



Midpeninsula Regional
Open Space District

R-15-09
Meeting 15-02
January 28, 2015

AGENDA ITEM 7

AGENDA ITEM

Contract Award for the Mount Umunhum Radar Tower Interim Repair Project located at Sierra Azul Open Space Preserve

GENERAL MANAGER'S RECOMMENDATION

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Authorize the General Manager to enter into a contract with Ashron Construction and Restoration, Inc. (Ashron), of Milpitas, CA, for a contract amount of \$222,980. In addition, authorize a 10% contingency of \$22,298 to cover any unforeseen conditions, for a not-to-exceed contract total of \$245,278, to complete the Mount Umunhum Radar Tower Interim Repair Project located at Sierra Azul Open Space Preserve.

SUMMARY

The purpose of the Mount Umunhum Radar Tower Interim Repair Project (Project) is to complete structural and safety repairs and improvements to facilitate public access around the exterior base of the structure. The Project consists of code-required repairs to bring the structure up to "collapse prevention" as well as the implementation of code and safety requirements to close and seal off all access to the interior of the structure. The structure shall not be accessible to anyone at any time, except in the event of an emergency response requirement to access the structure. Funds to cover this repair contract through March 31, 2015 are available as part of the Fiscal Year (FY) 2014-15 Budget. Additional funds to complete the work will be included as part of the FY2015-16 Budget.

DISCUSSION

Background

In 1986, the Midpeninsula Regional Open Space District (District) acquired the former Almaden Air Force Station located at the summit of Mount Umunhum as an addition to Sierra Azul Open Space Preserve (R-86-20). The Mount Umunhum Environmental Restoration and Public Access Project (Public Access Project), which was approved by the Board in 2012, included an evaluation for the long-term use and management of the Radar Tower (R-12-59, R-12-91). Following a robust public outreach process, the Board approved implementation of Interim Action A: Near-term repairs and securing of the structure while considering external partnerships (R-12-104). In May 2013, the Board awarded a contract to Grossmann Design Group to prepare the contract documents for the Project (R-13-52). The Project was originally bid in summer 2014, and the bids received were substantially higher than the engineer's estimate; as a result, the Board approved the rejection of all bids on September 24, 2014 (R-14-115). The Project was re-bid in fall 2015 and staff returned to the Board on December 17, 2014 for approval of a "not-to exceed" contract award for completion of the interim repairs (R-14-159). Since the re-bid

amount still substantially exceeded the Project budget, the Board tabled the approval of award of contract, and requested that staff evaluate the potential to reduce scope and cost by completely sealing off the structure and allowing no access, and return to the Board in January, 2015 with the revised scope and cost.

Evaluation of Scope and Cost Reduction Opportunities

Staff evaluated opportunities for modifying the Project scope while still meeting the project goals to implement the interim structural and safety repairs required for safe public access around the exterior of the structure. The structural repairs required to satisfy the “collapse prevention” upgrades include:

- Spall repair at exposed rebar – 1st floor, east elevation; 2nd floor door sill west elevation
- Crack Epoxy Injection – 1st floor, east elevation
- Cementitious Crack Injection – 1st floor, east elevation
- Door/Window Infill with Concrete – 1st floor, east elevation
- Rebar Replacement – 1st floor, east elevation

The original Project scope never anticipated public access, but would have allowed for maintenance personnel and escorted visitor access once the safety and structural upgrades were completed. In response to the Board’s request to evaluate scope reductions, staff contacted the County of Santa Clara Building Inspection Office (County) to ascertain whether the structure could be completely sealed off with no access. The County confirmed that if a building is completely sealed off with no access allowed, the code requirements for interior and roof access could be eliminated. For the interim repair project, this would allow the elimination of the following scope:

- Interior stair railing upgrades to meet maintenance access requirement
- Replacement of Ships ladder to meet code requirement for roof access for maintenance
- Replacement of roof access hatch to meet code requirement for roof access for maintenance
- Installation of new roof guardrail to meet code requirement for roof access for maintenance
- Sealing of interior shaft openings
- Sealing of interior floor openings

Absolutely no access can be allowed in the sealed and closed radar building. Access to the structure may only occur in the case of an emergency, should someone break into the structure or should there be a suspicion that a missing person might have entered the structure. In the event of an emergency response, the interior will be completely obscure (e.g. no lighting), and the number of openings in the floor could pose a substantial hazard to emergency responders. Therefore, the General Manager recommends that the **sealing of interior floor openings be included** in the Project scope.

