



Agenda Item No. (4)

To: Building and Operating Committee/Committee of the Whole  
Meeting of October 23, 2025

From: John R. Eberle, District Engineer  
Denis J. Mulligan, General Manager

Subject: **AUTHORIZE APPROVAL OF CONTRACT CHANGE ORDER NO. 02 TO  
CONTRACT NO. 2024-F-010, SAN FRANCISCO FERRY TERMINAL WEST  
AND EAST BERTH RAMP REHABILITATION, WITH MANSON  
CONSTRUCTION COMPANY**

### **Recommendation**

The Building and Operating Committee recommends that the Board of Directors authorize approval of Contract Change Order No. 02 (CCO 02) to Contract No. 2024-F-010, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation*, with Manson Construction Company, in the estimated amount of \$914,155, for repairs to the San Francisco Ferry Terminal East Berth camel structure, with the understanding that sufficient funds are available in the FY 25/26 Ferry Division Capital Budget for Project #2443, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation* budget to fund CCO 02.

This matter will be presented to the Board of Directors at its October 24, 2025, meeting for appropriate action.

### **Summary**

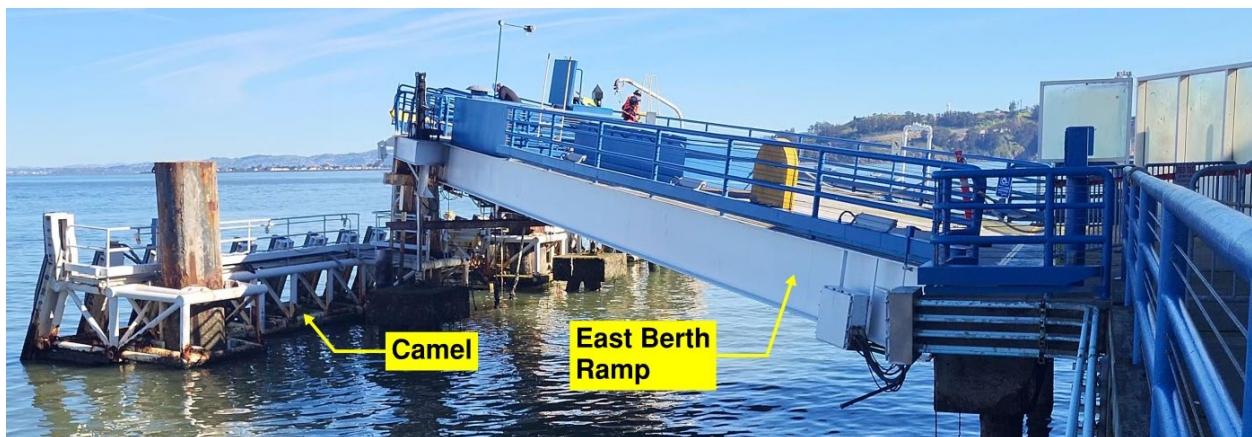
On June 30, 2021, during a facility inspection at the San Francisco Ferry Terminal, District staff discovered a crack in one of the East Berth steel framing elements. Subsequent inspections on July 6<sup>th</sup> and 7<sup>th</sup>, 2021, revealed additional cracks at both the East and West Berths, and both berths were taken out of operation. Structural repairs to the West Berth were completed in 2022, but the cracks at the East Berth were more extensive and required additional analysis to develop the necessary repairs.

