



Legislation Details (With Text)

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Title: Director of Public Works requests the following actions for the Dry Creek Road Bridge Replacement Project:
1. Approval of and authorization for the Chair to sign Amendment No. 2 to Agreement No. 170635B with Biggs Cardosa Associates, Inc. (BCA) to increase maximum compensation by \$133,150, for a new maximum of \$1,279,391 for additional engineering services; and
2. Approval of a Budget Transfer for the following (4/5 vote required):
a. Increase appropriations by \$133,150 in the Measure T Non-Operating Special Revenue Fund (SRF) (Fund 2440, Org 1220053) to transfer to Project 14009 (Fund 2040, Org 2040500) offset by use of its available fund balance; and
b. Increase appropriations by \$133,150 in the Project 14009 budget offset by an increase in revenue from the transfer from the Measure T SRF budget.

Sponsors: Board of Supervisors

Indexes:

Code sections:

Attachments: 1. Agreement, 2. RDS 15-22 Budget

Date	Ver.	Action By	Action	Result
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TO: Board of Supervisors
FROM: Steven Lederer - Director of Public Works
REPORT BY: Graham Wadsworth, P.E. - Engineering Supervisor
SUBJECT: Amendment 2 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 actions for the Dry Creek Road Bridge Replacement Project:

- Approval of and authorization for the Chair to sign Amendment No. 2 to Agreement No. 170635B with Biggs Cardosa Associates, Inc. (BCA) to increase maximum compensation by \$133,150, for a new maximum of \$1,279,391 for additional engineering services; and
- Approval of a Budget Transfer for the following (4/5 vote required):

- a. Increase appropriations by \$133,150 in the Measure T Non-Operating Special Revenue Fund (SRF) (Fund 2440, Org 1220053) to transfer to Project 14009 (Fund 2040, Org 2040500) offset by use of its available fund balance; and
- b. Increase appropriations by \$133,150 in the Project 14009 budget offset by an increase in revenue from the transfer from the Measure T 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. Dry Creek Road is designated as a “minor collector”, the existing bridge is an “Off-System” bridge, and thus 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.

As a result of completing the 65% design and the environmental documents the following scope changes were identified: 1) In 2021, Caltrans changed the bridge design requirements, 2) the U. S. Army Corps of Engineers (USACE) added a new 404 permit requirement, 3) relocation of an AT&T pole requires an unanticipated bridge hanger design, 4) the stormwater design requires a non-standard bridge hanger design, 5) the property owners in the area requested a third design alternative analysis, and 6) the scope of services for a tree survey was amended.

The \$133,150 proposal to accomplish this added work and Amendment 2 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, so long as HBP construction funds are available.

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, Org 2040500 and Project 14009. For Amendment 2, 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 Measure T fund 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, would not replace the existing bridge, and might be required to return the HBP funding received to date.

County Strategic Plan pillar addressed: Livable Economy for All

Additional Information: 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. On July 13, the Board approved Amendment 1 and a \$321,054 budget transfer from the Measure T fund to cash flow this phase of design and engineering.

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 seven bridges.

The Dry Creek Road Bridge over Dry Creek (0.8 miles west of Mt. Veeder Rd.) is over 90 years old. Caltrans identified the bridge is structurally deficient, functionally obsolete and unstable 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.

Dry Creek Road is designated as a “minor collector”, the existing bridge is an “Off-System” bridge and thus the project is eligible for 88.53% HBP funding and 11.47% Toll Credits funding as the match for local funds. 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. On July 13, the Board approved Amendment 1.

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 documents are nearly complete. In 2021, Caltrans released a new Bridge Design Memo 9.4, resulting in the need to increase the bridge deck thickness to eight inches and update the design of the bridge foundation to meet the new code requirement. It was also determined that relocation of an AT&T facility and the design to meet stormwater requirements result in the need for a non-standard bridge hanger design unanticipated bridge hanger designs.

In August, the property owners who's lands would be affected by the new bridge requested analysis of a new alignment east of the existing bridge. While County staff sees many problems with this proposal, County staff nonetheless will request our consultant analyze this alternative conceptual design. In addition the scope of services for the tree survey was updated to include a licensed land surveyor to assist with accessing the private properties.

Recently, the USACE revised the Clean Water Act Section 404 permit requirement to add a new Aquatic Resource Delineation Report for wetlands.

The proposal and Amendment 2 are attached to this Board Agenda Letter and amendment 2 is broken down to the following sections:

1. Conceptual design and Feasibility Study of a third alignment alternative and public outreach
2. Right of entry by licensed land surveyor for the tree survey
3. Aquatic Resource Delineation Report
4. Regulatory Permit Support (Optional)
5. Bridge design updates

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.