

## MEMORANDUM

**TO:** City Council

**FROM:** Brian Pedrotti, Community Development Director

**BY:** Robin Dickerson, PE, City Engineer

**SUBJECT:** Consideration of Approval of an Amendment to the Contract for Consultant Services with Quincy Engineering for the Traffic Way Bridge Project

**DATE:** October 11, 2022

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### SUMMARY OF ACTION:

Approval of the Amendment to the Contract for Consultant Services will extend the term of the contract by two years to allow Quincy Engineering to complete the Traffic Way Bridge Plans.

### IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

The City is receiving Highway Bridge Program (HBP) federal funding which requires the City to provide an 11.47% match. The total project cost is estimated at \$12,890,360 as shown in the table below by funding sources.

Source	Prior Year Funding	FY 2021-22 Carryover	FY 2022-23	FY 2023-24	FY 2024-25	Total Project Costs
HPB (88.53%)	601,146	556,880	-	635,645	9,635,251	11,411,835
Sales Tax (11.47%)	77,885	72,150	-	82,355	1,248,349	1,478,525
Total	679,031	629,030	-	718,000	10,883,600	12,890,360

The proposed amendment does not require any additional financial resources than those already allocated to the project. The agreement with Quincy Engineering was originally approved for a total contract cost of \$1,237,398, which includes HPB Funds at 88.53%, (\$1,095,468) and Local Sales Tax Funds at 11.47% (\$141,930). The proposed contract amendment is restricted to a contract time extension.

### RECOMMENDATION:

Approve and authorize the Mayor to execute Amendment 2 to the Contract for Consultant Services with Quincy Engineering Inc.

**Item 8.k.**

## **City Council**

## **Consideration of Approval of an Amendment to the Contract for Consultant Services with Quincy Engineering for the Traffic Way Bridge Project**

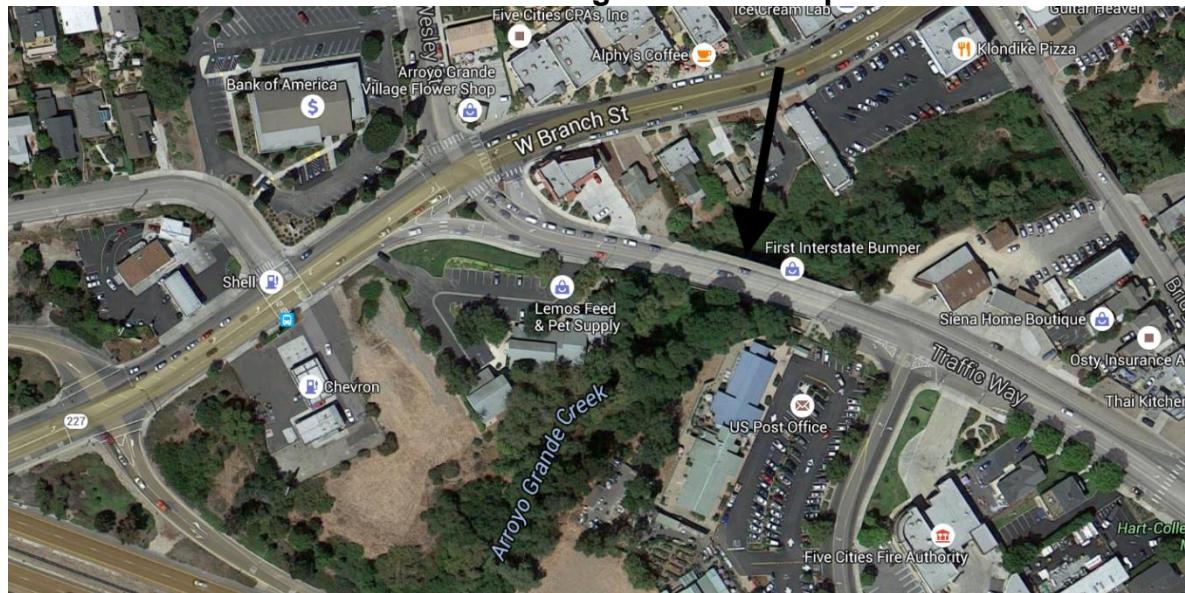
**October 11, 2022**

**Page 2**

### **BACKGROUND:**

The Traffic Way Bridge spans Arroyo Grande Creek allowing Traffic Way to connect to West Branch Street. Traffic Way is an arterial roadway that conveys approximately 11,000 vehicles per day.

**Traffic Bridge Location Map**



The Traffic Way Bridge was constructed in 1932, making the bridge 90 years old. In general, the design life of this type of bridge is 100 years. The bridge was originally part of the highway system and was relinquished to the City in 1960. The bridge is a cast-in-place reinforced concrete tee-beam with a longitudinal construction joint near the bridge centerline. The bridge measures forty feet in length between curbs and has six-foot sidewalks on both sides with an open concrete railing that is mounted to the edge of the bridge. The bridge originally carried four lanes of traffic but was reconfigured in 2008 to have three lanes of through traffic with shoulders for a Class II bike route. The Traffic Way Bridge is a reinforced concrete structure supported by abutments on each end of the bridge, as well as by concrete piles.

Caltrans completes bridge inspections for the Traffic Way Bridge once every two years. In 2006, the bridge was designated "scour critical", meaning that the supporting members of the bridge are compromised due to erosion of surrounding soil. The last inspection of the Traffic Way Bridge was completed in 2018. This inspection found signs of deck cracking, failed expansion joints, spalling concrete, concrete abrasion, and creek channel erosion. In March 2018, it was determined that in addition to the scouring issue, the foundation was vulnerable in its bearing capacity.