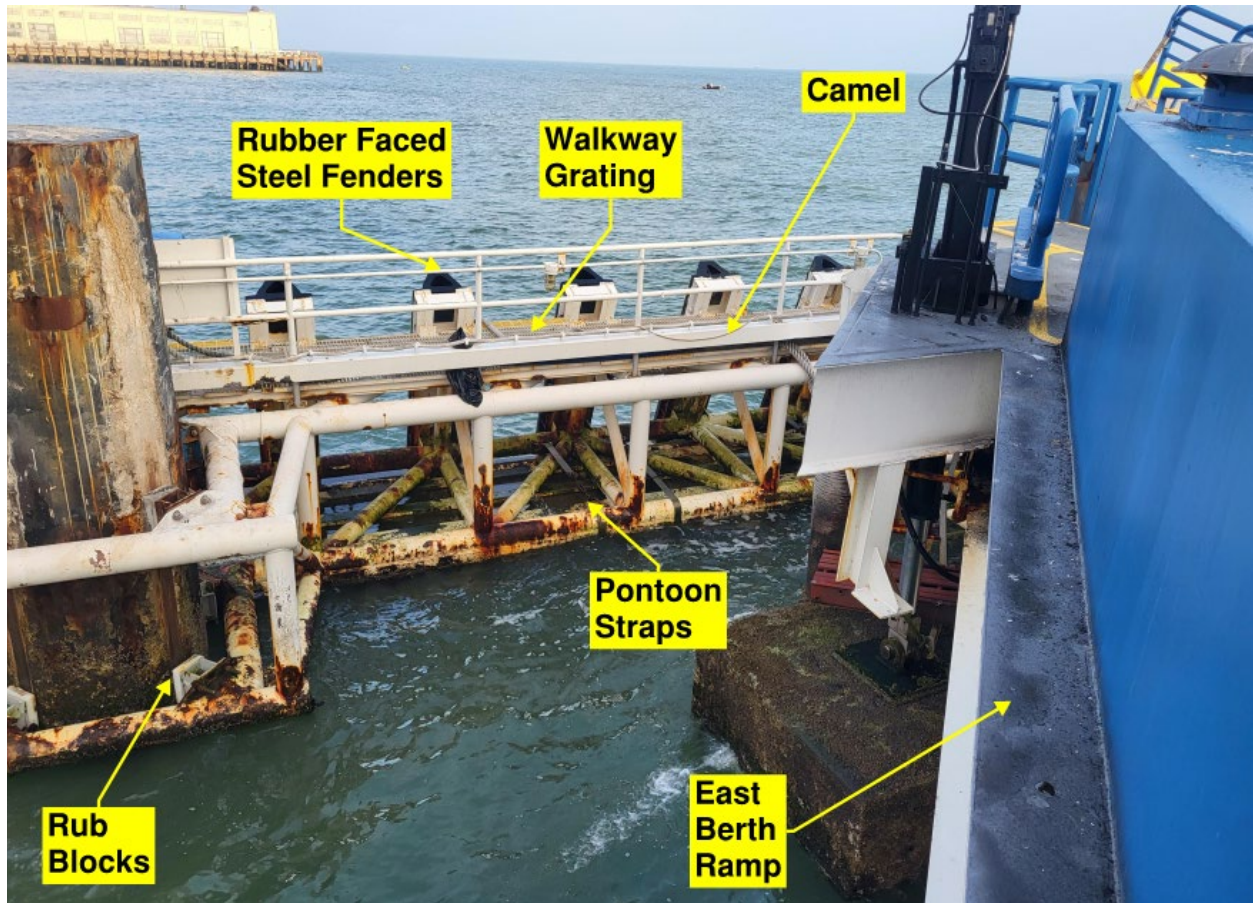
At its October 24, 2024, meeting, the Board of Directors, by Resolution No. 2024-064, authorized the award of construction Contract No. 2024-F-010, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation (Project)*, to Manson Construction Company (Manson). The Project includes rehabilitation of the hydraulic systems at both the West and East Berths, and also includes structural steel crack repairs and associated work at the East Berth. The East Berth scope of work includes removing the entire ramp to an off-site facility for repairs, including structural steel repairs, removing and replacing hydraulic and electric utility lines, cleaning and painting the entire ramp, refurbishing the existing hydraulic cylinders, installing a new hydraulic system, repairing

deteriorated portions of the existing concrete pier, and reinstalling the refurbished ramp and cylinders.

The original inspections and structural assessments focused on the two berth ramps and supports. Further investigations have determined that other structures at the East Berth that are necessary to operate the boarding system are also in need of rehabilitation. On the water side of the ramps, there are two floating structures called camels that function as a barrier between the vessel and the ramp, and is where the vessels tie-up to when berthed. The camel structure absorbs the force of impact during berthing and maintains a safe and consistent standoff distance between the vessel and the ramps. The camel structures consist of approximately 40-foot-long by 6-foot-wide steel truss framed platforms with rubber faced steel fenders, which the vessels lay upon. The camels are secured to steel piling with a collar system and each camel has a floatation system consisting of four polystyrene pontoons that allow the platform to rise and fall with the tide.

