



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole
Meeting of July 23, 2026

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

Subject: **AUTHORIZE APPROVAL OF CONTRACT CHANGE ORDER NO. 09 TO
CONTRACT NO. 2025-B-052, GOLDEN GATE SUSPENSION BRIDGE
SEISMIC RETROFIT, CONTRACT 1 – NORTH AND SOUTH TOWERS AND
NORTH AND SOUTH SIDE SPANS, WITH HALMAR INTERNATIONAL,
LLC**

Recommendation

The Building and Operating Committee recommends that the Board of Directors authorize approval of Contract Change Order (CCO) No. 09 to Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit, Contract 1-North and South Towers and North and South Side Spans*, with Halmar International, LLC, in the amount of \$343,616, for floorbeam cleaning and painting at the north side span, with the understanding that sufficient funds are available in the Contract No. 2025-B-052 construction contingency to fund this CCO.

This matter will be presented to the Board of Directors at its July 24, 2026, meeting for appropriate action.

Summary

The Board of Directors, at its October 24, 2025 meeting, authorized the award of a contract to construct the *Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans*, Contract No. 2025-B-052, to Halmar International, LLC (Resolution No. 2025-070). Contract No. 2025-B-052 is a part of Project #2520 *Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction*, and involves construction of the seismic retrofit of the Suspension Bridge's two main towers and two side spans, including but not limited to the following:

- Retrofit of the two main towers
- Strengthening of the roadway stiffening trusses
- Floorbeam strengthening and modifications
- Lateral system replacement and retrofit
- Finger joint replacement

- Installation of 28 solid state Energy Dissipation Devices (EDD)
- Cleaning and painting of structural steel

The cleaning and painting scope of work includes the existing floorbeams in the North and South Side Spans. The floorbeams are approximately 90-foot-long by 8.5-foot-deep structural beams that support the Suspension Bridge roadway. The floorbeams consist of built-up steel elements spaced at 25 feet on center along the length of the roadway. The cleaning and painting floorbeam scope of work also includes the existing pedestals and diaphragms above the floorbeams and the underside of the steel orthotropic deck within 1-foot to the north and 1-foot to the south of the centerline of the floorbeam.

