


Memo

Date: 4/30/2014

To: Board of Harbor Commissioners

From: Peter Grenell
General Manager 

Re: Additional Task for Moffatt & Nichol Engineers: Engineering Services for Pillar Point Harbor Romeo Pier Removal

RECOMMENDATION

Authorize the General Manager to direct Moffatt & Nichol to carry out an additional task under Paragraph C.4 of the District's contract with Moffatt & Nichol to provide engineering services for the Pillar Point Harbor Romeo Pier Removal including documenting pier conditions, prepare preliminary demolition plans, permitting and other regulatory assistance, and prepare construction bid documents including plans and technical specifications as set forth in the scope of services attached and incorporated by reference herein, in an amount not to exceed \$61,200.00, and adopt Resolution 11-14 to Amend the Operating and Capital Budget for FY 2013-14.

BACKGROUND

During the conduct of the Facilities Condition Survey by Moffatt & Nichol Engineers, District staff and consulting engineer became aware of the rapidly deteriorating condition of the Romeo Pier in Pillar Point's outer harbor in Princeton (see attached photos). The pier has been closed for safety reasons for several years. During the first part of 2014, high winds and other storm conditions have aggravated the pier's condition. Pieces of the pier have fallen into the water, and the main pier building is becoming

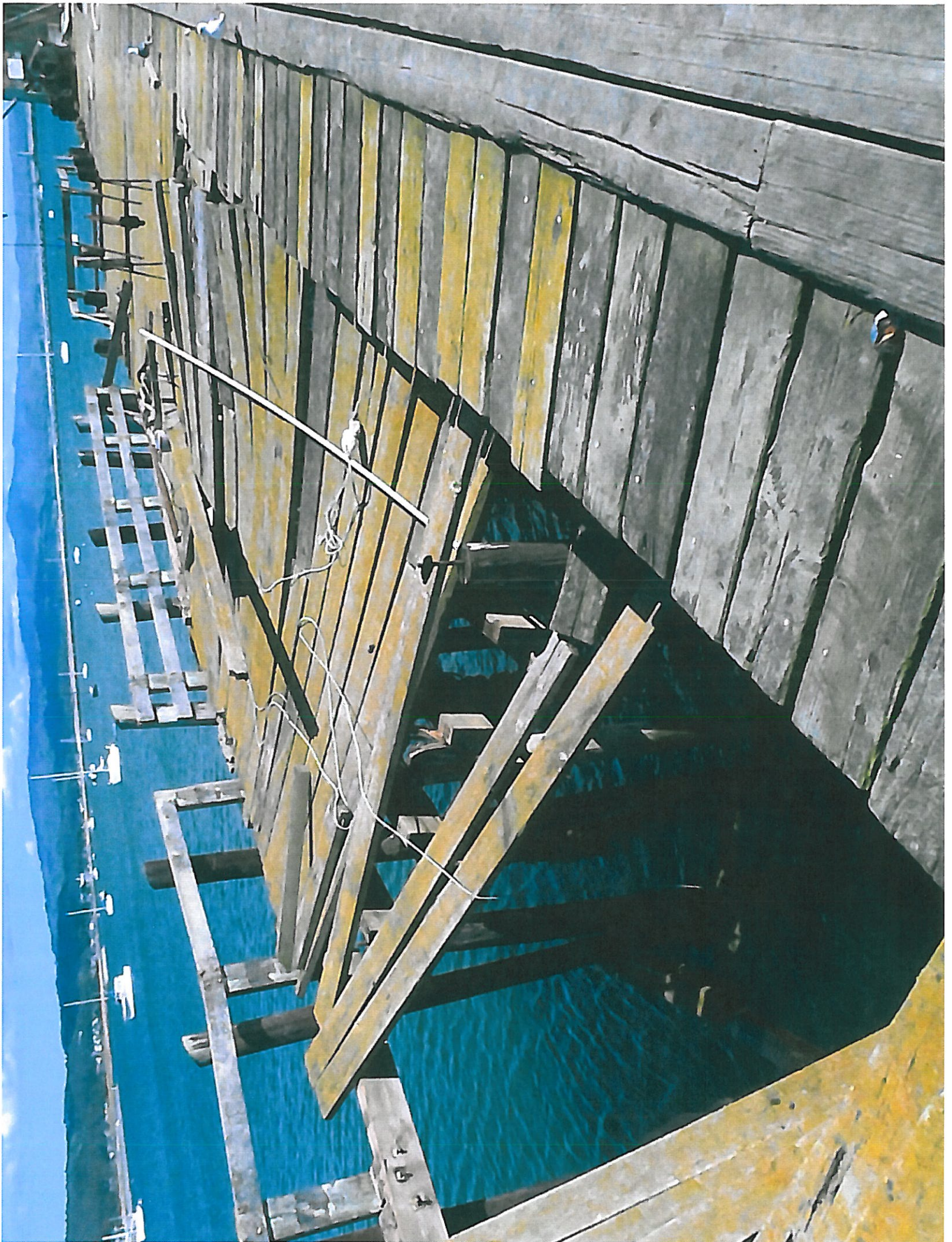
unstable. Staff has concluded that the pier should be fully or at least partially removed for safety and environmental protection reasons.

