



Napa County

Board Agenda Letter

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Board of Supervisors

Agenda Date: 7/13/2021

File ID #: 21-655

TO: Board of Supervisors

FROM: Steven Lederer - Director of Public Works

REPORT BY: Graham Wadsworth, P.E. - Engineering Supervisor

SUBJECT: Amendment to Professional Services Agreement No.170635B for Biggs Cardosa Associates, Inc. for the Dry Creek Road Bridge Replacement Project, RDS 15-22

RECOMMENDATION

Director of Public Works requests the following:

1. Approval of and authorization for the Chair to sign Amendment No. 1 to Agreement No. 170635B with Biggs Cardosa Associates, Inc. (BCA) to increase maximum compensation by \$371,054, for a new maximum of \$1,146,231 and extend the term for an additional four years for additional engineering services for the Dry Creek Road Bridge Replacement Project, RDS 15-22; and
2. Approval of a Budget Transfer for the following (4/5 vote required):
 - a. Increase appropriations by \$321,054 in the Measure T Non-Operating Special Revenue Fund to transfer to Program 14009 offset by use of its available fund balance; and
 - b. Increase appropriations by \$321,054 in the program 14009 (Dry Creek Road Bridge Replacement Project) budget offset by an increase in revenue from the transfer from the Measure T Special Revenue Fund (SRF) budget.

EXECUTIVE SUMMARY

The Dry Creek Road Bridge over Dry Creek is over 90 years old and is in need of replacement Caltrans identified the bridge is structurally deficient, functionally obsolete and unstable due to scour under the north abutment.

The existing bridge as an Off-System bridge and the replacement is eligible for 88.53% Highway Bridge Program (HBP) funding and 11.47% Toll Credits as the match for local funds. The County pays for expenses

and requests reimbursement from Caltrans.

In 2016, after reviewing statements of qualifications from seven consultants, Public Works staff identified the team led by Biggs Cardosa Associates as the most qualified team to provide the needed design services. On November 8, 2016, the Board of Supervisors approved an agreement with BCA to design the Project.

The design is 65% complete and the environmental studies are nearly complete. In 2018, the American Association of State Highway and Transportation Officials (AASHTO) released new design criteria, resulting in the need to update the design of the project to meet the new code requirement. During the environmental study phase, the regulatory agencies required unanticipated studies and mitigation requirements that are not included in the agreement. Also, over the past year, County staff learned that the right-of-way acquisition process will be more complex than anticipated.

The \$371,054 proposal to accomplish this added work and Amendment 1 are attached. Our goal is to complete the regulatory permit process and right-of-way acquisitions before 2023 and commence construction in the summer of 2023.

FISCAL & STRATEGIC PLAN IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
Where is it budgeted?	The project is currently budgeted in Fund 2040, Sub- Division 2040500 and Program 14009. In Fiscal Year 2016-17, the Board budgeted \$958,420 from the Roads Fund to cash flow the consultant and County staff expenses during design/engineering. For Amendment 1, the budget transfer will allow the County to use Measure T funds to cash flow this phase of design and engineering. As always we will work to maximize our reimbursement from Caltrans. All reimbursements will be returned to the source of the original funds (Roads or Measure T) for use on future projects.
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	The Dry Creek Road Bridge must be replaced. Failure to do so will ultimately result in the loss of use of the road between the Napa and Sonoma Valleys.
Is the general fund affected?	No
Future fiscal impact:	The Dry Creek Road Bridge Replacement Project is eligible for 100% Federal and Toll Credit funding; however, some expenses may not be eligible and will be paid for by the Roads fund and Measure T funds.

Consequences if not approved:	The County will forfeit Federal Highway Administration HBP grant funds, the County would not replace the existing bridge, and the County might be required to return the HBP funding received to date.
County Strategic Plan pillar addressed:	Livable Economy for All
Additional Information	None

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable. County staff and the consultant are preparing an Initial Study / Mitigated Negative Declaration for the Board to review at a future meeting.

