



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: January 26, 2010

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Contract For Preliminary Design Of The Chapala Street Bridge Seismic Retrofit Project

RECOMMENDATION: That Council:

- A. Accept Federal Highway Administration (FHWA) Highway Bridge Program (HBP) grant funding in the total amount of \$177,060;
- B. Authorize the increase of estimated revenues and appropriations by \$177,060 in the Fiscal Year 2010 Streets Fund for design of the Chapala Street Bridge Seismic Retrofit Project (Project); and
- C. Authorize the Public Works Director to execute a professional services contract with Drake Haglan and Associates (Drake Haglan) in the amount of \$157,987 for preliminary design services for the Project, and authorize the General Services Manager to approve expenditures of up to \$15,798 for extra services of Drake Haglan that may result from necessary changes in the scope of work.

DISCUSSION:

BACKGROUND

The Chapala Street Bridge (Bridge) was constructed in 1909 and its pony truss structure is one of only a few of its kind remaining in California. The Bridge has a history of sub-standard structural integrity that began shortly after Caltrans first inspected it in 1970. 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 the reconstruction, Caltrans again found the trusses to be substandard, so they were modified in mid-1976 to increase stability. In 1982, there was concern again about the stability of the trusses, and another analysis was done by Caltrans. As a result, sidewalks were added to keep traffic in the center of the street and away from the edge near the trusses. In 2006, Caltrans formally posted the Bridge for a maximum of 15 tons gross vehicle load.

The Bridge is in the Lower Mission Creek Flood Control Project (LMC Project) limits. Retrofitting and replacing structural elements of the Bridge is consistent with LMC Project goals. The Bridge has been identified as a potential candidate for inclusion on the National Record of Historic Places, and the California Register of Historic Resources. This designation has not yet been made, but will be an important consideration in design.

PROJECT DESCRIPTION

The City has initiated this Project to seismically retrofit and replace this structurally deficient bridge. It is anticipated that the replacement bridge will include re-using the historically significant trusses into the new bridge. It is anticipated the existing channel walls will remain in place and new structural elements will be added to carry the load of the new Bridge deck. Since this Bridge is listed on the Local Agency Seismic Retrofit Program, it has also been approved for funding as a seismic retrofit project under the Local Bridge Seismic Safety Program, and is subject to the provisions of the Proposition 1B Local Bridge Seismic Retrofit Account. This funding source provides the local match for the right of way and construction phases of the Project. Based on the structurally deficient condition of the Bridge, the Project is also eligible for replacement under the HBP. Therefore, the HBP will reimburse the City for 88.53% of design, right of way, and construction costs, leaving the City to pay 11.47% of only the design costs for the Project.

DESIGN PHASE ENGINEERING SERVICES

Engineering firms were selected as part of a Request For Qualifications process that followed Caltrans' requirements. Firms were rated based upon their qualifications and technical proposals. A short list of engineering firms was developed, and interviews were conducted with the top candidates. Based upon the proposals and interviews, the most qualified firm was asked to provide a cost proposal to perform the work. Negotiations with Drake Haglan produced a fair and reasonable price of \$157,987 for preliminary design services and \$15,798 for potential extra services for a total of \$173,785.

PUBLIC OUTREACH

The LMC Project has undergone extensive public review as memorialized in the Army Corps of Engineers Environmental Impact/Environmental Impact Statement (EIR/EIS). Drake Haglan has been directed to use the EIR/EIS as a basis for their design. In addition, there are elements of public outreach considered in the Drake Haglan's scope of services. This Project will also be reviewed by the Historic Landmarks Committee. Additional information is available to the public on the Public Works Department's Engineering Division webpage, under "Lower Mission Creek Bridge Projects".

FUNDING

The following summarizes estimated total Project costs, with the City's share being only 11.47% for design. The HBP will pay 88.53% of design, right of way, and construction costs. Proposition 1B funding sources provide the local match (11.47%) for the right of way and construction phases of the Project:

ESTIMATED TOTAL PROJECT COST

CHAPALA STREET BRIDGE SEISMIC RETROFIT				
Task	Total Cost	Federal Share	Prop 1B Share	City Share
Preliminary Engineering Design (By Contract)	\$173,785	\$153,852	\$0	\$19,933
Other Preliminary Design Costs (By Contract and City Staff)	\$26,215	\$23,208	\$0	\$3,007
<i>Subtotal Preliminary Design</i>	\$200,000	\$177,060	\$0	\$22,940
Estimated Final Design Costs (By Contract and City Staff)	\$323,785	\$286,647	\$0	\$37,138
Estimated Right of Way Costs (By Contract and City Staff)	\$355,000	\$314,282	\$40,718	\$0
Estimated Construction Costs (By Contract and City Staff)	\$1,800,000	\$1,593,540	\$206,460	\$0
<i>Subtotal Future Phases</i>	\$2,478,785	\$2,194,468	\$247,178	\$37,138
TOTAL PROJECT COST	\$2,678,785	\$2,371,528	\$247,178	\$60,078

On behalf of the FHWA, Caltrans has given the City approval to proceed with reimbursable work on the design phase. The net cost to the City for preliminary design is anticipated to be \$22,940. Appropriation of the HBP grant will provide sufficient funds to cover the cost for preliminary design. City match funds to complete the design were included in the Fiscal Year 2010 City budget.

Project costs will be reevaluated after the preliminary design is completed. At that time, staff will request an adjustment to approved amounts through FWHA/Caltrans to complete the design. After approval of adjusted amounts, staff will request Council's authorization to proceed with the final design and construction.

PREPARED BY: John Ewasiuk, Principal Civil Engineer/JC/sk

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office