



MAIN STREET BRIDGE ADVISORY COMMITTEE AGENDA

Thursday, July 23, 2020
6:00 P.M.

Meeting Location:

Remote

This agenda contains a brief description of each item to be considered. Those wishing to address the Main Street Bridge Advisory Committee (MSBAC) on any matter not listed on the Agenda, but within the jurisdiction of the MSBAC, see SPECIAL REMOTE PROTOCOLS below.

Note: Please Provide a Copy of Prepared Presentations to the Staff

Copies of any written documentation relating to an item of business on the Agenda are on file at City Hall where they are available for public inspection. If requested, the agenda shall be available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132.) Information may be obtained by calling (650) 726-8271.

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SPECIAL REMOTE PROTOCOLS

In accordance with Governor Newsom's Executive Order No-29-20, this will be a teleconference meeting without a physical location to help stop the spread of COVID-19. This meeting will be conducted entirely by remote participation, in compliance with the Governor's Executive Order N-29-20 allowing for deviation of teleconference rules required by the Ralph M. Brown Act.

This meeting will be conducted via Zoom Webinar. Members of the public are welcome to login into the webinar as Attendees. During any public comment portions, attendees may use the "raise your hand" feature and will be called upon and unmuted when it is their turn to speak. The meeting will also be streamed on Channel 27, and on <http://pacificcoast.tv>. Please click to join the webinar: <https://zoom.us/j/98965692232> or join by phone at (669) 900-9128, using Webinar ID 989 6569 2232.

If you do not have access to join by computer, you may phone in comments to (650) 726-7177, and your comments will be read into the record. Members of the public are welcome to submit comments (in accordance with the three-minute per speaker limit) via email to ssaisi@hmbcity.com prior to or during the meeting (before the close of public comments on that item).

- A. Welcome & Roll Call**
- B. Election of Chair and Vice Chair**
- C. Approval of Meeting Notes**
 - 1. June 27, 2019**
- D. Public Comments**
- E. Informational and Discussion Items**
 - 1. Project Status**
 - 2. Visual Simulations**
 - 3. Project Schedule**
- F. Motion to Adjourn**



CITY OF HALF MOON BAY

MEMORANDUM

DATE: July 22, 2020

TO: Main Street Bridge Advisory Committee

FROM: John Doughty, Public Works Director
Maz Bozorginia, City Engineer

SUBJECT: Status Report – Main Street Bridge Rehabilitation Project

Committee Members:

This memo serves to provide the Committee members with an update for the Main Street Bridge project. These items will be discussed during the meeting on July 23, 2020 including a presentation of “Visual Simulations” for the proposed rehabilitation of Main Street Bridge.

Election of Chair and Vice Chair

On April 21, 2020, the City Council reaffirmed the appointment of the Main Street Bridge Advisory Committee members for an additional one year, expiring on April 21, 2021. The posted agenda for the upcoming meeting on July 23, 2020 includes an item for the election of the Chair and Vice Chair. The Committee had elected members Brian Douglas as Chair and Steve Hyman as Vice Chair on June 27, 2019 for a one-year term per the Committee By-Laws. The Committee shall elect new Chair and Vice Chair or re-elect the existing officers.

Main Street Bridge Rehabilitation Project Update

General Design Status:

- Topographic survey and channel survey completed
- Geotechnical Engineering - investigation and preliminary reporting completed
- Utility Coordination – AT&T Vault Relocation is 95% complete.

- Preliminary Design: Preliminary design has been completed, including seismic analysis and structural design, roadway and sidewalk alignment, coordination with the new park entrance, new crosswalk, and replacement bridge barriers.
- Hydraulics – preliminary hydrology and hydraulic analysis completed, preliminary scour mitigation (RSP) design completed.
- Environmental Compliance – Area of Potential Impact (APE) Map is currently being revised to reflect the 35% design.
 - Historic Resource Evaluation Report (HRER) has been completed and submitted to Caltrans. Next steps are to revise the report to incorporate Caltrans' comments and resubmit along with APE to Caltrans.
 - Prepare Finding of Effect (FOE) document for Caltrans review. This document confirms there are no significant adverse effects on the historic fabric of the bridge and is a key document in gaining environmental clearance. Visual simulations of the completed project have been prepared to accompany the FOE document.
 - Biological surveys based on the revised APE and report preparation have been scheduled and will be completed within the next 2 months.
 - Prepare the archeological investigation plan based on the revised APE and submit for Caltrans approval.

Issues related to the Historic Aspect of the Bridge:

The concrete arch and the spandrel walls are historically significant, and no major changes are proposed as part of this project. Limited surface repairs of cracks and spalls and surface coatings are proposed and will be overseen by the project historic architect to ensure the repair work is appropriate. New surface coatings will be suitable for cleaning and repainted by the City Department of Public Works maintenance crews if needed. The existing timber sidewalks and railings are of no historic significance and are proposed to be replaced with a new concrete walkway.

The existing Main Street Bridge barriers are part of the historic look of the bridge. Per Measure F, the City must preserve the historic look of these barriers even if the barriers need to be strengthened internally and reconstructed. Caltrans historians also commented on the importance of maintaining the overall appearance and user experience of the bridge.

Caltrans has adopted a new barrier requirement for the State and Federally funded bridges for projects advertised for construction on or after October 31, 2019. All barrier types must now comply with the Manual for Assessing Safety Hardware (MASH) criteria and need to be crash-tested. This essentially limits the choice of barriers to the four new standard barriers that have been approved by Caltrans.

