



Memorandum

AGENDA ITEM 5

DATE: March 21, 2024

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 04/16/24 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$22,132,978; Authorize an Additional Construction Allotment of \$4,541,599, for a Total Construction Allotment Not to Exceed \$26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$22,132,978 • Authorize an additional construction allotment of \$4,541,599, for a total construction allotment not to exceed \$26,674,577, for the Yerba Buena Island (YBI) Hillcrest Road Improvement Project • Approve a contract amendment with WMH Corporation (WMH) to increase the contract by \$750,000, to a total amount not to exceed \$3,800,000, to provide design support during construction • Authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions • Authorize the Executive Director to execute all other related supporting and supplemental agreements 	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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SUMMARY

We are delivering the YBI Hillcrest Road Improvement Project (Project) on behalf of the Treasure Island Development Authority (TIDA). The Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side. With a total project budget valued at \$37,950,000, the Project will upgrade the road to modern standards and increase the safety and usability of Hillcrest Road by providing two travel lanes and a Class II bicycle lane. In addition, it will provide accommodations for a future Class 1 multi-use path along Hillcrest and Treasure Island Road.

We advertised the construction contract on January 29, 2024, and received 2 electronic bids on March 14, 2024. After reviewing submitted bids, we determined that the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$22,132,978. We are also recommending an additional construction allotment of \$4,541,599 for supplemental funds, agency furnished materials, contingency and finance costs, included in Attachment 2. Additionally, now that the construction contract is being awarded for the Project, it is an appropriate time to reassess the level of design support required to complete the Project during the construction phase. Thus, we are seeking approval to increase the amount of the WMH Corporation contract as described above.

BACKGROUND

The California Department of Housing and Community Development awarded a \$30,000,000 Infill Infrastructure Grant (IIG) to the Treasure Island Development Authority in the Spring of 2020 to upgrade the roadway to modern standards and provide additional space for pedestrians and bicyclists. TIDA requested that we lead the design and construction effort for the Project because of our expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit



Project. In December 2021, TIDA and the State executed the standard agreement which allowed work to start on the Project.

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Project will improve Hillcrest Road by providing two travel lanes and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. We are delivering the project in close coordination and consultation with all stakeholders including the TIDA, California Department of Transportation (Caltrans), Bay Area Toll Authority (BATA), San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), and the United States Coast Guard.

The Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side. The Project connects these two projects and will provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The existing Hillcrest Road is 28-feet wide throughout the project limits and has a lane in each direction but limited shoulder widths. The project will improve Hillcrest Road to achieve current safety standards and accommodate a Class II bike path to enhance the bicycle circulation network on YBI. We are also coordinating with BATA efforts to build a future Class I multi-use path along Hillcrest Road and Treasure Island Road. This future Class 1 multi-use path will also connect to another future Class 1 bicycle facility planned by BATA on the western span of the SFOBB connecting commuters, cyclists, and pedestrians to/from downtown San Francisco.

Working closely with the Metropolitan Transportation Commission and TIDA, we secured \$6,700,000 million in additional funds needed to incorporate the YBI Multi-Use Pathway Segment 2 accommodations into the Hillcrest construction phase, as well as provide an additional \$750,000 to the Hillcrest project to complete design of the Multi-Use Pathway accommodations. In November 2023, through Resolution 24-19, we programmed \$2,600,000 in Senate Bill 1 (SB1) Local Partnership Program (LPP) formula funds and appropriated \$4,875,000 in Prop K exchange funds for design and construction of the Project.

DISCUSSION

Bid Process and Results. On January 29, 2024, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website.



We conducted active outreach to the contractor community to ensure that robust competition for this procurement opportunity took place. In particular, we coordinated with multiple trade and contractor industry organizations to distribute the appropriate notifications of plan availability for this construction bid opportunity. We prioritized providing access to contract documents and conducting active outreach to the contractor community to encourage participation from DBE and/or SBE firms through the following means:

- Contract announcement placed in six local/ethnic publications: San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, Sing Tao, and Small Business Exchange; and
- Announcements posted on the Transportation Authority’s website, the electronic bid website and distributed via email.

On February 21, 2024, we held a virtual non-mandatory, pre-bid meeting and networking session, which provided opportunities for interested disadvantaged and small businesses to meet potential prime contractors and form partnerships. Representatives from 17 firms attended this event, including disadvantaged and small business enterprises and potential prime contractors, along with a representative from the United States Coast Guard.

