAIL REMOVAL	U	1.000	LS	6,200.00	6,200.00
5	ROUGH GRADE SITE	U	1,110.000	CY	21.00	23,310.00
6	STORM DRAIN SYSTEM	U	1.000	LS	12,400.00	12,400.00
7	FINE GRADE SITE	U	80,800.000	SF	0.45	36,360.00
8	ELECTRICAL	U	1.000	LS	12,400.00	12,400.00
9	AGGREGATE BASE	U	3,800.000	TN	27.50	104,500.00
10	ASPHALT CONCRETE	U	1,515.000	TN	122.00	184,830.00
11	STRIPING	U	1.000	LS	12,400.00	12,400.00
12	LIGHTING	U	1.000	LS	12,400.00	12,400.00
13	FENCE	U	1.000	LS	36,200.00	36,200.00
14	TRASH RECEPTACLE	U	1.000	LS	620.00	620.00
15	SIGNAGE	U	1.000	LS	3,720.00	3,720.00
16	MOBILIZATION	U	1.000	LS	8,000.00	8,000.00
17	CONTINGENCY (15%)	U	1.000	LS	78,000.00	78,000.00

Bid Total	=====	\$598,540.00
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OAKLAND ARMY BASE

DB CONTRACT CHANGE ORDER #001

ASI # 002
10/09/2013

ARCHITECTURAL
DIMENSIONS

Construction Management Architect's Supplemental Instructions

ARCHITECTURAL
DIMENSIONS

ASI Number 002
Project Number OAB02
Project Name OAKLAND ARMY BASE - OAKLAND
Location Oakland, CA
Phase Horizontal Phase 1 - Construction
Goal ASIs - Construction Packages
Manager James Heilbronner
Contractor Architectural Dimensions

Description (From Issue)

Caltrans Bike Path/Trucker Parking Lot

Issue Start Date

10/9/2013

Architect's Instructions

The Owner has directed us to provide three temporary parking lots in the Central Gateway for the (1) Caltrans Bike Path users, (2) Trucks and the (3) Truckers personal vehicles. Attached is the set of drawings (CS-1, X-767, X-783, X-784, X-785 dated 10/16/2013) for these lots for your use in pricing lots (1) and (3) including all grading and paving, fencing, striping and electrical work. Security kiosk by the Owner.

The drawings attached are updated from prior versions that yielded your price quote of 10/01/2013. So we expect updated pricing for the attached drawings.

It is understood that site demolition work is part of your pricing for this ASI work and that the Base GMP includes site demolition that will be used for demolition of the work (under this ASI) in the future when such demo is enacted.

Please note that the work for the Truck Lot (2) South of Burma is by others.

Date

10/9/2013

OAKLAND ARMY BASE

DB CONTRACT CHANGE ORDER #001

EMAILS / CORRESPONDENCE

**ARCHITECTURAL
DIMENSIONS**

Sarah Griffin

From: Phil Tagami <tagami@californiagroup.com>
Sent: Tuesday, October 08, 2013 10:23 AM
To: Monetta, John
Cc: Cole, Doug; James Heilbronner
Subject: FW: PCO # 1 Bike Path Parking Lot
Attachments: PCO # 1 - Bike Path Parking Lot.docx; AD X - 757 Sep 26 2013.pdf; AD X - 767 Oct 1 2013.pdf; Bike Path Parking Pricing PCO # 1.pdf

Categories: Purple Category

I am prepared to share this with mark at Caltrans and initiate the right of way agreement

Any comments

From: Scott Erwin [<mailto:Scott.Erwin@TopGradeConstruction.com>]
Sent: Tuesday, October 08, 2013 10:07 AM
To: LaNae Barron
Cc: Phil Tagami
Subject: FW: PCO # 1 Bike Path Parking Lot

LaNae,

Phil got this email yesterday and he said he did not see the attachment that had the "detail" of the pricing. Can you please print and give a hard copy to Phil.

Thanks,

Scott Erwin
Project Executive
(925) 548-7476



From: Scott Erwin
Sent: Monday, October 7, 2013 12:05 PM
To: Tagami Phil (tagami@californiagroup.com)
Cc: Jim Heilbronner (jimh@archdim.com); Kunkel, Cliff - (OAK) (ckunkel@tcco.com)
Subject: FW: PCO # 1 Bike Path Parking Lot

Phil,

Sorry I thought Cliff sent this to you last week.

Scott Erwin
Project Executive
(925) 548-7476



From: Scott Erwin
Sent: Tuesday, October 1, 2013 4:35 PM
To: Kunkel, Cliff - (OAK) (ckunkel@tcco.com)
Subject: PCO # 1 Bike Path Parking Lot

Cliff,

Please review and or edit.

Thanks,

Scott

CONFIDENTIALITY NOTICE: If you have received this communication in error, please notify us immediately. This message is intended only for the use of the person, firm, or company it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this information is prohibited.

Sarah Griffin

From: Phil Tagami <tagami@californiagroup.com>
Sent: Tuesday, September 24, 2013 10:17 AM
To: tony_anziano
Cc: jmonetta@oaklandnet.com; Blackwell, Fred; Scott Erwin; James Heilbronner; Bijan Sartipi; Cole, Doug
Subject: Bicycle and pedestrian parking at the Former Oakland Army Base
Categories: Purple Category

Tony

All parties want to see the traffic situation and roadway safety issues addressed immediately, the wild west parking, truck, and bicycle traffic is recipe for an accident. Thank you for your leadership, support, and cooperation on addressing the parking issues.

Pursuant to our recent meeting we have obtained a ROM cost \$600,000 (approximately \$8.90 PSF) to create a roughly 223 car "temporary" parking lot.

