



Midpeninsula Regional  
Open Space District

R-20-28  
Meeting 20-27  
April 6, 2020

## AGENDA ITEM 2

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Contract Amendment with Questa Engineering for additional geotechnical inspection services for the Ravenswood Bay Trail Connection project at Ravenswood Open Space Preserve

### GENERAL MANAGER'S RECOMMENDATIONS

Authorize the General Manger to execute a contract amendment with Questa Engineering for additional geotechnical inspection services for the Ravenswood Bay Trail Connection Project in the amount of \$19,420, for an amended total contract amount not-to-exceed \$67,310.

### SUMMARY

The Midpeninsula Regional Open Space District (District) awarded a contract to Questa Engineering (Questa) on August 02, 2019 for \$47,890 to provide geotechnical inspections and oversight for the construction of the structural components of the Ravenswood Bay Trail Connection project (Project). Due to unforeseen field conditions, additional geotechnical inspections and consultations have been required beyond the original scope of work. A portion of the work under the proposed contract amendment was authorized in December and January to keep the active construction project moving and avoid impacts to the schedule, which is strictly restricted by regulatory permits for work in and near sensitive bayland habitat. Additional geotechnical inspections are still necessary to complete the construction. The required additional contract amount totals \$19,420. The adopted fiscal year 2019-20 (FY20) project budget requires a budget adjustment to fund the recommended action and expenditure. A budget overage was first announced to the Board for the overall project in November 2019 as part of the construction contract award due to an unanticipated and beneficial accelerated project timeline. The new timeline will result in faster completion of the project with most expenses incurred this fiscal year as opposed to next fiscal year. There are sufficient budget savings in various funds to account for the required budget adjustment without increasing the total District-wide budget. An amendment will be brought to the Board in May as part of the quarter 3 budget adjustment process.

### DISCUSSION

The Ravenswood Bay Trail Connection project is a 1.3-mile trail construction and repair project that includes closing a 0.6-mile critical gap in the existing Bay Trail system. This larger Bay Trail route is known as a commuter trail; therefore, the new trail link will be open from 5am to 10pm daily. The Project is partially located on District fee title land within the Ravenswood Open Space Preserve (Preserve) and partially within an open space trail easement across City and County of San Francisco Public Utilities Commission (SFPUC) land. In July 2019, the Board of Directors (Board) awarded a contract to Granite Rock Company of San Jose for

construction of the Project (R-19-107). Concurrently, the District solicited proposals from six pre-qualified consultants to provide geotechnical inspection and consulting services during construction. Two proposals were received, and Questa was selected based on qualifications, past experience, reasonable fees, and acceptance of the District's standard contract agreement and related requirements.

Questa's original scope of work included the following tasks:

- Review geotechnical reports, plans, and specifications;
- Review contractor's material submittals;
- Review and respond to Requests for Information (RFIs);
- Perform field observations and provide field reports for the following:
  - Boardwalk pile installation
  - Bridge abutment pile installation
  - Trail paving subgrade compaction;
- Provide engineering consultation and recommendations as requested by the District;
- Provide technical assistance to comply with Building and Encroachment permits;
- Provide asphalt concrete paving observations and compaction testing; and
- Provide project management and close-out.

Once construction was underway, unforeseen site conditions presented geotechnical challenges that required additional observations and technical expertise for the following tasks:

1. The boardwalk has 244 timber posts designed to be driven 26 feet into the ground unless they reached adequate bearing capacity at a shallower depth as determined by a licensed Geotechnical Engineer. In the original contract, Questa proposed to provide full-time oversight at the onset of this work activity to observe the first 15 to 20 posts. Once a consistent method was achieved and posts were reaching full-depth, Questa would reduce visits to intermittently oversee and inspect the work. This method was successful on similar boardwalk construction projects in the area and was supported by the project Structural Engineer of Record. As less than 5% of the posts reached their design depth due to stiff clay subsurface soils, no consistent method was achieved and Questa was required to remain onsite to determine adequate bearing capacity for each post.
2. The bridge abutment piles required re-design in the field due to the infeasibility of the method permitted by the regulatory agencies. Questa provided technical expertise in developing alternatives to resolve this issue.
3. Questa's original scope of work only included intermittent field density and compaction oversight of the asphalt paving operations on the levee trail. There were several areas where the contractor encountered unsuitable subgrade soils that required additional geotechnical oversight and consultation. These unforeseen conditions were attributed to a poorly consolidated existing base and moisture inundation from king tide events during the compaction operations. Each instance required constant geotechnical oversight to provide recommendations and confirm that corrective actions were sufficient.

