



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Public Works



Date: April 28, 2015
Board Meeting Date: July 21, 2015
Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors

From: James C. Porter, Director of Public Works

Subject: Plans and Specifications for Reconstruction of County Bridge No. 67 (State Bridge No. 35C-043) on the Lower Crystal Springs Dam in the Unincorporated Area of San Mateo County [Federal Aid Project No. BRLO-5935 (053) (County Project No. R1103)]

RECOMMENDATION:

Resolution:

- A) Adopting plans and specifications, including conformance with Federal prevailing wage scale requirements, for the Reconstruction of County Bridge No. 67 (State Bridge No. 35C-043) on the Lower Crystal Springs Dam in the Unincorporated Area of San Mateo County; and
- B) Authorizing the Director of Public Works to call for sealed proposals to be received by Thursday, October 1, 2015 at 2:30 p.m., in the office of the County Manager/Clerk of the Board of Supervisors.

BACKGROUND:

On October 16, 2007, your Board adopted Resolution No. 069064, which authorized the execution of an Agreement for Engineering Services with Parsons Brinckerhoff, Inc., formerly PB Americas, Inc., in connection with the preparation of design plans and specifications for the Crystal Springs Dam Bridge (CSDB) Replacement Project. On December 11, 2012, your Board adopted Resolution No. 072312, which extended the term of the Agreement and increased the amount of the Agreement to enable completion of the design plans and specifications.

On May 6, 2008, your Board adopted Resolution No. 069402, which authorized an agreement with Pacific Gas and Electric Company (PG&E) for the construction and cost responsibilities associated with PG&E's 230kV transmission line in connection with the CSDB Replacement Project. The Agreement memorialized the terms and conditions

related to the longitudinal location of PG&E's transmission line to be located within the replacement bridge structure and that the costs associated with design and construction of these facilities are to be paid by PG&E.

On December 1, 2009, your Board adopted Resolution No. 070543, which certified the Mitigated Negative Declaration for the CSDB Replacement Project, which included the demolition and removal of the existing bridge and construction of the replacement bridge.

On June 8, 2010, your Board adopted Resolution No. 070855, which adopted plans and specifications, and authorized the Director of Public Works to call for sealed proposals for the demolition of the CSDB on top of the Lower Crystal Springs Dam. On July 27, 2010, your Board adopted Resolution No. 070961, which authorized an Agreement with Ferma Corporation for the demolition of the CSDB on top of the Lower Crystal Springs Dam. The demolition and removal of the bridge was completed in February 2011.

Once the bridge was removed, the San Francisco Public Utilities Commission (SFPUC), the owner of the Lower Crystal Springs Dam upon which the bridge sat, began construction of their dam improvements project, as well as, the Crystal Springs/San Andreas (CSSA) Transmission System Upgrades Project. The dam improvements project was completed in May 2012. The CSSA Transmission System Upgrades Project was estimated to be completed by Spring 2013, however this Project was completed in October 2014. Construction of the CSDB Replacement Project could not begin until the SFPUC projects were completed.

On January 27, 2015, your Board adopted Resolution No. 073622, which authorized an Amendment to the Agreement with PG&E specifying the revised location of the 230kV transmission line to be under the bridge soffit (downstream outside edge of the bridge) instead of within the bridge structure.

On February 10, 2015, your Board adopted Resolution No. 073654, which authorized the execution of a Memorandum of Agreement (MOA) with the SFPUC regarding the construction and cost responsibilities associated with work to be performed by the County for the SFPUC in connection with the CSDB Replacement Project.

DISCUSSION:

The plans and specifications for the bridge reconstruction work have been prepared by Parsons Brinckerhoff, Inc. and the necessary agreement with PG&E and MOA with SFPUC have been executed. Staff is recommending that your Board authorize calling for bids for the CSDB Replacement Project. Construction of the Project is anticipated to take approximately two (2) years to complete.

As specified in the Agreement with PG&E and the MOA with SFPUC, the plans and specifications include work to be performed by the County's contractor on behalf of these agencies. The work to be performed for PG&E involves the installation of conduit facilities support hardware under the bridge structure. After the CSDB Replacement

Project is completed, PG&E will relocate the existing overhead 230kV high voltage lines to under the new bridge structure utilizing the support hardware and will remove the existing high voltage towers at each end of the Lower Crystal Springs Dam. The work included in the plans and specifications for SFPUC predominately involves construction of a catwalk over the dam spillway.

Vehicular traffic will continue to be detoured around the project area until the CDSB Replacement Project has been completed. The detour route will remain along Crystal Springs Road, Polhemus Road, Ralston Avenue, and Highway 92. Bicycle traffic will continue to be directed along the vehicular detour route, with the exception of Highway 92 where bicyclists are directed along the existing bicycle path between Ralston Avenue and Canada Road.

The Department previously applied for and received approval from Caltrans to receive federal funding through the Highway Bridge Replacement and Rehabilitation (HBRR) program for this Project in the amount of \$13,000,000. The HBRR funding is administered by Caltrans with funds from the Federal Highway Administration (FHWA). On June 15, 2015, Caltrans informed the Department that there were insufficient HBRR funds to fully fund the Project. The HBRR funding is through the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was set to expire on May 31, 2015. On May 23, 2015, Congress extended MAP-21 by two months until July 31, 2015 and President Obama signed the MAP-21 extension bill into Public Law on May 29, 2015. However, the MAP-21 extension bill did not include provisions for additional funding. Caltrans has programmed \$3,000,000 in available remaining HBRR funding for the Project. It is anticipated that the additional funding required for this Project, in the amount of \$10,000,000, will be programmed after October 1, 2015, the beginning of the next federal fiscal year.

The Department is recommending moving ahead with this Project at this time even though the Project it is not fully funded by HBRR funds. The Department will continue to coordinate with Caltrans and work to secure the additional HBRR funds for this Project. Based on the current bid opening schedule and the anticipated determination regarding available HBRR funding, both will occur at approximately the same time, which is advantageous to moving forward with the Project at this time.

County Counsel has reviewed and approved the Resolution as to form.

Approval of this action will contribute to the Shared Vision 2025 outcome of a Livable Community by facilitating a bridge replacement project to provide the public with a seismically sound bridge for recreational users, bicyclists, and motorists.

FISCAL IMPACT:

The estimated cost of the bridge reconstruction work is \$12,180,000 and is proposed to be financed as follows:

Federal Highway Bridge Replacement and Rehabilitation (HBRR) Funds \$11,725,876

San Francisco Public Utilities Commission (SFPUC)*	\$430,724
Pacific Gas and Electric Company (PG&E)*	<u>\$23,400</u>
Total Estimated Cost	\$12,180,000

* \$3 Million is currently available in HBRR Funds and the remaining HBRR Funding is anticipated to be programmed by Caltrans after October 1, 2015.

*The cost of doing work on SFPUC's and PG&E's facilities on this Project will be reimbursed through the executed agreements/MOA between the County and these agencies.

Sufficient Road Funds have been budgeted to finance the construction costs as the HBRR funding is on a reimbursable basis. The County will be seeking HBRR reimbursements from Caltrans during the course of construction to reimburse the Road Fund. We will also be seeking reimbursement from the SFPUC and PG&E for work performed on their facilities during the course of construction in order to minimize the use of Road Funds.

There is no impact to the General Fund.