



Agenda Item No. 3.

Staff Report

Date: February 9, 2016

To: Mayor Hoertkorn and Council Members

From: John Moe, Public Works Director

Subject: Staff Progress Report/Public Outreach - Winship Avenue Bridge Replacement Project
Town Project No. 9064-65; Federal-Aid Project No. BRLS-5176 (008)

Recommendation: Conduct a public meeting to discuss and receive input from the Council and the public related to the replacement of the Winship Avenue Bridge.

Purpose of Meeting:

The purpose of the public meeting is for the Town and its consultants, Quincy Engineering, to provide an update and to elicit input from the Town Council and public regarding the Winship Avenue Bridge Replacement project. Both Quincy Engineering and staff will be available to answer questions and discuss the bridge project.

Background and discussion:

Bridge Inspection Report

Every two years Caltrans performs inspections of Ross's six bridges and prepares a Bridge Inspection Report (BIR) for each bridge. The purpose of the inspections are to inventory the bridges (i.e. bridge type, year built, length, width, etc.) and examine and assess the physical and functional condition, in addition to the adequacy of the current conditions of the bridges. In particular, the BRI includes two assessments (Sufficiency Rating and Status) that are used to determine direction regarding maintenance, rehabilitation or replacement. Winship Bridge has had a Sufficiency Rating of just over 50 (out of 100 in the latest Structure Inventory and Appraisal Report) and a status of "Functionally Obsolete" (due to its substandard deck geometry) since at least 2007.

Caltrans Funding Programs

In 2006 Caltrans established the Bridge Preventive Maintenance Program (BPMP) for the purpose of helping local agencies extend the life of their bridges by performing certain maintenance activities that have been pre-approved by Federal Highway Administration (FHWA). Ross's BPMP for Winship Avenue Bridge was initially funded in June 2011 with \$46,478 (88.53% of \$52,500) from Caltrans. The Town contracted with California Infrastructure Consultancy (CIC) for \$65,176 in May 2012 to prepare a report to identify preliminary Engineering/Design Assessments for repairs, maintenance, and/or rehabilitation

of five bridges (Glenwood Avenue, Norwood Avenue, Shady Lane, Winship Avenue, and Sir Francis Drake Boulevard). The CIC report, with input from Caltrans, concluded that the Winship Avenue bridge's current structural conditions were too significant to be handled under the preventative maintenance program and that replacement rather than rehabilitation was determined for the bridge. The report also recommended that the bridge be moved from the BPMP program and into Caltrans's Highway Bridge Program (HBP) based on the following factors:

- Poor structural condition (the bridge is more than 90 years old and is beyond the expected service life 75 years) and the bridge could be at risk of collapse or failure if there is a significant seismic or flood event.
- Will not pass the design flood event (100 year flow)
- Identified by Caltrans as Functionally Obsolete (traveled way width)
- Does not meet current design standards for ADA requirements for pedestrian pathway
- Is on the Marin County Flood Control priority list for replacement
- Widening an earth-filled arch bridge would not be possible at this location due to the opening required within the flood way.

The CIC report further concluded that Winship Avenue Bridge is not historic and is ineligible for the National Register of Historic Places (NRHP) and that bridge acts as a hydraulic bottleneck during peak water flows, with one span nearly blocked and there is foundation scour, with a nearly four-foot-deep scour pool at the center pier. Winship Bridge is also on the Marin County Flood Control replacement priority list due to its inadequate waterway opening.

In July 2012, funds were allocated to the Town from the Caltrans HBP for the replacement of the bridge. In February 2013 the Town submitted a Request for Authorization (RFA) to Caltrans for the Preliminary Engineering phase for the Winship Avenue Bridge replacement project. Authorization to proceed was received from Caltrans in April 2013. A formal Request for Proposal (RFP) was issued (in conjunction with San Anselmo) in August 2013, and in September, six proposals for consideration were received. After evaluation of the proposals, three firms were interviewed on October 31, 2013, and Quincy Engineering was selected as the best candidate. Council authorized their contract February 13, 2014.

Scope of Work

Quincy's scope of work includes preliminary engineering, environmental clearance, right-of-way acquisition and design work necessary to replace the Winship Avenue Bridge (No. 27C-0074) in Ross. Said design would comply with all environmental requirements and would result in bid-ready PS&E packages to be submitted to the Town and Caltrans for construction approval.

Summary Replacement Approach

The proposed replacement bridge would be designed to be approximately 51 feet long, 30.33 feet wide with two 11 foot lanes with a 6 foot sidewalk on the north side of the bridge. The new bridge must provide an increased creek channel capacity while minimizing approach roadway impacts (adjoining property access). Thus, various bridge types will be considered including single- and two-span.

Fiscal, resource and timeline impacts:

This project is projected to be funded 88.53% from Caltrans reimbursement with the remaining 11.47% to come from State Toll Credit, for 100% funding. In addition, the Town has secured funding from Marin County Public Work, Flood Control Zone 9, to provide the Town the upfront cash flow needed plus pay for Town staff management costs.

The Town would expend the funds upfront then be reimbursed from Caltrans. The main source of the Town's advance funding is the Drainage Fund. The total estimated project cost for bridge design and environmental work including project engineering management is seven hundred twenty thousand seven hundred (\$720,700) dollars. The estimated cost to construct the bridge replacement is approximately \$1.7 million.

Next steps for the project would include implementing input received from our meeting tonight, continuing to develop and refine project details, prepare environmental technical studies leading to an approved environmental document. Once environmental clearance of a project alternative is completed the design team would complete final contract documents enabling the project to be advertised, a construction contractor selected and the project built.