Staff has contacted the Coastal Commission regarding obtaining emergency removal approval of the pier. Coastal Commission staff were also asked about awarding mitigation credit to the Harbor District for the pier removal, as piers are considered to be fill. (Mitigation credits could be applied toward future in-water construction projects, including a possible new pier.) In order to comply with the Commission's removal permit conditions and to enable them to evaluate whether mitigation credit could be awarded, staff recommends adding an additional task to Moffatt & Nichol's facility condition survey agreement to enable them to prepare the necessary documentation for regulatory approval (Coastal Commission and other relevant agencies) and following removal action by the Harbor Commission (authorization to seek construction bids). (See attachments.)

The engineer's additional task will include cost estimating for total and partial removal. The recommended budget amendment resolution to enable this work (\$61,200 to come from reserves) is necessitated because this concern was unanticipated at the time this fiscal year's budget was adopted.

**NO
TRESPASSING**











**Resolution 11-14
to
Amend the Fiscal Year 2013-2014
Integrated Operating and Capital Budget
of the
San Mateo County Harbor District
for
Operating and Capital Expenditures**

Whereas, the Board of Harbor Commissioners, through Resolution 12-13, adopted the Final Integrated Operating and Capital Budget for Fiscal Year 2013-14 on June 19, 2013, and

Whereas, subsequent to the adoption of the Final Integrated Operating Budget for Fiscal Year 2013-14 said Board authorized the execution of contracts for operating expenditures, and

Whereas, fulfillment of these contracts will require additional appropriation authority by the Commission for Pillar Point Harbor Budget.

Now, Therefore, Be It Resolved that an Amendment to the Final Integrated Operating and Capital Budget for Fiscal Year 2013-14 of an additional \$61,200 as set forth in Exhibit A, attached hereto and by reference incorporated herein, be adopted for Fiscal Year 2013-14.

Approved this 7th day of May 2014 at the regular meeting of the Board of Harbor Commissioners by a recorded vote as follows:

For:

Against:

Absent:

Attested

BOARD OF HARBOR COMMISSIONERS

Debbie Nixon
Deputy Secretary

Robert Bernardo
President

Exhibit A

The Fiscal Year 2013-14 Budget that was adopted by Resolution 12-13 on June 19, 2013 needs to be amended due to increased operating costs for the fiscal year and are listed as follows:

Increase Consulting for Romeo Pier Demolition Engineering ¹	\$ <u>61,200</u>
Amended 13-14 Budget	\$ 61,200

1. Moffatt & Nichol will provide engineering services with regard to demolition of Romeo Pier. This project became urgent in FY 2013-14 due to the increased dilapidation of the pier and this budget adjustment is needed to address the initial costs of the project. It was not in the original budget for FY 2013-14.



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April 10, 2014

Peter Grenell, General Manager
San Mateo County Harbor District
400 Oyster Point Blvd, Suite 300
South San Francisco, CA 94080

Subject: **Proposal to Provide Engineering Services for Romeo Pier Removal**

M&N Project No. PWCGEN-19

Dear Peter,

We are writing to describe the services that we propose to provide to the San Mateo County Harbor District (the Harbor District) to assist in the preparation of construction documents to remove the Romeo Pier; a timber pier within the outer breakwater at Pillar Point Harbor. The pile structure has recently started to collapse due to its age and state of deterioration of the supporting members. An evaluation of the pier was performed in 1998 which recommended the pier be replaced at that time. The structure is at the end of its useful life and the Harbor District would like to remove the structure in order to reduce risk of injury or damage due to the collapse of the pier into the ocean water.