We also held site tours at Hillcrest Road on February 23, 2024 and February 26, 2024.

On the bid-opening date of March 14, 2024, we received and opened 2 bids in response to the ITB. We and our construction management consultant, WSP USA Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

Table 1. Bid Results

BIDDER	AMOUNT
Engineers Estimate	\$21,099,755.00
Thompson Builders Corporation	\$22,132,978.00
Golden State Bridge, Inc.	\$23,966,340.00

We have determined that Thompson Builders Corporation is the lowest responsible and responsive bidder, bidding \$22,132,978. A detailed bid item list is included in Attachment 1 and is approximately 4.9% over the Engineer’s Estimate for the Project’s construction cost of \$21,099,755.

Consistent with State of California requirements, since this project does not include federal funds, we established an aspirational 17% Disadvantaged Business Enterprise (DBE) / Small Business Enterprise (SBE) goal for the construction contract. to encourage the utilization of small, disadvantaged, and minority business



participation. Regular reporting on utilization of small, disadvantaged and minority businesses as well as the participation of labor force groups is required under the contract.

The lowest responsible and responsive bidder, Thompson Builders Corporation, has established a performance plan of 9.73% DBE/SBE/Minority Firm participation. The second bidder, Golden State Bridge, Inc., included 4.21% DBE/SBE/Minority Firm participation.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract - April 2024
- Begin Construction - May 2024
- Construction Completion - Spring 2027

Additional Construction Allotment. In order to construct the project, we will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, SFMTA, and SFPW, to provide final funding, perform utility tie-in's, purchase agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work. The construction phase budget includes \$1,812,500 for supplemental funds, \$500,000 eligible for finance costs (see Financial Impact section) or contingency, and \$535,000 for agency furnished materials. A list of supplemental work items, and cost estimates for agency furnished materials are included in Attachment 2. We also recommend an additional contingency of \$1,694,099, or 8% of total anticipated construction costs, for a total construction allotment of \$26,928,526.

WMH Contract Amendment. In May 2022, through Resolution 22-52, we awarded a two-year contract in the amount of \$2,700,000 to WMH Corporation to provide design services up to 95% preliminary and final design plans for the Project. In September 2023, through Resolution 24-10, we increased the amount by \$350,000, to a not to exceed \$3,050,000, to WMH Corporation to complete 100% final design plans.

Concurrent with the recommendation to award a contract for the construction contract, we are seeking approval to amend the WMH Corporation contract to provide design support services during construction for the Project. The proposed amendment would allow capacity for WMH Corporation to coordinate design services with the construction team, including reviewing any required submittals from the Construction Contractor, responding to any unknown conditions discovered in



the field, and completing As-Built documents upon the successful completion of construction of the project.

The proposed amendment to the WMH Corporation contract would increase the existing contract amount by \$750,000, to a total amount not to exceed \$3,800,000, and extend the contract through December 31, 2027. The proposed contract amendment scope of services is included as Attachment 1.

The DBE/SBE goal for this contract is 15% and WMH Corporation has achieved 95% DBE/SBE participation to date from WMH Corporation (SBE), and two subconsultants: Associated Right of Way Services, Inc. (SBE) and MGE Engineering, Inc. (DBE and SBE).

Funding. The construction contract, additional construction allotment for supplemental work items and contingency, and the WMH contract amendment for Design Services During Construction will be funded with State IIG grant funds awarded to TIDA; SB1 LPP formula funds allocated to the Transportation Authority; Prop K exchange funds (Resolution 24-19), and additional funds from TIDA.

Table 2. YBI Hillcrest Improvement Project Funding Plan

Phase	State IIG	SB1 LPP Formula Funds	Prop K Sales Tax Exchange Funds	TIDA	TOTAL
Preliminary Engineering & Plans Specs and Estimate	\$3,210,000		\$750,000		\$3,960,000
Right of Way Capital	\$0	\$0	\$0		\$0
Construction Administration	\$615,423	\$2,600,000	\$4,100,000		\$7,315,423
Construction Capital	\$26,174,577	\$0	\$0	\$500,000	\$26,674,577
TOTALS	\$30,000,000	\$2,600,000	\$4,875,000	\$500,000	\$37,950,000

FUNDING RISKS

A portion of the project construction occurs on State of California right of way, approximately 6.6% of the estimated cost. Caltrans is processing an Encroachment Permit allowing that work to be conducted on their right of way. We expect to receive



that permit by end of March 2024. To date, Caltrans has approved all plans and specifications associated with that work. The City and County of San Francisco, TIDA, and the United States Coast Guard have all granted permission to access their lands in order to conduct the work. Work on the project cannot begin until the Caltrans Encroachment Permit is received.