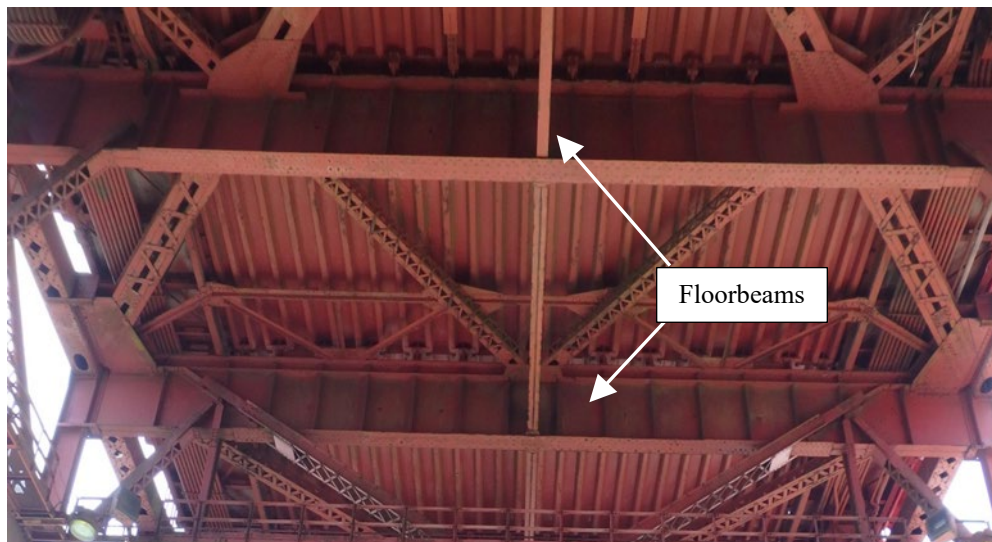


Figure 1 – Existing Floorbeams

During the preconstruction phase of Contract No. 2025-B-052 when the scope of work was being developed, the Golden Gate Bridge, Highway and Transportation District's (District) Bridge Paint Department was involved with a project cleaning and painting various elements at the North Side Span, including some of the floorbeams. Engineering staff evaluated the floorbeam clean and paint production being performed by the District's forces, estimated how many floorbeams would be completed prior to the commencement of the Contract No. 2025-B-052 work, and then modified the Contract No. 2025-B-052 floorbeam clean and paint scope of work to eliminate those floorbeams in the North Side Span that were to be cleaned and painted by the District's Bridge Paint Department. In particular, Contract No. 2025-B-052, specifies that blasting and cleaning of thirteen floorbeams in the North Side Span was not required, except for areas requiring surface preparation and painting due to the attachment of other elements that connect to the floorbeams as a part of the retrofit.

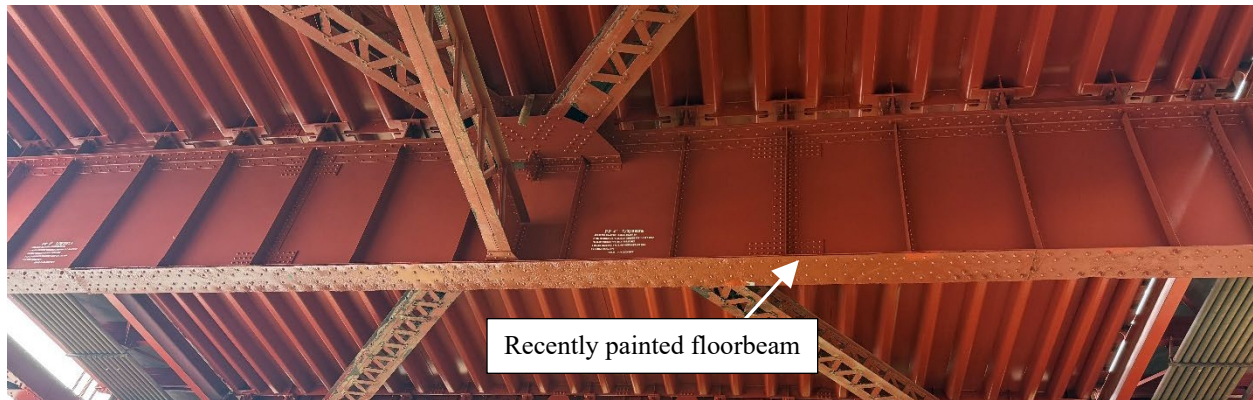


Figure 2 – Floorbeam Painted by Bridge Paint Department in Span 4

The District's Bridge Paint Department continued with the painting operations at the North Side Span through the time of award of Contract No. 2025-B-052. However, in order to complete the demobilization of all equipment and access platforms from the North Side Span and clean up the areas that are specified for the Contract No. 2025-B-052 Contractor's use as staging areas, the District's Bridge Paint Department was not able to complete the cleaning and painting of all surfaces of the floorbeams. The eastern 13-foot portions of certain floorbeams were not blast cleaned and painted.



Figure 3 – Example of 13-foot Long Section of Floorbeam Not Painted in Span 4

It is necessary to blast clean and paint the entire surface of each floorbeam to ensure the structural integrity, and preserve the life span, of each floorbeam element. Engineer staff informed the Contractor of the additional scope of work and the parties reached an agreement to have the additional 1,600 square feet (sq. ft.) of floorbeam surfaces cleaned and painted at the Contract Bid Item unit price of \$214.76 per sq. ft., for a total agreed lump sum amount of \$343,616.00.

Engineering staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize approval of CCO 09, in the amount of \$343,616, to Contract No.

2025-B-052, to be financed with the construction contract contingency for Project #2520, *Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction*, as described in this staff report.

Fiscal Impact

Project #2520, *Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction*, is included in the FY 26/27 Bridge Division Capital Budget in the amount of \$1,011,726,000 and is funded with \$395,729,984 in federal Bridge Investment Program (BIP) funds, \$200,000,000 in Caltrans Federal Highway Bridge Program (HBP) funds, and \$415,996,016 in District reserves. The budget for Project #2520 includes a construction contract contingency line item in the amount of \$41,350,000. Sufficient funds are available in the construction contract contingency to fund the \$343,616 amount of CCO 009.