Based upon this, we propose to provide the following engineering services to the Harbor District.

SCOPE OF WORK

Construction Documents

1. Review existing drawings, reports, and other relevant documents that pertain to the construction and repair of the pier.
2. Conduct up to 2 site visits to document conditions of the pier. During the site visit we will verify dimensions and observe the overall condition of the pier, in addition we will:
 - Obtain samples of the painted timber on the buildings on the pier and have it tested for the 17 hazardous material metals (CAM-17) per California Administration Manual (CCR Title 23).
 - Prepare a a photographic record of existing conditions that will be documented for inclusion into the bid document package and to provide record of the pier for

the historic record. We will consult with and coordinate the efforts of the Half Moon Bay Historic Association in preparing the photographic records.

3. Prepare preliminary demolition plans and estimate quantities of pile and deck removal for use by the District to prepare permit applications.
4. Assist the District in their preparation Army Corps and Regional Water Board permit applications for the removal of the pier, if required. If consultation with other resource agencies (National Marine Fisheries, Fish & Wildlife Service, and Fish & Game) is required for the Corps permit, we will facilitate the process by contacting the appropriate agency staff.
5. Prepare a Bid Document package for the District, which will consist of the Bid Schedule, Design Drawings, and Technical Specifications. We assume the District will provide us with Standard General Conditions, review the Bid Document package, and issue the actual Call for Bids.

Bid Support

- Assist the District with identifying likely contractors for the work, answering questions related to the Call for Bids, attending a pre-Bid meeting, and providing assistance with Contractor selection.

Construction support

- Provide engineering support during construction by answering Requests for Information and attending up to 3 half-day meetings or site visits during the progress of the work.



FEE & SCHEDULE

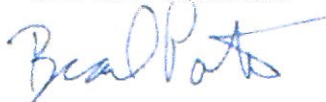
We anticipate the following schedule for the proposed scope of work.

Task	Schedule	Fee
Construction Documents		\$38,500
Review Documents / Conduct Site Visits	3 wks from NTP	
Prepare Preliminary Demolition Plans	6 wks from NTP	
Prepare Draft Bid Document Package	12 wks from NTP	
Prepare Final Bid Document Package	2 wks from receipt of comments	
Provide Bid Support	6-8 wks	\$ 6,800
Provide Engineering Support During Construction	6-12 wks	\$15,900
Total		\$61,200

We propose to provide these services on a time and material basis per our standard rates; we anticipate that the total will not exceed \$61,200 and will not exceed this amount without your prior written approval.

We assume that if this proposal is accepted by the Harbor District they will provide a form of contract to provide these services.

Sincerely,
MOFFATT & NICHOL



Brad Porter, PE
Project Manager



MEMORANDUM

To: Peter Grenell, General Manager, SMCHD

From: Brad Porter, PE

Date: April 21, 2014

Subject: Romeo Pier Removal Method

M&N Job No.: 8281-03

The purpose of this memorandum is to describe the anticipated construction methods to remove the timber from the existing Romeo Pier (see Figure 1 and Figure 5) located in Pillar Point Harbor (see Figure 2). The final construction methods will be determined by the construction contractor once the project is awarded, based upon the requirements and review by the San Mateo County Harbor District.



Figure 1 Romeo Pier in 2000

All locations

Because of the deteriorated condition of the Pier, it is anticipated that the equipment to remove the timber will be staged from the water or the beach.

The piles will be removed with a vibratory hammer for their entire length where possible. Due to the deteriorated condition of many of the piles below the waterline it would not be possible to vibrate these out, those piles will be broken off with a cable attachment as far below the sand line as possible and as much of the pile extracted as practical.

It is anticipated that the timber will be classified as construction debris and can be disposed of at a landfill in the San Francisco Bay Area. The timber will be tested for classification for proper disposal. The piles may have creosote treatment and the deck timbers may have been treated with preservatives. The buildings on top of the pier will be tested for the 17 components required by the California Administrative Manual (CAM – 17).