To access SB1 LPP Formula funds allocated by the California Transportation Commission, Caltrans requires a Cooperative Agreement be executed with the Transportation Authority. The SB1 LPP Formula funds represent 7.8% percent of the total Construction Budget. We are finalizing the Cooperative Agreement with Caltrans and anticipate execution in early April 2024. Work on the project could begin by utilizing other fund sources, until the Cooperative Agreement is executed.

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various state and local funding sources, including Prop K exchange funds, discussed above. In addition, we estimated \$500,000 in financing costs for the construction phase of the Project due to the advancement of sales tax funds to pay for Project costs. Interest will accrue on all outstanding unreimbursed Project costs until we receive reimbursements from the various funding sources noted above. Interest will be covered by TIDA. We have a Memorandum of Agreement with TIDA for the reimbursement of the IIG and TIDA funds, a majority portion of the construction budget.

The first year's activities are included in the proposed Fiscal Year 2023/24 budget amendment, and sufficient funds will be included in future budgets.

CAC POSITION

The CAC will consider this item at its March 27, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Hillcrest Road Improvement Project Bid Item List
- Attachment 2 - Hillcrest Road Improvement Project - Supplemental Work Items and State/Agency Furnished Materials - Estimated Costs
- Attachment 3 - Scope of Services for WMH Contract Amendment