**Item 8.k.**

**City Council**

**Consideration of Approval of an Amendment to the Contract for Consultant Services with Quincy Engineering for the Traffic Way Bridge Project**

**October 11, 2022**

**Page 3**

Caltrans bridge inspection reports provide information on bridge maintenance needs and an overall condition rating of the bridge, known as the “sufficiency rating.” Sufficiency ratings range from 0 to 100. A sufficiency rating of 100 is the best rating a bridge can receive and 0 is the worst. The Traffic Way Bridge has a current Sufficiency Rating of 73.6, which would not generally make this bridge eligible for replacement funds. However, this bridge also has a National Bridge Inspection (NBI) Item 113 code of 3, which denotes that the bridge is scour critical and has bridge foundations determined to be unstable for the calculated scour conditions. Because of this NBI scour rating, the Traffic Way Bridge is eligible for State Highway Bridge Program replacement funds.

On July 24, 2018, the City Council approved an updated Master Service Agreement and Program Supplement Agreement for the replacement of the Traffic Way Bridge in order for the City to expend Federal or State funds through the State Transportation Improvement Program (STIP) on this project.

On October 8, 2019, the City Council approved the Contract for Consultant Services with Quincy Engineering, Inc. for design of a replacement bridge on Traffic Way. In July 2020 the Council reviewed options for a full or partial closure of the bridge and selected a full closure option as the preferred closure alternative for the project.

Over the past couple of years, the design team has reviewed closure options, completed the geotechnical samplings and report, completed a topographic survey, prepared the necessary environmental studies, prepared the California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration (IS/MND), and coordinated with various utility companies. The design is currently approximately 55% complete.

In June, City staff completed the review of the IS/MND in accordance with the requirements of CEQA, which was prepared by SWCA (a subconsultant for Quincy Engineering). On June 21, 2022, the City issued the IS/MND for the 30-day public review period, which ended on July 21, 2022. Staff then presented the draft IS/MND to the Planning Commission on August 2, 2022. No public comments were received during the public review period and the Planning Commissioners offered the following comments:

1. Additional review, assessment and analysis of safety regarding traffic calming and traffic mitigation measures should be undertaken by staff as the traffic detour plans are developed prior to approval of the detour plan.
2. Staff should send notices to properties impacted by noise and traffic rerouting during construction of the Traffic Way Bridge Replacement Project sooner rather than later.

Staff has forwarded these comments to the consultant to be incorporated into the process as the traffic detour plans are refined. In addition, the draft IS/MND will be revised to include additional details and clarification about safety provisions and traffic mitigation measures associated with the traffic detour plans.

**Item 8.k.**

**City Council**

**Consideration of Approval of an Amendment to the Contract for Consultant Services with Quincy Engineering for the Traffic Way Bridge Project**

**October 11, 2022**

**Page 4**

On September 29, 2022 the City Manager signed an administrative extension (Amendment 1) to the Contract for Consultant Services, to keep the contract from expiring (see Attachment 3). The current expiration date of the contract is October 31, 2022.

**ANALYSIS OF ISSUES:**

The Contract for Consultant Services is scheduled to expire on October 31, 2022, unless it is extended by a contract amendment. Staff is recommending a two-year extension to October 31, 2024, to allow for the completion of the Preliminary Engineering (PE) phase, so the project can begin construction in 2024. A 65% copy of the design plans is anticipated for staff review in January 2023.

**ALTERNATIVES:**

The following alternatives are provided for the Council's consideration:

1. Approve the contract amendment extending the contract with Quincy Engineering for another 2 years until October 31, 2024;
2. Do not approve the contract amendment, thereby allowing the contract with Quincy Engineering to expire; or
3. Provide other direction to staff.

**ADVANTAGES:**

Approval of the Amendment to Contract for Consultant Services will allow Quincy Engineering to complete the Traffic Way Bridge Plans.

**DISADVANTAGES:**

The completion of the Traffic Way Bridge Plans will continue to require staff time and City funds.

**ENVIRONMENTAL REVIEW:**

Although there is no environmental review required for approval of a contract amendment, the project will be required to meet both CEQA and National Environmental Policy Act (NEPA). To meet CEQA requirements, a draft (IS/MND was prepared by SWCA in June 2022. The IS/MND was circulated for public review for 30 days, which review period ended on July 21, 2022. No public comments were received during the review period. The draft IS/MND has been prepared in accordance with the CEQA, Public Resources Code §21000 et seq., and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 et seq. Because the Highway Bridge Program is a federally funded project, NEPA clearance is also required, which is provided by Caltrans. The City received the NEPA clearance from Caltrans as a Categorical Exemption on July 29, 2022.

**City Council**

**Consideration of Approval of an Amendment to the Contract for Consultant Services with Quincy Engineering for the Traffic Way Bridge Project**

**October 11, 2022**

**Page 5**

**PUBLIC NOTIFICATION AND COMMENTS:**

The Agenda was posted at City Hall and on the City's website in accordance with Government Code Section 54954.2.

Attachments:

1. Proposed Amendment 2 to Contract for Consultant Services with Quincy Engineering, Inc.
2. Contract for Consultant Services with Quincy Engineering, Inc. for Professional Engineering Services for the Traffic Way Bridge Replacement Project.
3. Amendment 1 to Contract for Consultant Services with Quincy Engineering, Inc.

**Item 8.k.**