Loading of the material and transport will be performed in accordance with all applicable regulations for demolition using standard available construction equipment.

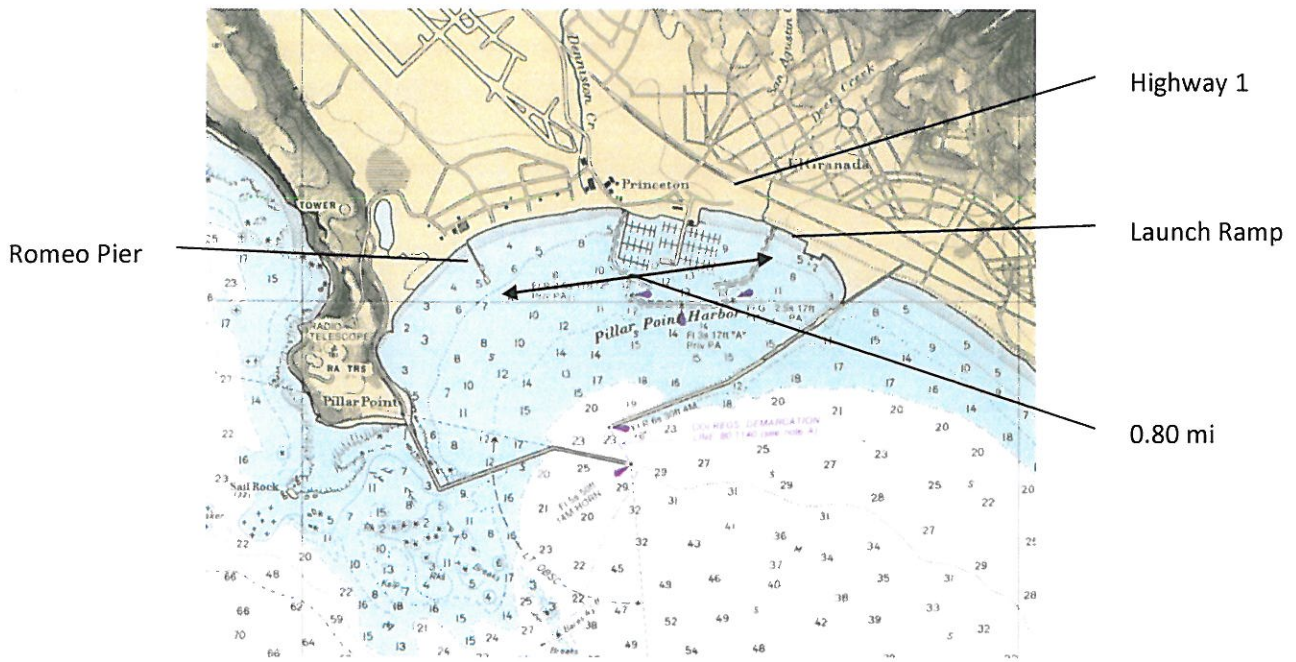


Figure 2 Pillar Point Harbor

Outer Pier

The majority of the timber (approximately 80%) is located on the outer 300 feet of the pier, which is the widened portion where the buildings are located. This portion would be removed by a floating barge mounted crane where there is adequate depth to access (see Figure 4). The buildings and wharf would be removed by the crane and loaded onto a smaller barge; it is not likely that the barge will have capacity to hold all of the timber from the removal so it would periodically be towed to the boat ramp located within the Harbor (see Figure 4) where the timber would be removed with a land-based mobile crane onto trucks for transport to the appropriate landfill. It is anticipated that at least 75% of the timber will be removed in this fashion.

