

**AMENDMENT TO AGREEMENT
BETWEEN THE COUNTY OF SAN MATEO AND
BKF ENGINEERS**

THIS AMENDMENT TO THE AGREEMENT, entered into this ____ day of _____, 20____, by and between the COUNTY OF SAN MATEO, hereinafter called "County," and BKF Engineers, hereinafter called "Contractor";

W I T N E S S E T H:

WHEREAS, pursuant to Government Code, Section 31000, County may contract with independent contractors for the furnishing of such services to or for County or any Department thereof;

WHEREAS, the parties entered into an Agreement for services to complete Phase 2 of the Midcoast Multimodal Trail (Segment 1) Project on February 14, 2017; and

WHEREAS, the parties wish to amend the Agreement by extending the term to December 31, 2018 and increasing the budget by \$62,400 with a not to exceed contract amount of \$512,400 in exchange for additional services;

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:

1. Section 3. Payments is amended to read as follows:

In no event shall County's total fiscal obligation under this Agreement exceed \$512,400 (Five Hundred Twelve Thousand Four Hundred Dollars).

2. Section 4. Term is amended to read as follows:

Subject to compliance with all terms and conditions, the term of this Agreement shall be from February 14, 2017 through December 31, 2018.

3. Original Exhibit A is amended to incorporate Exhibit A-1 in its entirety, as attached to this Amendment.

4. The third paragraph of Exhibit B is amended to read as follows:

In no case shall the total amount payable under this Agreement for the work indicated in attached Exhibit A and Exhibit A-1 exceed \$512,400 without prior written consent of County in the form of an amendment to this Agreement.

5. All other terms and conditions of the agreement dated February 14, 2017, between the County and Contractor shall remain in full force and effect.

In witness of and in agreement with this Agreement's terms, the parties, by their duly authorized representatives, affix their respective signatures:

For Contractor: BKF Engineers

David A. LaVelle
Contractor Signature

3-1-18
Date

David A. LaVelle
Contractor Name (please print)

COUNTY OF SAN MATEO

By:
President, Board of Supervisors, San Mateo County

Date:

ATTEST:

By:
Clerk of Said Board

Exhibit A-1

MIDCOAST MULTIMODAL TRAIL REVISIONS TO SCOPE OF WORK

ADDITIONS TO SCOPE OF WORK

1 – Caltrans Cultural Resources Documentation:

BKF, through their subconsultant - Placeworks will prepare Cultural Resources documentation in Caltrans format which will be reviewed, approved and signed by the Caltrans Office of Cultural Resources. This work is to address concerns regarding cultural resources stemming from the County's request for Caltrans to grant CEQA lead agency. The draft Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) were finalized based on Caltrans comments. In addition, an Environmentally Sensitive Area Action Plan was prepared per Caltrans request. Environmentally Sensitive Areas are locations where archaeological sites or other historic properties have been identified that need some measure of active protection during the implementation of the project. An ESA Action Plan delineates the properties to be protected, documents protective measures required, identifies responsible parties and their appropriate tasks, and outlines an anticipated schedule and process.

DELIVERABLES:

- 1. Final ASR*
- 2. Final HPSR*
- 3. ESA Action Plan*

2 – Amendment to IS/MND for Noise:

PlaceWorks will prepare updated documentation to account for noise impacts based on the pile installation for the retaining wall and pedestrian bridge during construction. Of the two locations, Caltrans has required driven piles for the bridge which differs from what was documented in the current version of the IS/MND. PlaceWorks will document the potential mitigation measures and work within the parameters of CEQA.

DELIVERABLES:

- 1. Amendment document for revised IS/MND*

3 – Formal Caltrans Type Selection Process:

Based on our experience and expectation, a formal Caltrans Type Selection process should not be applicable for a project sponsored, funded, owned and maintained by the County. However, Caltrans Office of Special Funded Projects (OSFP) required this process for the pedestrian bridge and retaining wall. This process included significantly more work than what was originally scoped for the project. In addition, during the Type Selection process, geotechnical concerns arose that influenced the design that had already proceeded at risk.

A formal Type Selection process includes providing formal draft Type Selection Reports, attending a formal Type Selection meeting at Caltrans Headquarters in Sacramento to discuss the findings of the draft report, preparing Type Selection meeting minutes for the Type Selection meeting, and providing formal responses to questions provided by Caltrans technical specialists during the Type Selection meeting in the final Type Selection reports. These tasks were required for both project structures and were each documented individually.

Additionally, coordination was required to determine whether a prefabricated bridge would be acceptable and a request for “Minor Bridge” classification was made to Caltrans in the form of a formal request letter by the County. Furthermore, the Caltrans steel bridge technical specialist provided comments requiring the pedestrian bridge be designed to the updated Caltrans *Seismic Design Specifications for Steel Bridges* dated May 2016. These design requirements would have meant significant changes to the design methods and construction details. Considerable effort was made coordinating directly with Caltrans OSFP and various prefabricated bridge manufacturers to negotiate a revised seismic design methodology that would meet Caltrans design philosophy while continuing to allow the use of the cost effective prefabricated bridge.

Finally, design for the retaining wall and pedestrian bridge was authorized to proceed prior to final geotechnical information. Once the geotechnical boring data became available, several areas of concern for foundations such as soft soils, settlement issues, liquefaction and lateral spreading became apparent. The original cast-in-place cantilever retaining wall needed to be revised to soldier pile type to account for soft soils and minimizing impacts to the adjacent highway during construction. Lateral spreading for the pedestrian bridge became a concern based on Caltrans Geotechnical Services request to adhere to the requirements of the Caltrans Memo-to-Designer 20-15, *Lateral Spreading Analysis for New and Existing Bridges*. Prior to this Parikh Geotechnical (BKF subconsultant) had indicated that lateral spreading was not a concern, but based on the new criteria their Preliminary Foundation Report (PFR) needed to be revised and indicate that lateral spreading was likely and mitigation would be necessary. The design for lateral spreading at the bridge abutments was not included in the original scope and fee.

DEDUCTIONS FROM ORIGINAL SCOPE OF WORK

1 – Placeworks PS&E:

Placeworks will reduce the level of effort for the PS&E based on the current state of design along with eliminating hydroseeding seed mix recommendations and specifications.

2 – WRA Permitting and Riparian Mitigation Monitoring Plan:

WRA will remove tasks related to preparation of application materials for the County's CDP, California Coastal Commission CDP, and related agency coordination and negotiations. In addition, the task for Riparian Mitigation Monitoring Plan (Revegetation Plan) has been removed and can be deferred.