



City of Del Mar Agenda Report

TO: Honorable Mayor and City Council Members

FROM: Karen Falk, Principal Engineer
Joe Bride, Public Works Director
Via Ashley Jones, City Manager

DATE: May 6, 2024

SUBJECT: Camino Del Mar Bridge Project Update

REQUESTED ACTION/RECOMMENDATION:

Staff recommends that the City Council receive an update on the Camino del Mar Bridge Replacement project and provide feedback on the aesthetic options under consideration.

BACKGROUND:

The Camino Del Mar Bridge Replacement Project (Project) is one of the City's current Capital Improvement Program projects that will replace the roadway bridge over the San Dieguito River adjacent to North Beach. The existing bridge was constructed in 1932 and is beyond its useful life. The bridge was determined to be structurally deficient as part of the 2012 Final Rehabilitation Strategy Report completed by the California Department of Transportation (Caltrans). The report concluded replacement is the most cost-effective solution. Caltrans' concurrence allows a replacement bridge to receive significant Federal Highway Administration (FHWA) financing for the Project.

The existing bridge is approximately 600 feet long, 61 feet wide, and includes one northbound and one southbound vehicular roadway, one northbound and one southbound bike lane, and a pedestrian walkway on the west side. In comparison to the existing bridge, the replacement bridge would be located along the same horizontal alignment, would be slightly longer, wider, and higher, and would result in a reduction in the number of piers in the river mouth. The additional bridge width of 7-feet, 5 inches would accommodate two-way pedestrian and bicycle movement across the bridge. The roadway approach zones within Camino del Mar would also require modifications to accommodate the raised elevation of the bridge from approximately Sandy Lane to 300 feet north of the existing bridge. There will be no change in vehicular capacity as the existing two-lane Camino del Mar roadway would continue to provide one vehicle traffic lane in each direction.

City Council Action:

The proposed additional 28 feet in bridge length and additional 8 feet in bridge height near the center of the bridge would accommodate a mid-range sea level rise scenario of 38 inches by the year 2100 during a 100-year flood, while maintaining safe roadway design and avoiding roadway conflicts with driveways and coastal access points. The proposed design is consistent with the current best available science projections for sea level rise. This includes the draft 2024 State of California guidance that is currently in process, which states there is greater certainty and a narrowing range of sea level rise through 2050 (0.8 feet average) when compared to the prior 2018 State guidance and identifies an updated projection of 1.6 to 3.1 feet of sea level rise by 2100 (Intermediate-Low and Intermediate scenarios).

In 2018, City Council reviewed and selected a Bridge Type and, in 2019, determined that the bridge construction was to be staged to maintain multi-directional vehicular and pedestrian access to the maximum extent feasible throughout construction. The project is estimated to be constructed over 36 months using five construction stages (site preparation, east-side bridge replacement, west-side bridge replacement, closure of the center median, and final improvements). Pedestrian coastal (beach) access at four existing coastal access points near the bridge also would be maintained throughout the construction period.

DISCUSSION/ANALYSIS:

The Project has completed the Preliminary Engineering/Environmental Phase of the project. The City's design consultant, Kleinfelder, has satisfied the review comments from Caltrans and finalized the Type Selection Report establishing design criteria for the new bridge. The required CEQA analysis was completed, and the Initial Study/Mitigated Negative Declaration was adopted by City Council in April 2023. Caltrans is the federal lead agency for the project's National Environmental Policy Act (NEPA) review, which does not require City Council action. The NEPA Categorical Exemption is expected to be finalized by Caltrans this month following concurrence from the State Lands Commission.

Kleinfelder initiated the final design in April 2023. Included in this phase are field investigations, coordination with external utilities for the temporary displacement and design of infrastructure in the new bridge, final bridge and roadway designs, and resource agency permitting. Design and coordination with permitting agencies will continue through the end of 2025. This includes the California Coastal Commission, United States Army Corps of Engineers, United States Fish and Wildlife Service, National Oceanic Atmospheric Administration National Marine Fisheries Service, California Department of Fish and Wildlife, San Diego Regional Water Quality Control Board, and State Lands Commission.

City staff will issue a request for proposals for a construction management consultant later this year to onboard a team that will complete a constructability review and later be responsible for construction oversight and inspection.

Upon completion of design, Caltrans will review the final bid package and provide authorization for construction. This is tentatively scheduled for January through June 2026. With Caltrans approval, a Request for Bids will be issued with the bid phase

occurring approximately June through November 2026. Notice to Proceed for the 36-month construction is forecasted for December 2026 – December 2029.

Project Costs

The City’s design consultant, Kleinfelder, updated the Engineer’s Estimate in 2023, escalating costs from the 2021 Engineer’s Estimate of \$40 million to \$51.5 million for construction cost. This is based on the design team’s expertise and actual costs from other similar projects. This increase of 29% over two years is primarily attributable to varying market conditions such as increases in material cost, inflation, labor cost increases, etc.