Attachment 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
1		LEAD COMPLIANCE PLAN/HEALTH AND SAFETY PLAN	LS	1	\$ 8,460.00	\$ 8,460.00
2		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$ 39,710.00	\$ 39,710.00
3		DEVELOP WATER SUPPLY	LS	1	\$ 45,550.00	\$ 45,550.00
4		CONSTRUCTION AREA SIGNS	LS	1	\$ 4,940.00	\$ 4,940.00
5		TRAFFIC CONTROL SYSTEM	LS	1	\$ 82,140.00	\$ 82,140.00
6		TYPE III BARRICADE	EA	4	\$ 490.00	\$ 1,960.00
7		TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	40	\$ 45.00	\$ 1,800.00
8		TEMPORARY TRAFFIC STRIPE (PAINT)	LF	1,900	\$ 8.50	\$ 16,150.00
9		TEMPORARY PAVEMENT MARKER	EA	50	\$ 14.00	\$ 700.00
10		TEMPORARY RAILING (TYPE K)	LF	940	\$ 64.00	\$ 60,160.00
11		TEMPORARY CRASH CUSHION	EA	4	\$ 9,170.00	\$ 36,680.00
12		STORM WATER ANNUAL REPORT	EA	2	\$ 850.00	\$ 1,700.00
13		JOB SITE MANAGEMENT	LS	1	\$ 43,980.00	\$ 43,980.00
14		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$ 3,530.00	\$ 3,530.00
15		TEMPORARY EROSION CONTROL BLANKET	SQYD	730	\$ 8.00	\$ 5,840.00
16		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	2	\$ 1,130.00	\$ 2,260.00
17		TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	10,400	\$ 0.99	\$ 10,296.00
18		TEMPORARY HYDROSEED	SQYD	10,400	\$ 1.10	\$ 11,440.00
19		TEMPORARY CHECK DAM	LF	500	\$ 5.50	\$ 2,750.00
20		TEMPORARY DRAINAGE INLET PROTECTION	EA	11	\$ 270.00	\$ 2,970.00
21		TEMPORARY FIBER ROLL	LF	5,300	\$ 4.60	\$ 24,380.00
22		TEMPORARY REINFORCED SILT FENCE	LF	1,210	\$ 13.00	\$ 15,730.00
23		TEMPORARY CONSTRUCTION ENTRANCE	EA	1	\$ 13,960.00	\$ 13,960.00
24		STREET SWEEPING	LS	1	\$ 141,000.00	\$ 141,000.00
25		TEMPORARY CONCRETE WASHOUT	LS	1	\$ 10,580.00	\$ 10,580.00
26		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	1,200	\$ 17.00	\$ 20,400.00
27		CONTRACTOR-SUPPLIED BIOLOGIST	DAYS	84	\$ 1,340.00	\$ 112,560.00
28		VIBRATION MONITORING	LS	1	\$ 79,530.00	\$ 79,530.00
29		CRACK SURVEY AND MONITORING	LS	1	\$ 40,470.00	\$ 40,470.00
30		STRUCTURE AND GROUND DISPLACEMENT MONITORING	LS	1	\$ 276,900.00	\$ 276,900.00
31		CLEARING AND GRUBBING (LS)	LS	1	\$ 105,000.00	\$ 105,000.00
32		ROADWAY EXCAVATION (PORTAL)	CY	1,040	\$ 240.00	\$ 249,600.00
33		ROADWAY EXCAVATION	CY	7,690	\$ 188.00	\$ 1,445,720.00
34		ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD) (PORTAL)	CY	150	\$ 620.00	\$ 93,000.00
35		ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	950	\$ 340.00	\$ 323,000.00
36		ROADWAY EXCAVATION (TYPE COM) (AERIALY DEPOSITED LEAD)	CY	1,190	\$ 179.00	\$ 213,010.00
37	F	STRUCTURE EXCAVATION (SOIL NAIL WALL) (PORTAL)	CY	267	\$ 530.00	\$ 141,510.00
38	F	STRUCTURE EXCAVATION (SOIL NAIL WALL)	CY	816	\$ 550.00	\$ 448,800.00
39	F	STRUCTURE BACKFILL (SLURRY CEMENT)	CY	121	\$ 2,580.00	\$ 312,180.00
40	F	STRUCTURE BACKFILL (SOIL NAIL WALL) (PORTAL)	CY	20	\$ 2,580.00	\$ 51,600.00
41	F	STRUCTURE BACKFILL (SOIL NAIL WALL)	CY	61	\$ 2,580.00	\$ 157,380.00
42		PLANT (GROUP A)	LS	1	\$ 23.00	\$ 23.00
43		MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	1	\$ 1,130.00	\$ 1,130.00
44		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	20,000	\$ 0.79	\$ 15,800.00
45		HYDROMULCH	SQFT	2,500	\$ 0.36	\$ 900.00
46		FIBER ROLLS	LF	3,900	\$ 4.60	\$ 17,940.00
47		STRAW	SQFT	25,000	\$ 0.11	\$ 2,750.00
48		HYDROSEED	SQFT	25,000	\$ 0.24	\$ 6,000.00
49		COMPOST (CY)	CY	80	\$ 113.00	\$ 9,040.00
50		PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	1	\$ 30,740.00	\$ 30,740.00
51		CLASS 2 AGGREGATE BASE (CY)	CY	50	\$ 560.00	\$ 28,000.00
52		CONCRETE BASE	CY	1,410	\$ 900.00	\$ 1,269,000.00
53		HOT MIX ASPHALT (TYPE A)	TON	1,470	\$ 270.00	\$ 396,900.00
54		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	300	\$ 49.00	\$ 14,700.00
55		SOIL NAIL (PORTAL)	LF	10,420	\$ 129.00	\$ 1,344,180.00
56		SOIL NAIL	LF	18,840	\$ 100.00	\$ 1,884,000.00
57		TEMPORARY DEBRIS CONTAINMENT SYSTEM	LS	1	\$ 185,100.00	\$ 185,100.00
58		30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	140	\$ 1,120.00	\$ 156,800.00
59	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	16	\$ 4,650.00	\$ 74,400.00
60	F	MINOR CONCRETE (DRAINAGE CHANNEL)	CY	81	\$ 4,460.00	\$ 361,260.00