Landward Trestle

The landward portion of the pier is too shallow for the crane barge to access; this is the trestle portion that leads from the land out to the wider wharf. It is anticipated that a mobile crane- either a track



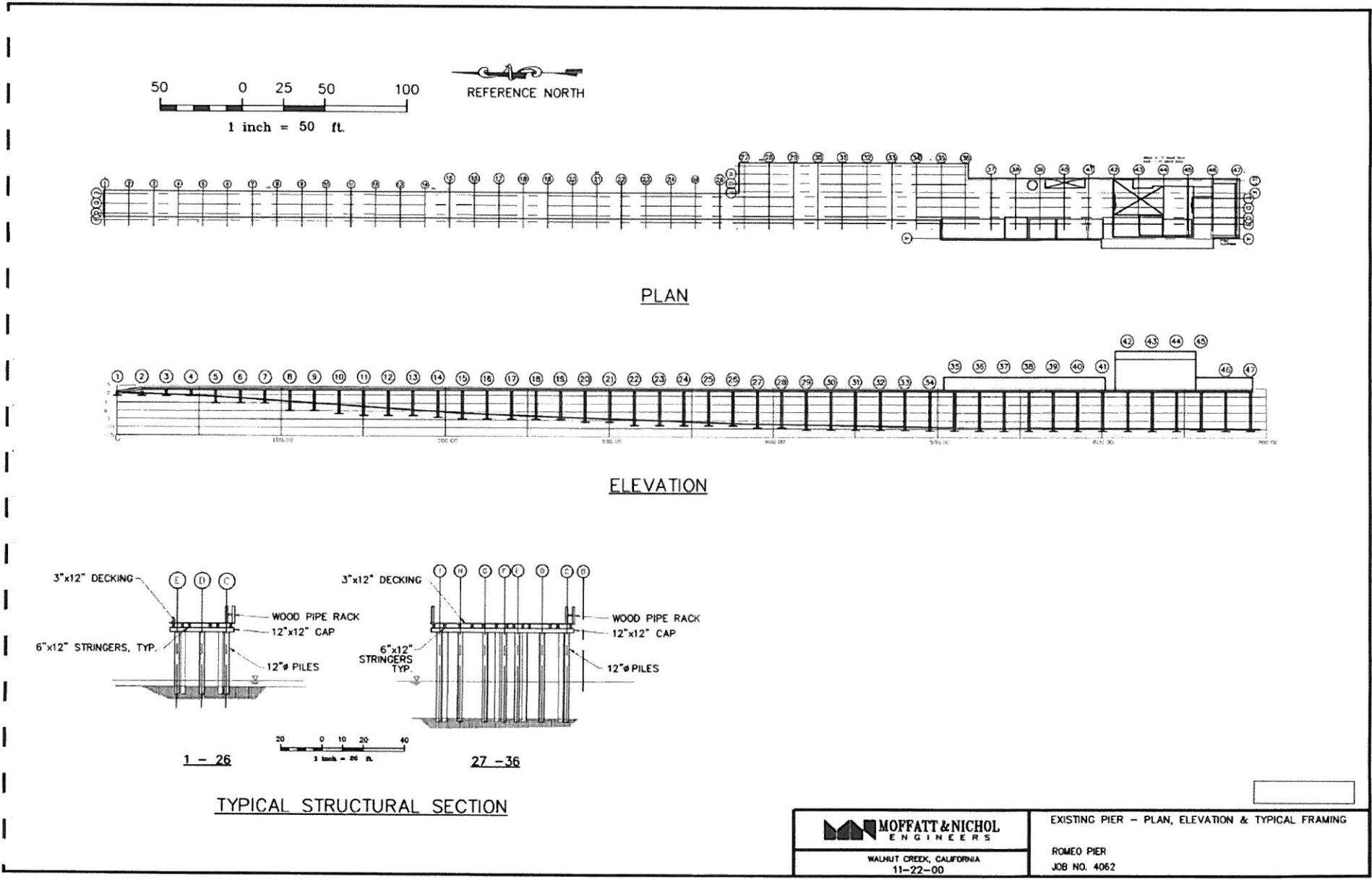
mounted crawler crane or rubber tired crane- would access the pier at lower tides from the sand beach and reach out to remove the decking. The material would then be loaded on to an adjacent truck for transport to the landfill.



Figure 3 Barge Mounted Crane and Vibratory Hammer



Figure 4 Offloading Material at Boat Ramp with Containment Boom



MOFFATT & NICHOL
ENGINEERS
WALNUT CREEK, CALIFORNIA
11-22-00

EXISTING PIER - PLAN, ELEVATION & TYPICAL FRAMING
ROMEO PIER
JOB NO. 4062

Figure 5 Pier Plan and Elevation