

**Bay Area Toll Authority**  
**Oversight Committee**

**November 8, 2023**

**Agenda Item 4b - 23-1266**

**Contract – Interstate 580 (I-580) Richmond-San Rafael (RSR) Bridge Access Improvement  
Project - Construction Package “B2”:  
Ghilotti Bros., Inc. (\$3,793,619 plus a contingency of \$771,043)**

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**Subject:**

Request for Committee approval to enter into a contract with Ghilotti Bros., Inc., to construct a 10-ft wide bicycle and pedestrian pathway on East Francisco Boulevard in the City of San Rafael in an amount not to exceed \$3,793,619 plus a contingency of \$771,043.

**Background:**

The I-580 RSR Bridge Access Improvement Project (Project) is a pilot project that seeks to reduce congestion and travel time and accommodate pedestrian and bicycle travel along the I-580/RSR bridge corridor. (See Agenda Item 5a for a more general report on the pilot.) The Project consists of three major construction packages: Package A, B, and C. Package A, which added an eastbound traveled lane for peak period use only to the RSR bridge and a barrier-separated bike/pedestrian path connection from the Tewksberry Ave./Standard Ave. Intersection to Stenmark Drive in the City of Richmond, has been completed and was opened to users in April 2018. Package B consists of the addition of bike/pedestrian path connections to the RSR Bridge on both sides of and along the bridge. Due to anticipated funding shortfalls, Package B was divided into two separate packages. Package B1, which converted the existing shoulder on the upper deck of the RSR bridge to a moveable-barrier separated, two-way bicycle and pedestrian path connection from Stenmark Drive in Richmond to Main Street in San Rafael, was completed in November 2019 and is now open to the public. Package B2, which was deferred due to insufficient funding at the time, will construct a bicycle and pedestrian path on the west side of the RSR bridge in San Rafael, connecting the path from the Francisco Blvd/Grange Way Intersection to Main Street, built under Package B1. Package C consists of a contract with Lindsay Transportation Solutions, Inc., which was awarded in October 2017, to install, operate, and maintain the movable concrete barrier system referenced in Package B1.

Package B2 is the last outstanding component of the RSR Bridge Access Improvement Project. This is a permanent improvement that will close a major gap in the non-motorized network in southeast San Rafael by providing safe and comfortable access between the RSR Bridge, the San Francisco Bay Trail, and San Rafael’s active transportation network.. In April 2021, BATA was awarded a \$4.3M grant from Cycle 5 of the Regional Active Transportation Program for the construction of Package B2.

**Contractor Selection Process:**

On July 28, 2023, BATA issued an Invitation for Bid (IFB) for the I-580 Richmond-San Rafael Bridge Access Improvement Project – Construction Package “B2”. On August 8, 2023, BATA held a non-mandatory pre-bid conference, during which staff provided project information and answered questions.

Part 3 of the IFB, Paragraph 14. Basis of Award provided: “Award, if made, will be to the lowest responsible and responsive Bidder, based on the Total Contract Price.”

On September 7, 2023, one bid was received and opened at the public bid opening and is presented in the following table:

Ranking	Bidder	Location	Total Contract Price
1	Ghilotti Bros. Inc.	San Rafael, CA	\$3,793,619

The engineer’s estimate for the contract is \$4.1 million. The bid is approximately 8% less than the engineer’s estimate. Staff reviewed Ghilotti Bros., Inc.’s bid to confirm that it is both a responsible and responsive bid based on a review of all bid forms received as part of the bid, including its bid security bond, minimum insurance requirement certification, reference information from past projects, and the Schedule of Quantities and Prices. Additionally, on September 13, 2023, staff met with the Project team’s construction management consultant (WSP) and the design consultant (HNTB Corporation) to discuss the bid analysis. The consultant teams are of the opinion that the bid is not unbalanced and recommend staff move forward with award.

Lowest Bidder	Bid Amount	Contingency	Total Contract Allotment
Ghilotti Bros. Inc.	\$3,793,619	\$771,043	\$4,564,662

Staff is requesting a total contingency of \$771,043. This amount includes \$569,043, 15% of the contract bid price, to cover unknown project costs not included in the scope of work. Staff selected a 15% contingency due to the complexity of the project, which includes utility relocation and driveway reconstruction at multiple private properties. These construction activities increase the risk of coordination issues with multiple utility agencies and property owners and may result in subsequent contract change orders. The total contingency also includes \$202,000 for supplemental work items that may be required but cannot be quantified at this time.

Attachment A includes a summary of Ghilotti Bros., Inc. and its project team's small business and disadvantaged business enterprise status.

**Recommendations:**

Staff recommends that the Committee authorize the Executive Director or designee to award the contract for the I-580 Richmond-San Rafael Bridge Access Improvement Project - Construction Package "B2" to Ghilotti Bros., Inc., in the amount of \$3,793,619; and that a contract contingency of \$771,043 be authorized to be used at the Executive Director, or designee's discretion for changes not included in the scope of work.

**Attachments:**

- Attachment A: Contractor Disadvantaged Business Enterprise and Small Business Enterprise Status
- Request for Committee Approval – Summary of Proposed Contract



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Andrew B. Fremier

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

	<b>Firm Name</b>	<b>Role on Project</b>	<b>DBE* Yes / No</b>	<b>If DBE Yes, List #</b>	<b>SBE** Yes / No</b>	<b>If SBE Yes, List #</b>
Prime Contractor	Ghilotti Bros., Inc.	General Contractor	No		No	
Subcontractor	Olivera Fence	Fencing	No		No	
Subcontractor	Green Vista Landscape	Permanent Erosion Control	No		No	
Subcontractor	Farwest Safety Inc.	Signage	No		No	
Subcontractor	Chrisp Company	Striping	No		No	
Subcontractor	Tennyson Electric LLC	Electrical	No		No	

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

**Request for Committee Approval**

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**Summary of Proposed Contract**

Work Item No.: 8953

Consultant: Ghilotti Bros., Inc.  
San Rafael, CA

Work Project Title: Construction Agreement between BATA and Ghilotti Bros., Inc., for the construction of the I-580 Richmond-San Rafael Bridge Access Improvement Project – Construction Package “B2”

Purpose of Project: To accommodate pedestrian and bicycle travel along the I-580/RSR Bridge Corridor consistent with the continued construction of the San Francisco Bay Trail

Brief Scope of Work: Contractor shall perform civil construction services in accordance with Caltrans Construction Manual and Caltrans Standard Specifications and Plans for the construction of the Richmond-San Rafael Bridge Access Improvement Project – Construction Package “B2.”

Project Cost Not to Exceed: \$3,793,619, plus a contingency of \$771,043

Funding Source: Cycle 5 of the Regional Active Transportation Program  
Toll Bridge Rehabilitation Program

Fiscal Impact: Funds are included in the FY 2023-24 BATA Budget

Motion by Committee: As described above and in the BATA Oversight Committee Summary sheet dated November 8, 2023, that the Executive Director or designee is authorized to award a contract to Ghilotti Bros., Inc., for the construction of the I-580 Richmond-San Rafael Bridge Access Improvement Project – Construction Package “B2”, that a contract contingency be authorized to be used at the Executive Director, or designee’s discretion for changes not included in the scope of work, and that the Chief Financial Officer is authorized to set aside funds in the amount of \$3,793,619 for such construction agreement, and \$771,043 for a contract contingency.

Bay Area Toll Authority:

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Federal Glover, Chair