

**Supplemental Staff Report – Draft Structures Assessment
-- Additional Staff Recommendations --**

AGENDA: August 4, 2005

TO: Regional Transportation Commission/Rail Trail Authority

FROM: Luis Pavel Mendez, Acting Deputy Director

RE: Santa Cruz Branch Rail Line Acquisition Project – Supplemental Staff Report on Draft Structural Assessment

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Review the draft Santa Cruz Branch Line Structural Assessment report (Attachment 6- enclosed separately for Commissioners only) prepared by Biggs Cardosa Associates, Inc. and Systra Consulting;
 2. Direct staff and consultants to obtain a cost estimate to conduct all of the additional detailed structural analyses recommended in the draft structural assessment report and return to the August Transportation Policy Workshop (TPW) meeting with a specific budget, funding plan and timeline to perform the analyses; and
 3. Direct staff and consultants to negotiate with Union Pacific any necessary changes to the right of entry agreement to conduct the additional detailed structural analyses of the structures.
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BACKGROUND

In April 2005, Miller, Owen and Trost hired Systra Consulting and Biggs Cardosa Associates, Inc. to produce a structural assessment of the Santa Cruz Branch Rail Line. A draft report has been prepared.

DISCUSSION

Draft Structural Assessment

The draft Santa Cruz Branch Rail Line Structural Assessment report (Attachment 6 – enclosed separately for Commissioners only) includes visual inspections and assessments of 37 bridge structures and some of the major culverts and retaining walls on the Santa Cruz Branch Rail Line. Assessment of the La Selva Beach trestle is not yet complete and will be

the subject of a supplement to this report.

The Structural Assessment report provides information on the condition of the structures inspected and estimated costs for needed repairs and maintenance. The report uses a 0 to 9 scale for the bridges and trestles and a “Good”, “Fair” or “Poor” rating for the culverts (Attachment 7). Anthony Notaro of Biggs Cardosa Associates, Inc. will be present at the meeting to respond to any questions.

Staff recommends that the RTC review the draft Santa Cruz Branch Line Structural Assessment report (Attachment 6 – enclosed separately for Commissioners only) prepared by Biggs Cardosa Associates, Inc. and Systra Consulting.

Report Conclusions

The report concludes that 5 bridges require additional assessment due to their condition or importance. The report also states additional assessment should be conducted on 3 retaining wall structures.

Bridges in “POOR CONDITION”

The following 3 bridges received a rating of 4, which states:

“4 POOR CONDITION - advanced section loss, deterioration, spalling, decay, infestation or scour.”

- MP 10.45 - Timber trestle in Seascape near Sumner Avenue and Dolphin Drive
- MP 19.43 - Steel trestle over the San Lorenzo River
- MP 23.54 - 16 foot long timber bridge over Meder Creek in Wilder Ranch State Park.

The field review reports for these structures are included in Volume 2, Appendix E of the report and attached to this staff report as Attachment 8. The report estimates that repairs with a cost between \$70,000 and \$270,000 will be required. The report also recommends that additional detailed structural analysis of these structures is necessary to fully determine their condition and that this analysis should occur within three years.

Other Bridges Requiring Additional Analysis

The draft structural report recommends that further detailed structural analysis be conducted on the following two bridges due to their “importance and/or potentially high rehabilitation costs”:

- MP 1.06 – the bridge over the Pajaro River
- MP 15.89 - the Capitola trestle.

The field review reports for these structures are included in Volume 2, Appendix E and

attached to this staff report as Attachment 9.

Retaining Wall Structures

Retaining walls were not part of the original scope of work for the structures assessment; however, the structural engineers inspected significant retaining wall structures and concluded that three retaining wall structures require additional analysis.

Right of Entry Agreement

The current right of entry agreement with Union Pacific only allows visual inspections of structures; however, the additional analysis requires scraping some material from the structures. Amendments to the right of entry agreement will be required to perform the additional assessment.

Staff recommends that the RTC direct staff and consultants to obtain a cost estimate to conduct all of the additional detailed structural analyses recommended in the draft structural assessment report and return to the August Transportation Policy Workshop (TPW) meeting with a specific budget, funding plan and timeline to perform the analyses.

Staff further recommends that staff and consultants negotiate the necessary amendments to the right of entry agreement to conduct the additional structural analyses.

SUMMARY

The draft structural analysis report is included. Staff recommends that the RTC review the report and direct staff and consultants to return to the August TPW meeting with a plan to perform the recommended additional analysis. Staff further recommends negotiating necessary amendments to the right of entry agreement to conduct the additional structural analyses.

Attachment 6: Draft Santa Cruz Branch Rail Line Structural Assessment (enclosed separately for Commissioners only)

Attachment 7: Overall Bridge Condition Rating System

Attachment 8: Field Review Reports for the Structures in “POOR CONDITION”

Attachment 9: Field Review Reports for Important Structures

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