



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: June 12, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Appropriation Of Highway Bridge Program Funding For The Right Of Way Phase Of The Chapala Street Bridge Replacement Project

RECOMMENDATION: That Council:

- A. Accept Federal Highway Administration Highway Bridge Program Grant funding in the total amount of \$291,450 for the Right of Way Phase of the Chapala Street Bridge Replacement Project; and
- B. Authorize the increase of estimated revenues and appropriations in the Fiscal Year 2012 Streets Grants Capital Fund by \$291,450 for the Chapala Street Bridge Replacement Project.

DISCUSSION:

BACKGROUND

On April 10, 2012, Council authorized a contract with Drake Haglan and Associates (DHA) for final design services for the Chapala Street Bridge Replacement Project (Project). On April 12, 2012, the City received authorization to begin the right of way phase of the Project in the amount of \$291,450. However, before work can proceed on the ROW phase of the Project, the Council must accept the grant and appropriate the \$291,450 into the Streets Grants Capital Fund budget. The replacement of this structurally deficient bridge is primarily funded by the Federal Highway Bridge Program (HBP), as described in the Funding section.

The existing Chapala Street Bridge (Bridge) is a simple-span timber beam bridge. The Bridge was built in 1920 and rests on sandstone abutments. 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 components from the original Bridge. After reconstruction, Caltrans found the trusses to be substandard, and they 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

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performed another structural analysis resulting in the addition of sidewalks to keep traffic in the center of the street and away from the edge of the Bridge 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 foot bridge deck and replacing it with a 2,740 square foot 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 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 but still able to provide one vehicular lane in each direction and a five-foot sidewalk on each side.

The right of way phase of the project will involve acquisition of five temporary construction easements and one small permanent easement for construction of this Project.

COMMUNITY OUTREACH

The Project went before the Historic Landmarks Commission (HLC) for two concept reviews and for the acceptance of the Cultural Resource Reports. It also went before the Planning Commission on two occasions for the environmental scoping hearing, 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 removal of a tree in the public right of way. All of the hearings were or 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 residents and adjacent property owners providing basic Project related information, including the dedicated Project phone number and website address. Pre-construction public meetings will be held to inform residents of the construction timeline and review Project details. Planned outreach methods during construction include Project road signs, City TV updates, local media press releases, and a ribbon-cutting ceremony for the completed Bridge.

FUNDING

The following summarizes estimated total Project costs with the City's share at 11.47 percent for the design phase only plus minor non-reimbursable staff costs prior to grant fund authorization. The Federal HBP share will pay for 88.53 percent of the design, right of way, and construction costs. Federally obligated toll credits will provide the local match of 11.47 percent for the right of way and construction phases of the Project.

The following summarizes all estimated total Project costs:

ESTIMATED TOTAL PROJECT COST

Design	Federal Share	Toll Credit* 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	\$258,021	\$33,429	\$0	\$291,450
<i>Subtotal (Right of Way)</i>	\$258,021	\$33,429	\$0	\$291,450
<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	\$2,511,329	\$216,949	\$127,104	\$2,855,382

*Toll Credit Funds

There are sufficient appropriations in the Streets Fund 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