ATTACHMENT 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
61		DRILL & BOND DOWEL	LF	580	\$ 123.00	\$ 71,340.00
62	F	BAR REINFORCING STEEL (RETAINING WALL) (PORTAL)	LB	36,208	\$ 3.00	\$ 108,624.00
63	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	88,836	\$ 2.50	\$ 222,090.00
64		ARCHITECTURAL TREATMENT	SQFT	15,700	\$ 7.00	\$ 109,900.00
65	F	STRUCTURAL SHOTCRETE (PORTAL)	CY	371	\$ 2,590.00	\$ 960,890.00
66	F	STRUCTURAL SHOTCRETE	CY	880	\$ 2,080.00	\$ 1,830,400.00
67		REMOVE RETAINING WALL	LF	30	\$ 350.00	\$ 10,500.00
68		REMOVE CRIB WALL (PORTAL)	LF	90	\$ 1,410.00	\$ 126,900.00
69		REMOVE CRIB WALL	LF	140	\$ 670.00	\$ 93,800.00
70		TEMPORARY CULVERT	LF	70	\$ 490.00	\$ 34,300.00
71		12" PLASTIC PIPE	LF	100	\$ 111.00	\$ 11,100.00
72		18" PLASTIC PIPE	LF	720	\$ 85.00	\$ 61,200.00
73		CITY CULVERT TRENCH	LF	810	\$ 192.00	\$ 155,520.00
74		DRAINAGE INLET MARKER	EA	8	\$ 460.00	\$ 3,680.00
75		INLET DEPRESSION	EA	4	\$ 2,120.00	\$ 8,480.00
76		ABANDON CULVERT (EA)	EA	2	\$ 9,590.00	\$ 19,180.00
77		REMOVE CULVERT (LF)	LF	220	\$ 64.00	\$ 14,080.00
78		REMOVE INLET	EA	3	\$ 3,530.00	\$ 10,590.00
79		REMOVE MANHOLE	EA	1	\$ 11,100.00	\$ 11,100.00
80		CONCRETE (DITCH LINING)	CY	12	\$ 1,930.00	\$ 23,160.00
81		MINOR CONCRETE (8" CITY CURB) (LF)	LF	150	\$ 290.00	\$ 43,500.00
82		MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	5	\$ 3,330.00	\$ 16,650.00
83		REMOVE CONCRETE CURB (LF)	LF	42	\$ 35.00	\$ 1,470.00
84		REMOVE CONCRETE (CURB AND GUTTER) (LF)	LF	1,160	\$ 56.00	\$ 64,960.00
85		REMOVE CONCRETE (DITCH)	LF	42	\$ 92.00	\$ 3,864.00
86	F	MISCELLANEOUS IRON AND STEEL	LB	3,800	\$ 20.00	\$ 76,000.00
87	F	MISCELLANEOUS METAL (BRIDGE)	LB	499	\$ 23.00	\$ 11,477.00
88		CITY MANHOLE	EA	6	\$ 23,490.00	\$ 140,940.00
89		REMOVE WATERLINE	LF	330	\$ 74.00	\$ 24,420.00
90		JOINT UTILITY TRENCH	LF	1,240	\$ 530.00	\$ 657,200.00
91		LIGHTING (CITY STREET)	LS	1	\$ 471,900.00	\$ 471,900.00
92		STREETLIGHT SERVICE POINT (SECONDARY POWER)	LS	1	\$ 14,300.00	\$ 14,300.00
93		12KV CABLE AND DEVICES (PRIMARY POWER)	LS	1	\$ 423,200.00	\$ 423,200.00
94		SURVEY MONUMENT (TYPE D)	EA	3	\$ 3,420.00	\$ 10,260.00
95		ADJUST MANHOLE FRAME AND COVER (UTILITY)	EA	2	\$ 8,150.00	\$ 16,300.00
96		REMOVE CONDUIT AND CABLE	LF	180	\$ 40.00	\$ 7,200.00
97		REMOVE QUARTERS 9 UTILITY YARD FACILITIES	LS	1	\$ 102,000.00	\$ 102,000.00
98		RELOCATE CONDUIT AND CONDUCTORS	LS	1	\$ 14,300.00	\$ 14,300.00
99		ARCHITECTURAL TREATMENT (STAINING)	SQFT	15,700	\$ 10.00	\$ 157,000.00
100		CHAIN LINK FENCE (TYPE CL-4, VINYL-CLAD)	LF	1,960	\$ 170.00	\$ 333,200.00
101		CHAIN LINK FENCE (TYPE CL-5)	LF	130	\$ 290.00	\$ 37,700.00
102		CHAIN LINK FENCE (TYPE CL-6, VINYL-CLAD, BLACK SLATS AND BARBED WIRE)	LF	192	\$ 430.00	\$ 82,560.00
103		CHAIN LINK FENCE (TYPE CL-8, VINYL-CLAD, BLACK SLATS AND BARBED WIRE)	LF	400	\$ 540.00	\$ 216,000.00
104		6' CHAIN LINK GATE (TYPE CL-4)	EA	1	\$ 2,830.00	\$ 2,830.00
105		4' CHAIN LINK GATE (TYPE CL-6) WITH EXIT BAR	EA	1	\$ 9,040.00	\$ 9,040.00
106		REMOVE FENCE	LF	1,800	\$ 18.00	\$ 32,400.00
107		REMOVE PAVEMENT MARKER	EA	160	\$ 14.00	\$ 2,240.00
108		DELINEATOR (CLASS 1)	EA	40	\$ 148.00	\$ 5,920.00
109		PAVEMENT MARKER (RETROREFLECTIVE)	EA	83	\$ 28.00	\$ 2,324.00
110		OBJECT MARKER	EA	2	\$ 200.00	\$ 400.00
111		REMOVE ROADSIDE SIGN	EA	6	\$ 390.00	\$ 2,340.00
112		REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	5	\$ 250.00	\$ 1,250.00
113		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	10	\$ 54.00	\$ 540.00
114		METAL (BARRIER MOUNTED SIGN)	LB	260	\$ 68.00	\$ 17,680.00
115		ROADSIDE SIGN - ONE POST	EA	1	\$ 600.00	\$ 600.00
116		ROADSIDE SIGN - TWO POST	EA	1	\$ 1,050.00	\$ 1,050.00
117		INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	13	\$ 280.00	\$ 3,640.00
118		CRASH CUSHION (SCI-70GM)	EA	1	\$ 73,330.00	\$ 73,330.00
119		CONCRETE BARRIER (TYPE 60MC)	LF	280	\$ 1,070.00	\$ 299,600.00