BACKGROUND AND DISCUSSION

The Napa County Public Works Department is responsible for maintaining 78 bridges that are included in the National Bridge Inventory. The Federal Highway Administration (FHWA) provides Highway Bridge Program (HBP) funding to replace bridges when needed and the State of California Department of Transportation (Caltrans) administers the HBP in California.

On August 20, 2012, Caltrans issued a letter to Cities and Counties requesting local agencies to review their public highway bridges for potential replacement, rehabilitation, or preventive maintenance and to take necessary actions to address any public safety issues and to extend the life of our bridge inventory. County staff evaluated fourteen (14) bridges and prioritized eight (8) bridges for the first phase of the HBP. Caltrans and the FHWA programmed HBP funding to replace the following bridges:

1. Dry Creek Road Bridge over Dry Creek (21C-0056)
2. Chiles - Pope Valley Road Bridge over Chiles Creek (21C-0075)
3. Greenwood Avenue Bridge over Garnett Creek (21C0042)
4. Loma Vista Drive Bridge over Soda Creek (21C-0080)
5. Hardin Road Bridge over Maxwell Creek (21C-0058)
6. Soda Canyon Road Bridge over Soda Creek (21C-0088)
7. Conn Valley Road Bridge over Conn Creek (21C-0077)
8. Berryessa-Knoxville Road Bridge over Eticuera Creek (21C-0074)

The Dry Creek Road Bridge over Dry Creek (0.8miles west of Mt. Veeder Rd.) is over 90 years old. Caltrans identified the bridge is structurally deficient, functionally obsolete and “unstable for calculated scour for the NBIE 113, Scour Critical Bridges due to scour under the north abutment”. The Sufficiency Rating (SR) rating of 18.0 (on a scale of 100) is the lowest of all the 14 bridges evaluated. The substructure of the existing bridge has cracking and weathering of the mortar in the joints of the stone masonry abutments. The top section of the retaining wall near the north abutment has broken away and is leaning outward horizontally. The width is only 18 feet between the barriers, which does not meet the AASHTO standard of 11-foot minimum lanes.

Caltrans designated Dry Creek Road Bridge as an Off-System bridge and it is eligible for 88.53% HBP funding and 11.47% Toll Credits funding as the match for local funds. After reviewing statements of qualifications from seven consultants, Public Works staff identified the team led by Biggs Cardosa Associates as the most qualified team to provide the design services. On November 8, 2016, the Board of Supervisors approved an agreement with BCA to design the Project.

The proposed bridge structure would consist of an approximately 80-foot-long by 32-foot-wide single-span concrete slab bridge on pre-cast and pre-stressed concrete girders. The project also includes 900 feet of new roadway to remove two curves in Dry Creek Road. County staff anticipates that the contractor will build the project in four stages to minimize the disruption to traffic and this would require work in Dry Creek over two summers.

The design is 65% complete and the environmental studies are nearly complete. In 2018, the American Association of State Highway and Transportation Officials (AASHTO) released new design criteria and BCA needs to update the design of the project to meet the new code requirement. Also, during the environmental study phase, the regulatory agencies required unanticipated studies and mitigation requirements that are not included in the agreement. Over the past year, County staff learned that the right-of-way acquisition process will be more complex than anticipated and requested a proposal for the out-of-scope work. The \$371,054 proposal and Amendment 1 are attached to this Board Agenda Letter. The amendment is broken down to the following seven sections:

1. HBP Funding Support
2. Design Code Update
3. Incorporation of AT&T Relocation Plans
4. Environmental Clearance and Permit Requirements / Regulatory Update
5. Water Quality Concept Plan Redesign
6. Revegetation and Creek Mitigation Requirements
7. Right-of-Way Coordination and Public Outreach Plan Update

Our goal is to complete the regulatory permit process and right-of-way acquisitions before 2023, and to start construction in the summer of 2023.