

# Attachment D

## Contract Change Order Backup

**Bear Valley Road Overhead at BNSF Project**

**Estimated Contract Change Orders**

<b>Item</b>	<b>Estimated Amount</b>	<b>Notes</b>
Authorized Work Overrun (Primarily BNSF delays, track monitoring, and man-made buried objects)	\$294,400	BNSF delays - standby time for not receiving approved BNSF track windows. Contractor was unable to progress with planned work with all labor and equipment waiting for BNSF permission to proceed. This ranges from a few hours lost to an entire lost work shift. Track Monitoring - BNSF required surveying of the railroad tracks while temporary shoring installed, not specified in the contract specs. Requires full time survey crew to survey multiple points on both tracks, multiple times per day. Man-made buried objects - Steel beams encountered during temporary shoring system drilling (inefficiencies associated with working around beams, re-drilling, shoring system redesign to miss beams)
BNSF Flagging/Inspection	\$632,500	Costs of actual flagging and railroad inspection exceeds bid item list estimated cost. These are required costs to be able to proceed with working in BNSF right of way.
Track Monitoring (Shoring)	\$115,000	BNSF required surveying of the railroad tracks while temporary shoring installed, not specified in the contract specs. Requires full time survey crew to survey multiple points on both tracks, multiple times per day.
Time Related Overhead (BNSF delays)	\$115,000	Estimated time related overhead (TRO) for the work days lost due to BNSF not allowing adequate time for the contractor to work in BNSF right of way.
Additional Structural Engineering Costs (BNSF submittals)	\$46,000	Additional structural engineering costs for multiple submittal revisions and additional changes to plans not required by contract. Additional lift plan creation required by BNSF that is not shown in the specs.
Malcolm Drilling Standby time (BNSF delay)	\$57,500	Contract specifications only allow a portion of the Contractor's cost to be reimbursable for standby time delays (utilizing Caltrans specification delay factors). Riverside's contract with Malcolm is on a time and materials basis, so Riverside incurs a substantial loss when BNSF delays the project.
Imported Borrow bid item	\$149,500	Quantity of imported dirt to build embankments exceeds bid item list estimate (item overrun).
Approach Slab Reconstruction	\$92,000	Reconstruction of the approach slab and bridge barrier on the SW corner, which had to be removed and replaced to conform to existing roadway.
<b>Total</b>	<b>\$1,501,900</b>	