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DEPARTMENT OF
PUBLIC WORKS

ENGINEERING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

927 TENTH STREET
ROOM 200
SACRAMENTO, CA
95814-2705

September 24, 1991

APPROVED
BY THE CITY COUNCIL

916-449-8220
FAX 916-449-8678

City Council
Sacramento, California

SEP 24 1991

CONSTRUCTION SECTION
640 BERGUT DRIVE
SUITE B
SACRAMENTO, CA
95814-0131

Honorable Members In Session:

OFFICE OF THE
CITY CLERK

AG 91-173

916-449-5282

SUBJECT: SEISMIC SAFETY RETROFIT PROJECT ON SUTTERVILLE ROAD AT WESTERN PACIFIC RAILROAD/24TH STREET (JN:2923) - APPROVAL OF AGREEMENT WITH STATE DEPARTMENT OF TRANSPORTATION TO PROVIDE PRELIMINARY ENGINEERING

LOCATION AND COUNCIL DISTRICT

Sutterville Road at the Western Pacific Railroad (WPRR)/24th Street
Council Districts 4 and 5

SUMMARY

The proposed agreement will authorize preliminary engineering work to be performed by the State of California Department of Transportation (Caltrans) to determine and prepare construction documents for seismic retrofit needs of the subject bridge structure. All preliminary engineering costs will be paid from state and federal fund sources. These costs are estimated to be \$172,200 at this time.

STAFF RECOMMENDATION

It is recommended that the City Council adopt the attached resolution approving the agreement for preliminary engineering services with the State Department of Transportation (Caltrans).

BACKGROUND

The Loma Prieta earthquake in October 1989 caused considerable damage to State and local infrastructure facilities in the San Francisco Bay Area and other locations in northern California. The California Legislature, in an emergency session called soon after the earthquake, enacted the

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Seismic Safety Retrofit Program and allocated State funds to finance construction of bridge retrofit projects. A local component of this program provides assistance to cities and counties in funding bridge seismic retrofit projects on local streets and roads.

Under the provisions of the Seismic Safety Retrofit Program, Caltrans has inventoried approximately 12,000 local bridges throughout the State and has prepared a preliminary priority list based on information obtained from as-built plans, general plans, field data, and other available information. Structures with a Seismic Project Priority Number (SPPN) greater than or equal to 0.600 are currently candidates for construction funding under the program (the subject structure has a rating of 0.675). Under the program, Caltrans provides all project scoping and other design activities in coordination with City staff. The City must pay for 30% of all eligible seismic retrofit costs and 100% of non-eligible project costs. The SPPN is determined based on bridge type, length, year of construction, amount of traffic using structure, number of columns, type of joints, required detour length, and other pertinent factors.

The subject four-lane structure was constructed in the mid-1950s. It is a four-span reinforced concrete box girder bridge that carries approximately 26,000 vehicles per day. It is 359 feet long with a vertical column height of approximately 25 feet. It is in reasonably good condition and was last inspected by Caltrans in March of 1990. The structure has two hinge joints, thus making it a candidate for retrofitting.

It is unknown what total project costs will be at this time. This will be determined as preliminary engineering proceeds. It will also be necessary to amend the subject agreement at a later date to include total project costs and to budget City construction funds. It is expected that plans will be completed in four-to-six months.

Caltrans indicates that there are approximately 180 local bridges on the current statewide priority list that are being considered for seismic retrofit funding. The subject structure is the only City maintained structure on the list. Several state highway structures on Routes 5, 50, 51 and 80 within the City are also being retrofitted under the current program.

FINANCIAL CONSIDERATIONS

No funds are currently available for this project. State and federal funds will finance all preliminary engineering costs (\$172,200) included in the agreement. The City's 30% share of total project costs are expected to be budgeted at a later date when project costs are developed.

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POLICY CONSIDERATIONS

The subject agreement conforms to existing City policy.

MBE/WBE EFFORTS

Not applicable as all work is being performed by Caltrans.

Respectfully Submitted By:



THOMAS M. FINLEY
Engineering Division Manager

Recommendation Approved By:



WALTER J. SLEPPE
City Manager



MELVIN H. JOHNSON
Director of Public Works

FOR MORE INFORMATION CONTACT:

N. Dee Lewis
Supervising Engineer
449-8230

NDL:jd:kj
ED4-28.E
09.0901

Attachment

FOR COUNCIL MEETING OF:

September 24, 1991

RESOLUTION NO. 91-748

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING PROGRAM SUPPLEMENT
NO. 044 TO LOCAL AGENCY-STATE AGREEMENT
FOR FEDERAL-AID PROJECTS NO. 03-5002
(SUTTERVILLE ROAD BRIDGE NO. 24C-300) (JN:2923)

APPROVED
BY THE CITY COUNCIL
SEP 24 1991
OFFICE OF THE
CITY CLERK

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

That Program Supplement No. 044 to Local Agency-State Agreement for Federal-Aid Projects No. 03-5002 for preliminary engineering on the Sutterville Road Bridge (Bridge No. 24C-300) Seismic Retrofit project is hereby approved.

MAYOR

ATTEST:

CITY CLERK

NDL:jd
ED4-28.E
09.1291.1

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____