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BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
120		CONCRETE BARRIER (TYPE 60MD)	LF	1,090	\$ 220.00	\$ 239,800.00
121		CONCRETE BARRIER (TYPE 60MSC)	LF	790	\$ 610.00	\$ 481,900.00
122		CONCRETE BARRIER (TYPE 60MSC Mod)	LF	280	\$ 850.00	\$ 238,000.00
123		REMOVE GUARDRAIL	LF	1,040	\$ 25.00	\$ 26,000.00
124		RELOCATE CRASH CUSHION	EA	1	\$ 29,470.00	\$ 29,470.00
125		REMOVE CONCRETE BARRIER	LF	260	\$ 41.00	\$ 10,660.00
126		REMOVE RAILING	LF	20	\$ 350.00	\$ 7,000.00
127		4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	130	\$ 4.20	\$ 546.00
128		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	4,400	\$ 8.50	\$ 37,400.00
129		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	700	\$ 11.00	\$ 7,700.00
130		THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET N	SQFT	1,370	\$ 14.00	\$ 19,180.00
131		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	4,400	\$ 4.20	\$ 18,480.00
132		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	950	\$ 7.00	\$ 6,650.00
133		TEMPORARY LIGHTING SYSTEM (CITY)	LS	1	\$ 20,020.00	\$ 20,020.00
134		REMOVE ELECTROLIER	EA	8	\$ 710.00	\$ 5,680.00
135		REMOVING LIGHTING SYSTEMS (CITY)	LS	1	\$ 50,050.00	\$ 50,050.00
136		MOBILIZATION (10%)	LS	1	\$ 2,200,000.00	\$ 2,200,000.00
137	F	STRUCTURE BACKFILL (SLURRY CEMENT) (CRIB WALL)	CY	60	\$ 3,540.00	\$ 212,400.00
138		MODIFYING ELECTRICAL SYSTEMS (QUARTERS 9)	LS	1	\$ 51,480.00	\$ 51,480.00
139		RELOCATE FENCE	LF	26	\$ 134.00	\$ 3,484.00
140		CONCRETE BARRIER (TYPE K)	LF	460	\$ 87.00	\$ 40,020.00
141		CRASH CUSHION (ABSORB 350)	EA	1	\$ 49,350.00	\$ 49,350.00
142		PERMEATION GROUTING (ZONE 1)	LS	1	\$ 214,700.00	\$ 214,700.00
143		PERMEATION GROUTING (ZONE 2)	LS	1	\$ 436,600.00	\$ 436,600.00
Total Bid						\$ 22,132,978.00

Attachment 2
Hillcrest Road Improvement Project
Supplemental Work Items and State/Agency Furnished Materials - Estimated Costs

