

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: September 15, 2011
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

HARBOR

Annual Slurry Seal Project

Every year one or more of the Waterfront parking lots receives a new coat of asphalt slurry. Some pavement repairs were recently completed in the Leadbetter lot and Loma Alta entrance in August. Sealing the cracks in the lot will take place on September 16 resulting in a short term closure of the area with opening expected by noon. On September 23, the area will be closed for the entire day while a coat of asphalt slurry is applied and the lots are re-striped. With the beginning of the school year in late August, the Leadbetter lot is very busy this time of the year and staff contacted Santa Barbara City College confirming Fridays are the least disruptive days to perform the necessary improvements. This project was funded in the Waterfront Department's FY 2011 Capital Improvement Program for \$70,000.

Power Outage

At approximately 2:00 a.m. on Wednesday, August 31st, one of Southern California Edison's (SCE) main switches located near the Los Banos Pool failed, resulting in a loss of power for the harbor area. SCE was unable to reroute power through their electrical grid resulting in a power outage throughout the marinas and harbor commercial area the entire day. Staff contacted all affected tenants in the harbor commercial area and slipholders via Blackboard Connect, the recently acquired communication software program that allows staff to notify specific user groups regarding important events at the Waterfront. The Harbor Patrol office remained open with electricity supplied by the Department's emergency generator. SCE replaced the switch and restored power by 6:30 p.m. The switch is a key component of SCE's electrical grid and will hopefully provide reliable service for years to come.

STEARNS WHARF

Heavy Timber and Pile Replacement

Stearns Wharf is consistently maintained with recommendations developed as part of a structural evaluation prepared by Moffat & Nichol Engineers (MNE) in 1992. The wharf's heavy timber and piles are inspected annually by the Waterfront's dive team. The roadway is inspected each year with the shoreward finger, seaward finger, and commercial areas inspected every third year respectively. Structural elements that are

damaged to a certain extent as defined in the MNE evaluation are identified and scheduled for replacement as part of the annual pile driving contract with the work typically occurring in the spring.

This year's annual inspection revealed significant damage to some piles under the Harbor Restaurant. The dive team noticed unusual bed scour and damage that may have been a result of the extreme currents experienced during the tsunami generated by the catastrophic earthquake in Japan last March. Replacing or repairing damaged wood piles under buildings on the wharf poses a significant challenge and requires uncommon construction methods. Due to the serious nature of the damaged piles, repairs will begin immediately.

Since the wood piles are inspected on a regular basis, damage is normally identified prior to complete failure of the pile. In some cases, a fiberglass jacket can be wrapped around the remaining wood and filled with epoxy essentially recovering the cross-section of the original wood pile and restoring the structural integrity. Two piles under the Harbor Restaurant will be repaired with this technique the last week in September by the Waterfront dive team.

The greater challenge occurs when the entire pile is damaged to the extent that there is no longer any connection, which then requires complete replacement. With buildings on top of the deck, it is impossible to drive new piles as is normally done throughout the wharf. Instead, custom fabricated splice piles must be installed replacing the damaged piles. Splice piles are typically made of galvanized steel and installed under the wharf in several sections. The Waterfront recently advertised for bids to install three splice piles under the Harbor Restaurant with construction tentatively scheduled for October.

The Waterfront dive team will complete inspections in September. Staff will develop the scope of work for the annual pile driving project in November with heavy timber and pile replacement in the spring of 2012. The Waterfront's Six-Year Capital Improvement Plan includes \$300,000 annually for Stearns Wharf structural upgrades.

Prepared by: Karl Treiberg, Waterfront Facilities Manager