These project costs are being provided for the purpose of planning and anticipating impact to the City’s General Fund and Capital Reserve Fund. Bidding will determine the actual project cost; bid award is anticipated to occur in November 2026. Kleinfelder has included a 3.2% yearly escalation factor to escalate the costs to the midpoint of construction (2028), bringing the estimated cost for construction to \$60 million. The total capital cost is estimated at \$72.5 million, including the additional money that will be spent on the project for engineering analysis and design, environmental review, permitting, inspection, and construction oversight. Table 1 summarizes the cost estimates and future cost to the City.

Table 1 – Summary of Estimated Costs

Task	2021	2023	2028
Rehabilitation Analysis	\$225,000	\$225,000	\$225,000
Preliminary Engineering/Environmental	\$2,000,000	\$2,000,000	\$2,000,000
Final Design	\$3,000,000	\$3,000,000	\$3,000,000
Construction	\$40,000,000	\$51,500,000	\$60,000,000
Other Costs During Construction	\$4,775,000	\$7,275,000	\$7,275,000
TOTAL	\$50,000,000	\$64,000,000	\$72,500,000

Project Funding

The FHWA Highway Bridge Program (HBP) will provide 88.53% of the funding for eligible project costs, or \$64.2 million. The HBP is a program that provides federal aid to local public agencies to replace structurally deficient, locally owned public bridges to keep the public safe. The HBP has many statutory, regulatory, and policy limitations on how funds can be used. Caltrans provides local assistance for the Federal funding and the Caltrans HBP Manager periodically reviews project components to ensure that they are eligible for HBP reimbursement. Typically, eligible project costs are those that replace what is existing and bring it from “poor” to “fair” or “good” condition using modern standards.

The City is obligated to fund the remaining \$8.3 million, or 11.47%, in local match. To date, the City has received \$5.7 million in grant funding towards the local match. Specifically, in 2021, due to the serious economic impacts of the COVID-19 pandemic on the City’s finances, the County of San Diego Board of Supervisors approved \$3.5 million in funding for the Project. In 2022, the Project was included in the State of California’s

updated list of State Priority Legislative Budget Projects (PLBP) to receive \$2.2 million as part of State Assembly Bill 179 budget legislation.

Table 2 below provides a summary of the funding sources, identifying a funding gap of approximately \$2.6 million. The City continues to seek funding to supplement its local match from local and state resources.

Table 2 – Funding Sources

Source	Amount
Federal Funding (88.53%)	
Federal Highway Administration – Highway Bridge Program	\$64,200,000
Local Match (11.47%)	
County of San Diego Board of Supervisors (May 2021)	\$3,500,000
State Priority Legislative Budget Projects (AB 179) (2022)	\$2,200,000
<i>Funding Gap</i>	<i>\$2,600,000</i>
TOTAL PROJECT COST	\$72,500,000

Aesthetic Treatment Allotment

HBP allows a limited allotment of up to 2% of the bridge cost (structure cost only) for aesthetic enhancements. City staff are requesting input from the City Council on the prioritization and importance of the aesthetic treatments options as summarized in Table 3 below. The 2023 estimated bridge structure cost is \$40 million, making the allotment limited to \$800,000. Aesthetic project costs over this allotment are considered non-eligible and must be fully funded by the City.

Table 3 – Aesthetic Treatment Options

No.	Improvement	Estimated Cost	Running Total
1	Pedestrian Outlooks on West Side – two curved outlooks, approximately 30 feet long and 10 feet wide	\$160,000	\$160,000
2	Decorative Railing on West Side – improvement from standard handrail included in project	\$390,000	\$550,000
3	Decorative Columns – stamped or colored concrete	\$80,000	\$630,000
4	Bike Lane Buffer Enhancements – positive barrier	\$75,000	\$705,000
5	Decorative Median – stamped or colored concrete	\$395,000	\$1,100,000

Items will be reviewed by City Advisory Committees (i.e., Design Review Board) prior to approval, if desired by the City Council. The bid schedule will be prepared with the aesthetic options included as alternate items, allowing the City Council to make an informed decision based on actual costs during the bid award.

FISCAL IMPACT:

There is no fiscal action to be taken by the City Council related to this agenda item.

ENVIRONMENTAL IMPACT:

The City Council action is a project status update that is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15060(c) because the action does not involve the exercise of discretionary powers, will not result in a direct or foreseeable indirect physical change in the environment; and is not a “project” as defined in CEQA Guidelines Section 15378. On April 3, 2023, City Council adopted Resolution 2023-11 adopting the Final Initial Study/Mitigated Negative Declaration for the Camino del Mar Bridge Replacement project, which assessed the potential environmental impacts of the project that is the subject of this status update. Caltrans is the federal lead agency for the project’s National Environmental Policy Act (NEPA) review, which does not require any City Council action.

NEXUS TO CITY COUNCIL GOALS AND PRIORITIES:

The Camino Del Mar Bridge Replacement Project is a City Council Tier 1 Priority Project.