Supplemental Work Funding Included in Construction Budget		Amount
1	PROTECT EXISTING UNDERGROUND FACILITIES	\$100,000
2	ADDITIONAL UNDERGROUND FACILITIES	\$100,000
3	BIRD PROTECTION	\$20,000
4	MAINTAIN TRAFFIC	\$62,500
5	ADDITIONAL MONITORING	\$50,000
6	REMOVE UNSUITABLE MATERIAL	\$60,000
7	REMOVE BURIED MANMADE OBJECTS	\$100,000
8	UNFORSEEN SITE CONDITIONS	\$100,000
9	ADDITIONAL EXCAVATION AND/OR BACKFILL	\$50,000
10	ADDITIONAL EXCAVATION (HAZARDOUS MATERIAL) (ADL)	\$80,000
11	ADDITIONAL PAVING ASPHALT	\$50,000
12	SOIL NAIL OVERBREAK	\$100,000
13	ACCESS LIMITATION AND WORK OVER THE PORTAL	\$500,000
14	ADDITIONAL ARCHITECTURAL TREATMENT	\$100,000
15	ADDITIONAL WATER POLLUTION CONTROL	\$125,000
16	STORM WATER SAMPLING AND ANALYSIS	\$20,000
17	ADDITIONAL STRUCTURE REMOVAL	\$60,000
18	PARTNERING	\$25,000
19	ADDITIONAL US COAST GUARD REQUIREMENTS	\$50,000
20	ADDITIONAL CITY REQUIREMENTS	\$10,000
21	ADDITIONAL FENCE	\$50,000
SUBTOTAL SUPPLEMENTAL WORK ITEMS		\$1,812,500
Agency Furnished Materials & Expenses Funding Included in Construction Budget		
1	COZEEP CONTRACT	\$10,000
2	TRAFFIC MANAGEMENT PLAN PUBLIC INFORMATION	\$10,000
3	MONUMENT DISC	\$15,000
4	CONTRACTOR YARD	\$500,000
SUBTOTAL AGENCY FURNISHED MATERIALS AND EXPENSES		\$535,000
TOTAL SUPPLEMENTAL WORK ITEMS AND AGENCY FURNISHED MATERIALS AND EXPENSES		\$ 2,347,500
CONTINGENCY (8%)		\$ 1,694,099
ESTIMATED FINANCE COSTS		\$ 500,000
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL		\$ 4,541,599
CONSTRUCTION CONTRACT		\$ 22,132,978
TOTAL CONSTRUCTION ALLOTMENT		\$ 26,674,577

Attachment 3
YBI HILLCREST ROAD IMPROVEMENT PROJECT
DESIGN SERVICES DURING CONSTRUCTION

SCOPE OF WORK

Task 5 - Design Services During Construction (DSDC)

WMH Corporation (CONTRACTOR) and its subcontractors shall perform the following construction phase services as required up to the not-to-exceed contract limit for this Scope of Work.

5.1. Project Management and Administration

CONTRACTOR shall provide continued overall project management and administrative services in support of the construction phase work.

Construction duration is assumed to be 36 months. This may include the following effort:

- a. Project organization and technical oversight. This will be based upon the contractor's construction schedule - provided to CONTRACTOR by San Francisco County Transportation Authority (Transportation Authority)'s Resident Engineer (RE).
- b. Direct and coordinate the work of associated firms and subconsultants to ensure timely provision of staff, resources, and responses.
- c. Prepare and submit monthly progress reports to Transportation Authority as part of each invoice submittal.
- d. Prepare and submit monthly invoices to Transportation Authority.
- e. Periodic visits to the construction site.
- f. Route construction related technical correspondence utilizing the RE's SharePoint site. Record all written incoming and outgoing construction correspondence. Maintain technical project files.

5.2. Meetings

Prepare for and attend construction meetings, stakeholder agency meetings, technical meetings, and weekly coordination meetings with the construction management team.

5.3. Requests For Information

CONTRACTOR shall review and respond to written Requests-for-Information (RFIs), as defined below, and as requested by Transportation Authority's RE per the RE's Project SharePoint site.

RFI definition:

RFIs may only be submitted by the Prime Contractor. RFIs may not come directly from a contractor's subcontractor. RFIs must be in writing and may only be submitted on a RFI form, which is pre-approved by the Transportation Authority's Project Manager. The contractor shall clearly and concisely set forth the issue for which clarification or interpretation is sought and why a response is needed. In the RFI, the contractor shall set forth their own interpretation or understanding of the requirement along with reasons why they have reached such an understanding.

