



Agenda Item No. _____

File Code No. 530.04

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 10, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Contract For Final Design Of The Chapala Street Bridge Replacement Project

RECOMMENDATION:

That Council authorize the Public Works Director to execute a City Professional Services contract with Drake Haglan & Associates, in a form acceptable to the City Attorney, in the amount of \$385,801.53 for design services for the Chapala Street Bridge Replacement Project, and authorize the Public Works Director to approve expenditures of up to \$38,580 for extra services of Drake Haglan & Associates that may result from necessary changes in the scope of work.

DISCUSSION:

BACKGROUND

On January 26, 2010, Council authorized a contract with Drake Haglan & Associates (DHA) for preliminary design services for the Chapala Street Bridge Replacement Project (Project). On February 2, 2012, the Planning Commission adopted the Mitigated Declaration and approved the Project's Coastal Development Permit (Resolution 003-12). The Project is now ready to move into the final design phase and return to the Historic Landmarks Commission for design approval.

The replacement of this structurally deficient bridge is being funded by the Federal Highway Bridge Program (HBP). Federal HBP funds will reimburse the City 88.53% of the design, right-of-way, and construction costs. State toll credit funds will provide the local match for the right-of-way and construction phases, leaving the City to pay only 11.47% of the design costs.

The existing Chapala Street Bridge is a simple-span timber beam bridge, and is set on a 66-degree skewed angle. The bridge, built circa 1920, is resting on sandstone abutments. Due to the high angled skew, the end spans are supported on triangular riveted steel pony trusses. Sometime after 1973, the bridge was closed to traffic until it

was completely reconstructed in early 1976, leaving the original structural system (trusses) and abutments as the only bridge components from the original bridge. After reconstruction, Caltrans again found the trusses to be substandard, so the trusses were modified in mid-1976 to increase their stability. However, after Chapala Street was closed to through traffic due to construction of the cross-town freeway, Caltrans was again concerned about the stability of the trusses. Subsequently, Caltrans performed another structural analysis, resulting in the City adding sidewalks to keep traffic in the center of the street and away from the bridge's edge near the trusses. In 2006, Caltrans officially posted the bridge for a maximum of 15-tons gross vehicle load.

PROJECT DESCRIPTION

The Project involves demolishing the existing 4,655-square feet bridge deck and replacing it with a 2,740-square feet bridge deck. The south side of the new bridge deck would be supported on piles and a foundation behind the existing sandstone abutment. The north side of the new bridge would be supported by a new abutment that would be located in the same location as the existing sandstone wall. In consensus with Creeks and Transportation staff recommendations, and as approved by the Planning Commission, the new bridge will be reduced in width and still able to provide one vehicular lane in each direction and a five-foot sidewalk on each side.

The northerly bridge abutment will be immediately adjacent to the proposed Lower Mission Creek Flood Control Project (LMCFP) bypass box culvert. Due to the close proximity, the box culvert is planned to be constructed as a bid alternative to the Project in effort to limit construction disturbance in this area.

DESIGN PHASE CONSULTANT ENGINEERING SERVICES

DHA was selected according to the Request for Qualifications method described in the Caltrans Local Assistance Procedures Manual. In 2010, Council awarded only the Preliminary Design to DHA, as there were insufficient federal funds authorized for the project at that time to complete the final design. In March 2012, FHWA authorized additional grant funds for the Project. Staff negotiations with DHA produced a fair and reasonable cost in the amount of \$385,801.53 for final design and expenditures of up to \$38,580 for extra services of DHA that may result from necessary changes in the scope of work.

COMMUNITY OUTREACH

The Project went before the Historic Landmarks Commission for two concept reviews and for the acceptance of the Cultural Resource Reports. It also went to the Planning Commission on two occasions for the Environmental Scoping Hearing and adoption of the Mitigated Negative Declaration and approval of the Coastal Development Permit. The Project is required to return to the Historic Landmarks Commission for Design Approval and to the Parks Commission for tree removal in the public right-of-way. All of the hearings will be publicly noticed.

When the construction contract is awarded, notifications by mail, including fact sheets in both English and Spanish, will be sent out to owners and residents providing basic Project related information, including the dedicated Project phone number and website address. Pre-construction public meetings will be held to inform owners and residents of the construction timeline and review the Project's details. Planned outreach methods during construction include Project road signs, City Television updates, local media press releases, and a ribbon cutting ceremony for the completed bridge.

FUNDING

The following summarizes estimated total Project costs. The Federal HBP will pay 88.53% of eligible design, right-of-way, and construction costs. State toll credit funding sources provide the local match for the right-of-way and construction phases with the City share of 11.47% for the design phase only.

The following summarizes all estimated total Project costs:

ESTIMATED TOTAL PROJECT COST

Design	FHWA Share	State* Share	City Share	Total Cost
<i>Design Phase</i>				
Preliminary Design (by contract with DHA)	\$153,852	\$0	\$19,933	\$173,785
Final Design (this contract with DHA)	\$375,705	\$0	\$48,677	\$424,382
Environmental Review and Permits	\$111,359	\$0	\$14,428	\$125,787
Survey	\$13,260	\$0	\$1,718	\$14,978
City Staff Project Management & Review	\$182,652	\$0	\$42,348	\$225,000
<i>Subtotal (Design)</i>	\$836,828	\$0	\$127,104	\$963,932
<i>Right-of-way Phase</i>				
Temporary Construction Easements	\$291,450	\$37,760	\$0	\$329,210
<i>Subtotal (Right-of-way)</i>	\$291,450	\$37,760	\$0	\$329,210
<i>Construction Phase</i>				
Construction	\$1,133,184	\$146,816	\$0	\$1,280,000
Construction Engineering	\$169,978	\$22,022	\$0	\$192,000
Contingency	\$113,318	\$14,682	\$0	\$128,000
<i>Subtotal (Construction)</i>	\$1,416,480	\$183,520	\$0	\$1,600,000
TOTAL PROJECT COST	\$2,544,758	\$221,280	\$127,104	\$2,893,142

*State Toll Credit Funds

There are sufficient funds in the Streets Capital Program to cover the City share for the Project.

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SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office