



Agenda Item No. (4)

To: Building and Operating Committee/Committee of the Whole
Meeting of June 25, 2026

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

Subject: **AUTHORIZE APPROVAL OF CONTRACT CHANGE ORDER NO. 02S1
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, Supplement 1 (CCO 02S1) to Contract No. 2024-F-010, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation*, with Manson Construction Company, in the amount of \$200,000, for additional repairs to the San Francisco Ferry Terminal East Berth camel structure, with the understanding that sufficient funds are available in the Contract No. 2024-F-010 construction contingency to finance this CCO.

This matter will be presented to the Board of Directors at its June 26, 2026, meeting for appropriate action.

Summary

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*, to Manson Construction Company (Contractor).

Project #2443, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation* (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.

While the Contractor was performing the field verifications of the East Berth ramp, Ferry Division and Engineering department staff performed additional 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 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. It was determined that the floats were waterlogged and not functioning properly, which resulted 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.

At its October 24, 2025, meeting, the Board of Directors, by Resolution No. 2025-071, authorized approval of Contract Change Order No. 02 (CCO 02) to Contract No. 2024-F-010 in the estimated amount of \$914,155 for repairs to the San Francisco Ferry Terminal East Berth camel structures. The CCO 02 cost consisted of two parts: a negotiated amount of \$732,155 for camel removal, surface coating, and pontoon repair work, and an estimated time-and-material basis amount of approximately \$182,000 for the floatation system steel support repairs.

On January 28, 2026, the Contractor removed the camel structures from the site and transported them to an off-site facility where they were disassembled, and the steel truss frame and other steel surfaces were cleaned and blasted in preparation for steel repairs. During inspections of the cleaned camel structure, additional corrosion was identified on the portions of the existing steel members that were located below the water line or were covered by the pontoons and could not be identified or quantified at the time the CCO 02 scope of work and cost estimates were developed. The extent of the unforeseen corrosion requires additional steel repairs to complete the East Berth camel rehabilitation. Engineering staff developed repair details for the deteriorated steel members and directed the Contractor to proceed with the work on a time-and-material basis.



Figure 1-East Camel structure shown listing prior to crane lift



Figure 2-East Camel structure removed from guide piles by crane with polystyrene pontoons disconnected



Figure 3-Extent of steel deterioration revealed after steel surface blasting and cleaning operations

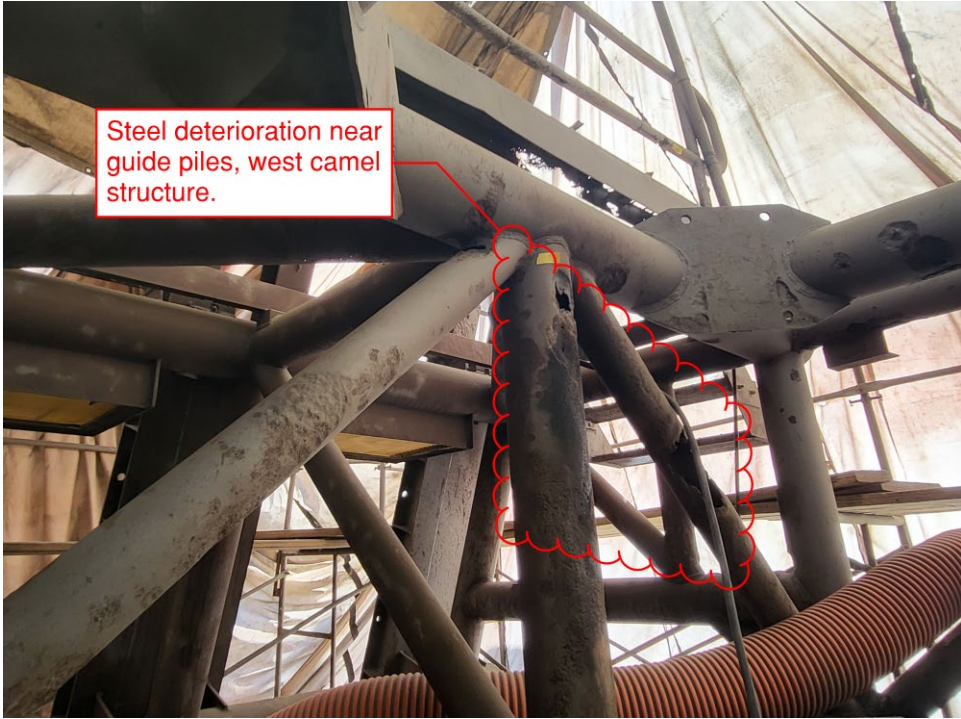


Figure 4-Additional steel deterioration identified on cleaned steel camel structure



Figure 5-Unforeseen damage to lower pile guide bracket due to its location at the water line

The Contractor has been progressing with the CCO 02 work, including the steel repairs, and has been submitting Extra Work Force Account Tickets for the completed time and material work. Engineering staff have inspected the camel structures, determined the total number of steel repairs that are required to complete the repairs to the camel structure and have determined that the cost to make these repairs will exceed the original \$182,000 time and material amount authorized and included in CCO 02. Engineering staff have determined that an additional \$200,000 is necessary to complete the additional camel structure steel repairs, for a total time and material amount of \$382,000.

Engineering staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize approval of CCO 02S1, in the amount of \$200,000, to Contract No. 2024-F-010, to be financed with the construction contract contingency for Project #2443, *San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation* 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 \$12,528,140 and is funded with 50% State of California State of Good Repair (SGR) program funds and 50% District funds. The budget for Project #2443 includes a construction contract contingency in the amount of \$1,705,655. The total estimated cost of the issued to-date and pending CCOs, including this CCO 02S1, is \$1,561,395, leaving a remaining balance in contingency of \$144,259. Sufficient funds are available in the construction contingency to fund the \$200,000 amount of CCO 02S1.

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