An additional safety consideration is the deteriorated condition of the existing roof guardrail. While access to the roof will not be allowed once this Project is complete, there still is the potential that emergency responders may have to access the roof, and may assume that the railing can be relied upon to prevent falls, which the railing cannot provide. In addition, there is the potential that visitors to the site (or trespassers after hours) may attempt to use the guardrail as an anchor for climbing up the sides of the structure. Therefore, the General Manager also recommends the **full removal of the existing deteriorated railing**. To preclude the potential

that a guardrail be used for climbing the building, the recommendation is that no new guardrail be installed as a part of the interim repair project. The emergency response protocols for this structure will warn that there is no guardrail protection on the roof.

District Operations staff confirms that there should be no requirement for maintenance of the structure over the next five years. The repair Project will seal all openings to mitigate rodent and water intrusion, and the existing roof drains will be cleaned out to ensure they are operational over the next five years. Once the structure is sealed up, there is a very low risk of water intrusion or other potential for deterioration over the five year interim repair period.

The original base bid from Ashron was \$469,733. Staff has worked with Ashron to implement alternates and to incorporate the reduced scope for the Project. The revised construction cost for the repairs is \$222,980, and includes the following scope of work:

- All the required structural repairs as described above
- Sealing of all exterior wall openings with galvanized sheet metal in galvanized metal frames.
- Sealing all interior floor openings with wood
- Cleaning of roof drains
- Sealing openings on the roof
- Removal of the roof guardrail

The net savings by exercising alternates and eliminating all access (except for emergency access) is \$246,753. In addition, this reduction in scope will result in an approximate \$8,000 of additional savings for the remediation work that is part of a separate contract (R-14-158).

FISCAL IMPACT

The District's FY2014-15 Action Plan and Budget includes \$390,000, for completion of the Mount Umunhum Radar Tower Interim Repair Project. The total Project budget was set by the Board (R-12-104) at \$414,885. The first round of bidding resulted in a bid of \$763,425, which was \$416,450 over the Board-approved total Project budget. As a result of the modifications made in the revised bid package, where scope was reduced and separate bid packages released for the remediation and cleanup work, the construction cost was reduced by \$245,442. Further scope modifications to preclude any and all access reduced the the total repair cost to \$222,980, resulting in a total Project cost of \$383,348 (\$31,447 below the original Project budget) Refer to Table 1. The FY2014-15 contains sufficient funds to begin the repairs and the next fiscal year budget will include approximately \$115,000 to complete the Project.

Table 1. Cost Comparison

	Original Budget	1st Round of Bids	2nd Round of Bids	Revised Scope No Access
Professional Consultants	\$114,885	\$67,910	\$82,910	\$82,910
Inspections				\$15,000
Construction - Total Scope	\$300,000	\$763,425		
Interim Repairs			\$469,733	\$222,980
Construction Contingency on Interim Repairs				22,298
Remediation			\$40,000	\$32,000

Cleanup			\$8,250	\$8,250
TOTAL PROJECT COST	\$414,885	\$831,335	\$600,893	\$383,438
Cost above/below original budget		\$416,450	\$186,008	-\$31,447

BOARD COMMITTEE REVIEW

This item was not previously reviewed by a Committee. As noted above, the full Board approved the completion of the interim repairs for the radar tower in 2012.

PUBLIC NOTICE

Public notice of this Agenda Item was provided per the Brown Act. Additional notification was sent to the Mount Umunhum Interested Parties list. No additional notice is required.

CEQA COMPLIANCE

On June 12, 2012 (R-12-59), the Board approved the adoption of a Final Environmental Impact Report for the Mount Umunhum Environmental Restoration and Public Access Project, which included an environmental analysis of the radar tower interim repairs.

NEXT STEPS

Upon approval by the Board of Directors, the General Manager will enter into contract with Ashron Construction and Restoration for \$222,980. The General Manager will be able to approve change orders to the contract, up to 10% of the contract amount (\$22,298).

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