While the Contractor was performing the field verifications of the East Berth ramp, Ferry Division and Engineering department staff were able to perform inspections of the East Berth camel structure and identified deficiencies with the floatation system including deterioration of the supports that secure the floatation system to the camel. The floats are waterlogged and not functioning properly, which results in the camel listing to one side and not being able to properly rise and fall with the tide. In order to correct these issues, the floatation system must be replaced, including replacing the deteriorated supports that secure the floatation system in place. These repairs cannot be made on-site, and the entire camel structure must be removed and transported to an off-site facility. Ferry Division and Engineering staff have determined that without these repairs, the East Berth will not be able to properly operate once the rehabilitation of the steel ramp, concrete pier, and hydraulic system is completed.





Ferry Division and Engineering staff reviewed the record drawings and existing condition of the camels and developed a scope of work necessary to rehabilitate the existing East Berth camels.

The scope of work includes:

- Mobilization and demobilization
- Preparing a lifting and transportation plan
- Preparing task specific work plans
- Lifting and transporting the camels to an off-site facility
- Removing and disposing of the camel pontoon system
- Removing and disposing of the existing utility lines on the camel system
- Removing and storing for future reinstallation all components, appurtenances, and attachments to the camel system
- Inspecting and repairing deteriorated steel supports, walkway grating, and rub blocks
- Cleaning, blasting, and coating all camel steel surfaces
- Reinstalling all previously removed components, appurtenances, and attachments to the camel system
- Replacing utilities on the camel system
- Furnishing and installing a new pontoon floatation system on the camels
- Transporting, lifting, and reinstalling the refurbished camels
- Shimming camel rub blocks between the steel piling and collars
- Making adjustments to the camel system after installation for proper operation

In accordance with General Conditions Section 4.02, Changes, Engineering staff requested from the Contractor a detailed cost and time proposal. The CCO 02 cost consists of two parts:

- Camel removal, surface coating, and pontoon repair work (excluding steel supports): The Contractor submitted a proposal that was reviewed and negotiated to \$732,155. Engineering staff analyzed the scope and compared the pricing to a similar 2013 project at the San Francisco Ferry Terminal, where camels were refurbished and pontoons replaced, and determined the costs to be fair and reasonable.
- Steel support repairs: Because access to the existing steel supports, walkway grating and collar rub blocks is limited, and the extent of required repairs to these items cannot be determined in advance, pricing for this portion of work cannot be finalized. As a result, the repairs will be performed on a time-and-material basis. Engineering staff estimate these costs at approximately \$182,000.

Engineering staff recommends that the Building and Operating Committee recommends that the Board of Directors authorize approval of CCO 02, in the estimated amount of \$914,155, to Contract No. 2024-F-010, utilizing funds available in Project #2443, as described in this staff report.

### **Fiscal Impact**

Project #2443, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation* is included in the FY 25/26 Ferry Division Capital Budget in the amount of \$11,402,284 and is funded with 60% State of California State of Good Repair (SGR) program funds and 40% District funds.

The proposed \$914,155 cost of CCO 02 to Contract No. 2024-F-010 is proposed to be funded by reallocating \$914,155 from the project budget item for General Project Expenditures to the Contract No. 2024-F-010 construction contingency budget. The FY 25/26 Adopted Budget increased the Project #2443 budget by \$1,000,000, from \$10,402,284 to \$11,402,284, in anticipation of additional labor and material costs needed for unanticipated repairs. The revised Project #2443 budget would be as shown in Table 1.



**TABLE 1: PROJECT BUDGET – #2443, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation***

<b>DESCRIPTION</b>	<b>CURRENT PROJECT BUDGET</b>	<b>PROPOSED ADJUSTMENT</b>	<b>TOTAL PROPOSED PROJECT BUDGET</b>
<b>District Staff Labor/Fringe</b>	\$650,000	\$0	\$650,000
<b>Indirect Costs</b>	\$250,000	\$0	\$250,000
<b>General Project Expenditures</b>	\$1,050,000	(\$914,155)	\$135,845
<b>Printing &amp; Advertising</b>	\$14,000	\$0	\$14,000
<b>Permit and Fees</b>	\$105,000	\$0	\$105,000
<b>Prime Construction Contract</b>	\$7,915,000	\$0	\$7,915,000
<b>Prime Construction Contract Contingency</b>	\$791,500	\$914,155	\$1,705,655
<b>Construction Engineering (consultant)</b>	\$433,440	\$0	\$433,440
<b>Construction Engineering Contingency (consultant)</b>	\$43,344	\$0	\$43,344
<b>Material Testing Services (consultant)</b>	\$150,000	\$0	\$150,000
<b>TOTAL</b>	<b>\$11,402,284</b>	<b>\$0</b>	<b>\$11,402,284</b>

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