The result is that Questa provided additional field observations and consultations that were not anticipated in their original proposal. These tasks were authorized in December and January to minimize interruption to the active construction underway in order to meet the seasonal

restrictions mandated by regulatory permits. Additional budget is required to cover these additional costs and complete the remaining field observation tasks for the project, which include the final boardwalk post installations and asphalt paving along the SFPUC service road.

### FISCAL IMPACT

The FY20 adopted budget includes \$1,976,760 for the Ravenswood Bay Trail Design and Implementation MAA02-002 project. This project has progressed faster than contemplated in the Spring of 2019 when the current fiscal year budget was prepared. At that time, the project budget was allocated over two fiscal years (FY20 and FY21). A budget overage was projected for this project when the Board awarded the construction contract in November 2019 (R-19-144). Consequently, a project budget amendment will be brought to the Board as part of the Quarter 3 adjustment cycle to cover the recommended action and other construction expenditures incurred in FY20. New funding sources for this project include a \$700,000 grant from the San Francisco Bay Conservation and Development Commission (BCDC), now reflected in the project budget table below.

<b>Ravenswood Bay Trail Design and Implementation MAA02-002</b>	<b>Prior Year Actuals</b>	<b>FY20 Amended*</b>	<b>FY21 Projected**</b>	<b>TOTAL</b>
<i>FY20 Budget</i>				
District Funded (Fund 30):	\$212,301	\$551,849	\$828,207	<b>\$1,592,357</b>
Grants:	\$660,608	\$1,316,677	\$818,043	<b>\$2,795,328</b>
<i>FY20 Budget Amendments (proposed)</i>				
Proposed Q3 Budget Amendment (Fund 30):	\$0	\$988,076	(\$828,207)	<b>\$159,869</b>
Grants:	\$0	\$1,518,043	(\$818,043)	<b>\$700,000</b>
Proposed FY21 Budget (Fund 30):	\$0	\$0	\$175,729	<b>\$175,729</b>
<b>Total Funding Sources:</b>	<b>\$872,909</b>	<b>\$4,374,645</b>	<b>\$175,729</b>	<b>\$5,423,283</b>
<b>Total Project Budget:</b>	<b>\$872,909</b>	<b>\$4,374,645</b>	<b>\$175,729</b>	<b>\$5,423,283</b>
Spent-to-Date (as of 3/23/2020):	(\$872,909)	(\$2,609,347)	\$0	<b>(\$3,482,256)</b>
Encumbrances:	\$0	(\$1,995,878)	\$0	<b>(\$1,995,878)</b>
Contractor Credit:	\$0	\$250,000	\$0	<b>\$250,000</b>
Questa Contract Amendment:	\$0	(\$19,420)	\$0	<b>(\$19,420)</b>
<b>Budget Remaining (Proposed):</b>	<b>\$0</b>	<b>\$0</b>	<b>\$175,729</b>	<b>\$175,729</b>

\* FY20 amended budget includes proposed quarter 3 adjustments, to be brought to the Board in May 2020.

\*\* Majority of project work is expected to be completed in FY20. Quarter 3 budget adjustments include shifting projected FY21 budget into the current fiscal year.

The following table outlines the Measure AA Portfolio 02 Regional: Bayfront Habitat Protection and Public Access Partnership allocation, costs-to-date, and the fiscal impact related to the Ravenswood Bay Trail Design and Implementation MAA02-002 project.

<b>MAA02 Regional; Bayfront Habitat Protection and Public Access Partnership Portfolio Allocation:</b>	<b>\$5,052,000</b>
Grant Amount:	\$3,545,328
<b>Total Portfolio Allocation:</b>	<b>\$8,597,328</b>
Life-to-Date Spent (as of 3/23/2020):	(\$4,675,630)
Encumbrances (including credit):	(\$1,775,878)
Questa Contract Amendment, including contingency:	(\$19,420)

Remaining FY20 project budgets:	\$0
Future MAA02 project costs (projected through FY	(\$175,729)
<b>Total Portfolio Expenditures:</b>	<b>(\$6,646,657)</b>
<b>Portfolio Balance Remaining (Proposed):</b>	<b>\$1,950,671</b>

### **BOARD COMMITTEE REVIEW**

No Committee review has occurred for the recommended contract amendment.

### **PUBLIC NOTICE**

Public notice was provided as required by the Brown Act.

### **CEQA COMPLIANCE**

The Project was evaluated in a Mitigated Negative Declaration and Initial Study (IS/MND), adopted by the Board on November 16, 2016 (R-16-146) with an addendum adopted by the Board on November 13, 2019 (R-19-144).

### **NEXT STEPS**

If approved, the General Manager will authorize the contract amendment allowing Questa to continue providing geotechnical inspections and oversight through project completion.

Responsible Department Head:

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