The CONTRACTOR will utilize the RE's SharePoint site to respond to RFIs as follows:

- The RE shall send an e-mail notification to the CONTRACTOR of a new RFI that is located on the Project SharePoint site.
- CONTRACTOR will evaluate the request and engage the appropriate Design Team members to respond.
- The Design Team will prepare and submit a Response to the RE for the RFI, including any necessary attachments, calculations, etc.
- The RE will review the Design Team response. If the RE concurs with the response, the Design Team will sign the Response, and then the RE will forward it to the contractor via SharePoint.
- If the RE has further comments, the Design Team will reevaluate and revise the response, and resubmit to the RE.
- This process will repeat until a satisfactory response is agreed upon by the RE and Design Team.

The CONTRACTOR shall respond to each RFI within 5 working days of receipt of notification. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

CONTRACTOR shall utilize the RE's SharePoint site to communicate, route and respond to all RFIs.

CONTRACTOR shall provide design clarifications and technical support to RE, as required.

All RFI review comments shall be tracked within the RE's SharePoint Project site.

5.4. Construction Submittals

CONTRACTOR shall review and respond to construction submittals as provided by the RE. The CONTRACTOR shall respond to each submittal within 5 working days of receipt, unless otherwise stated. If the CONTRACTOR requires additional time for review, then such need will be identified in the response. All Submittal review comments shall be tracked within the RE's SharePoint Project site. The revise and concurrence process will be similar to the RFI process described above.

Submittals may include but not limited to:

- Material samples
- Mock-up samples
- Catalog cuts
- Storage handling plans
- Operation plans
- Schedules
- Shop drawings
- Temporary structure plans

5.5. Geotechnical Engineering / Hazardous Materials Support

CONTRACTOR shall provide geotechnical engineering technical support during construction. Technical support will be provided as necessary for large excavations and backfill, and retaining walls, Loading Analysis vicinity I-80 Portal and Tunnel.

CONTRACTOR shall provide hazardous materials technical support as necessary for excavated soil that may be placed or processed on Treasure Island, or hauled off-site, and any coordination with Department of Toxic Substances Control, TIDA, and State/Regional Water Boards.

5.6. Contract Change Orders

The CONTRACTOR shall review and respond to contract change order proposals as provided by the RE, and agreed to by the Transportation Authority project manager.

The CONTRACTOR shall respond to each proposal within 5 working days of receipt. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

If the RE directs the CONTRACTOR to proceed with the contract change order, and it is also approved in advance by the Transportation Authority Project Manager, CONTRACTOR shall assist with the preparation of contract change order packages, including revisions to contract plans, quantities, and technical specifications.

CONTRACTOR may be asked by the RE or the Transportation Authority Project Manager to review a Cost Reduction Incentive Proposal (a.k.a. Value Engineering Change Proposal) generated by the construction contractor. The CONTRACTOR shall respond to each such proposal within 10 working days of receipt. If the CONTRACTOR requires additional time for review then the need will be identified in the response.

CONTRACTOR shall prepare Contract Change Orders to incorporate relevant review comments and responses - as part of the approved City Permit design package or the Caltrans Encroachment Permit. The CONTRACTOR requires 15 days to provide these contract change order packages following request by RE and Transportation Authority Project Manager to proceed.

5.7. As-Built Plans (Record Drawings)

CONTRACTOR shall prepare final As-Built Plans electronically based upon the red-line drawings provided by the RE, in accordance with Caltrans and the City and County of San Francisco drafting format and standards.

5.8. Closeout Activities

CONTRACTOR shall assist in performing closeout activities so that the Project may be completed in its entirety.

5.9 Miscellaneous Additional Services

The CONTRACTOR shall assist in permit, agreement, and certification coordination and compliance activities with various agencies, including but not limited to City of San Francisco, Caltrans, TIDA, Department of

Toxic Substances Control, US Coast Guard, State Water Resources Control Board.

The CONTRACTOR shall perform additional construction support services as directed by SFCTA. This may include the review of alternative construction methods, additional meetings, Treasure Island Community Development (TICD) coordination for adjacent projects, Westside Bridges, Multi-use Pathway project coordination, toll system integrator support, and/or assistance with Caltrans and City Agencies.