After extensive review of alternatives and discussions with Caltrans engineers, a barrier design has been selected that maintains the historic look of the barrier. However, the circular bollards at each end of the barriers have to be replaced with approved steel crash cushions. The barrier design and crash cushions was presented to the Advisory Committee at the previous meeting, prior to submittal to Caltrans. The circular bollards are not part of the original design of the bridge and were installed some time later.

As part of the seismic retrofit of the bridge, a new concrete slab will be installed over the existing concrete arch which has been selected to minimize the impact and modifications to the historic concrete arch. In order to accommodate the thickness of this concrete cover slab, the asphalt surface of the roadway over the bridge needs to be raised by 9 inches at the center of the bridge. This will be accommodated by adding a slight curved profile to the roadway, which will improve drainage on the bridge. This curvature has been incorporated into the visual simulations.

Staff will present the newly created visual simulation from different angles during the presentation on July 23rd, 2020 meeting for the Committee review.

Next Steps/Schedule

The next major step for this project is to complete and submit the Finding of Effect document to Caltrans for approval. This document confirms there are no significant adverse effects on the historic fabric of the bridge and is a key document in gaining environmental clearance. The 35% design documents are complete and will also be submitted to Caltrans for approval.

The current schedule is as follows:

- Design, Environmental Clearance and Permitting 10/2021
- Construction Bidding and Award
(Pending allocation of Federal Funds for Construction) 7/2022
- Construction 2022-2024



MAIN STREET BRIDGE ADVISORY COMMITTEE MEETING NOTES

Thursday, June 27, 2019 - 6:00 P.M.

Meeting Location:

**EMERGENCY OPERATIONS CENTER (EOC)
537 KELLY AVENUE
HALF MOON BAY, CA 94019**

A. Welcome & Roll Call

Present: Brian Douglas, Dave Cresson, Charles Nelson, Ruth Brown, Steve Hyman, Jerry Steinberg

Absent: Jennifer Segale, Rick Hernandez, Kathleen Martin, Guy Rabbat

Staff in Attendance: Bob Nisbet, John Doughty, Maz Bozorginia, Ray Razavi, Doug Garrison

City Consultants (Biggs Cardoso): Mahvash Harms, Anthony Richardson

B. Election of Chair and Vice Chair

John Doughty provided an overview of the Committee and requested election of Chair and Vice Chair. The Committee members, by unanimous vote, elected the following:

Elected Chair: Brian Douglas

Vice Chair: Steve Hyman

C. Approval of Meeting Notes from June 22, 2018 Meeting

Meeting notes were approved.

D. Public Comments

No public comments.

E. Informational and Discussion Items

1. Design Status

John Doughty reviewed the history of the Committee meetings and discussed the consensus points for the Committee. John explained that the consultants are here and the work of surveyor and Geotech around the creek and on Main Street. The design has been started and going forward as planned. Maz explained the Caltrans process for approvals of the consultant and project manager. John explained that the big issue is the new FHWA standards for the barriers and possibility of the community special elections for the project changes due to the new FHWA requirements. The special elections would cost approximately \$80,000. The other possibility would be a locally funded project in lieu of federal funding. John explained that the team can meet the objectives laid out by the City Council. The bridge and especially the sidewalks are specially at risk and require rehabilitation. The “historic integrity” is vital to maintain in the bridge rather than new wide lanes, shoulders, bike lanes, etc. **The intention tonight is to get your input and present to the City Council on July 16, 2019 as to whether we need to have a special elections in November 2019 or we can proceed with this proposed design per the FHWA requirements and still maintain the “Historic Integrity” of the bridge.**

2. FHWA Barrier Requirements and Alternatives

Ray Razavi discussed the design work for the foundation and the concrete arch strengthening, the design of the road alignment, crosswalks, hydrology and impact of the waterway on the bridge abutments, relocation of the ATT vault. Ray discussed the environmental analysis and the new requirements from FHWA for the bridge barriers. There are no exceptions allowed for the barriers to comply with these new requirements, limiting the City’s choices. The design team is working with Caltrans for an acceptable design which complies with the new requirements but maintains the historic integrity of the bridge. Per Caltrans, effective September 1, 2019, all bridge barriers have to be crash tested by an approved test facility (there are about a dozen test facilities in the US).

Ray Razavi and Mahvash Harms also discussed the seismic requirements in response to questions from the Committee

John Doughty discussed the crash testing of barriers, the cost and the time needed for approval by FHWA/Caltrans. Ray discussed the requirement that you cannot have any obstructions between the traffic lane and the barrier. Also, per the FHWA requirements, there cannot be any vertical projections such as end post on the

barriers. There is also a requirement for having crash cushions at the ends of the barriers. For Main Street Bridge there are three kinds of barriers: the bridge vehicle barrier, the approach barriers and the pedestrian barriers. There are two approved barriers that most resemble the existing barriers. The first is a concrete barrier that resembles the existing concrete vehicle barrier. The other is a horizontal steel barrier that resembles the horizontal wood barrier for pedestrians which can be painted white.

The Committee members agreed with the staff recommendations for the two barriers; the FHWA approved concrete barrier for vehicles and the FHWA steel barrier for the pedestrian to be painted white. Staff will take the Committee recommendation to the City Council for their consideration at the July 16, 2019 meeting.

3. Project Schedule

The project schedule was discussed as follows:

- Design, Environmental Clearance and Permitting Complete in 2021
- Construction Bidding and Award (Pending allocation of Federal funds) 2022
- Construction Complete in 2 years

F. Motion to Adjourn

The meeting was adjourned at 8 pm.