The city is looking to charge for parking to defer costs of rent, installation, security, and maintenance and I understand your perspective they would like to see the lot available for no cost.

Further, I understand your ability to contribute to the costs providing there is no cost to the public to park.

The interim truck lot we are creating will accommodate about 75 trucks, trailers, or chassis. There is high demand for independent truck drivers to park their personal vehicles in proximity to where they park their rigs. The city is looking to keep them out of the west Oakland neighborhoods.

We also do not want to see them filling up the lot intended for the visitors of the bridge so some form of controls are needed.

We are looking to get work underway in the next few days but want to make sure there is clarity on costs responsibility and scope. There are more detailed drawings being created and we are looking to control costs for this "temporary" use.

Perhaps we could split the use and the cost of proposed 223 car lot into a free parking for visitors, 2 hour maximum, strictly enforced and closed at sun down, parking area and paid hourly and daily rate lot. The OAB project will cover the cost of the pay to park portion and the Bridge project would cover the

free public access lot. There would be no ground rent for the public access lot.

The infrastructure program we are undertaking may need to impact this lot over the next few years and we want to emphasize the temporary nature of the facilities

The next issue is determining the appropriate number of spaces for each use. Perhaps it could be 100 spaces for the truck support lot and 123 for the visitor lot? The cost to create the temporary lot is about \$2,700 per space.

On a side note we sent our electrical design build team to check the foot candles on the bike path and they discovered that many of the lights do not work due to apparent copper theft? It sounds like we need to step up our site security as well.

I am in the office all day today and would like to have a quick call if we can to advance the ball.

Tagami

(510) 268-8500

[REDACTED] cell

Sarah Griffin

From: Scott Erwin <Scott.Erwin@TopGradeConstruction.com>
Sent: Monday, September 23, 2013 2:41 PM
To: Laura Nasca; James Heilbronner
Cc: Megan Morodomi
Subject: Re: Parking Lot Project Estimate

Categories: Purple Category

I need drawings from AD first. Rough order magnitude is \$600 k.

Scott

Sent from my iPhone

On Sep 23, 2013, at 2:14 PM, "Laura Nasca" <lnasca@californiagroup.com> wrote:

Scott,

I understand that you are working on an estimate for the truck / bike path parking lot.
Is this ready for review?
Please forward.

Thank you,
Laura

<image001.gif>

Laura Nasca
Executive Coordinator
lnasca@californiagroup.com
510.463.6364

CALIFORNIA CAPITAL & INVESTMENT GROUP
The Rotunda Building
300 Frank Ogawa Plaza, Suite 340 | Oakland, CA 94612
Office 510.268.8500 | Facsimile 510.225.3954

Brokerage | Development | Management | Investments | Advisory

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Sarah Griffin

From: Phil Tagami <tagami@californiagroup.com>
Sent: Thursday, September 19, 2013 3:44 PM
To: Blackwell, Fred; Monetta, John; Cole, Doug
Cc: Campbell-Washington, Anne; James Heilbronner; Dan Nourse; Kevin Bohm; Scott Erwin; Steven Douglas
Subject: Response to city request for additional truck parking and Mayors request for parking for pedestrians and bicycle enthusiast
Attachments: X-749.pdf
Categories: Purple Category

Fred, Doug , and John,

Pursuant to John's e-mail request at 8:00 pm last night we have provided x-749 as the response that has the least impact to the project in both dollars and sequence impact. But it does have an impact. And a cost. We believe the cost can be existing met by the existing budget.

The lot will accommodate 74 truck spaces. We have also identified room north of Burma road for 223 vehicle spaces. Caltrans has agreed to participate in the cost of paving this "temporary" vehicle lot, in addition we will provide an attendant and charge a nominal fee for people to park there as the lot will attract other vehicles. Many of the truckers have cars they park at the other facilities. By providing this we will be able to decrease the truck parking being used by regular cars.

We are creating drawings and identifying other routine issues that need to be coordinated. In my estimation we should be able to effect the two temporary lots by end of the month. We will be looking to get the truck lot up first. WE will be contracting with Douglass Parking on a MTM basis to operate both facilities. I will be copying you on follow up correspondence with Caltrans and look to get an agreement on the cost coverage and to total cost before issuing the go ahead.

I believe this is the best all-around solution providing the other constraints we are operating under. There will be more information to follow.

Tagami

Phil & Mark:

The City's request is the Project provide 100-120 temporary truck parking spaces from September 23, 2013 to January 1, 2014. If possible 130-140 spaces.

Location

Either Berth 6 and/or the "Football" area. The request is for 100 days. Both of these areas have existing pavement and striping. I walked the approximately 4-acre area under freeway this afternoon. There is approximately 1-acre paved and it is on the north side of the existing rail right next to the new bike path. This area is EBMUD's proposed Engineers Road extension area. The remaining 3+ acre under-freeway area to the south of the existing rail/Engineers Road extension area is dirt without any type of cover and there are two existing storm drains.

Supply

Ampco parking lot is at capacity and has a 20 person wait list. OMSS North Gateway Site is at capacity. The Port is allowing OMSS to use the inner claw temporarily for transload (3-5 spaces). There are 6 RVs located on the OMSS site. 1 RV on the old OMSS site.

Excess Demand = 130

OMSS is currently parking approximately 30 trucks/containers not within its lease premises. There are approximately 25 trucks/containers on the old OMSS site that need to move no later than September 29. There are approximately 20 trucks/containers parked on the EBMUD Engineers Road site that transitioned there from the old OMSS site. I observed 55 trucks/containers parking in West Oakland this evening.

John Monetta
Project Manager I

City of Oakland
250 Frank Ogawa Plaza, 5th Floor
Oakland, CA 94612
510.238.7125 (office)
[REDACTED] (cell)