

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: November 17, 2011
To: Harbor Commission
From: Scott Riedman, Interim Waterfront Director
Subject: **Facilities Management Report**

Federal Channel Dredging

AIS Construction Company is tentatively scheduled to begin dredging on November 14, 2011. This is the second year of a three-year dredging contract. Mobilization started in early November with replacement of the dredge yard on West Beach. The dredge pipe is left in place between cycles minimizing the mobilization efforts within the three-year contract. Impacts to beachgoers are limited to the discharge site in the vicinity of Calle Cesar Chavez. The dredged sediment will be discharged directly into the surf zone minimizing the beach area necessary for operations, reducing odors, and allowing the sediments to move downcoast with the waves and currents. Depending on the volume of sand available, dredging is expected to be completed by the beginning of December.

The Corps had previously included \$2,040,000 in their budget for maintenance dredging of Santa Barbara Harbor. Since the federal budget has not been approved, funding for the Corps' dredge projects is currently available through a Continuing Resolution. \$1.1 million is available for fall cycle dredging, which includes some carryover funds from FY2010. There is adequate funding for this cycle, but spring cycle funding will not be secured until a budget is adopted or congress approves another Continuing Resolution.

Stearns Wharf Heavy Timber and Pile Replacement

The annual inspection of Stearns Wharf's structural elements is complete. Information compiled during the annual inspection provides the scope of work for the Annual Pile Driving Project tentatively scheduled to begin in January. Staff identified 15 piles, 100' of pile cap, and various stringers that need replacement. Three hundred deck boards are replaced every year in an effort to maintain a relatively smooth surface over approximately four acres of deck. This project is included in our Six-year Capital Improvement Program (CIP) and funded for \$300,000. Bids for the project will be solicited in December with a bid opening in January.

During the preliminary inspections staff identified an area under the elevator shaft at the Harbor Restaurant with several piles severely damaged. Emergency repairs were recently completed using two unique pile repair and replacement techniques.

Staff placed fiberglass jackets around three damaged piles. This technique restores the load bearing capacity of the piles that have some minor damage, but cannot be replaced with conventional pile driving methods because they are under a building. With a relatively small pile driving contract this year, funds are available to purchase 20 additional fiberglass jacket kits. Staff will attempt to install at least 10 fiberglass jackets this year in a systematic effort to apply this technique to all the wood piles under the Harbor Restaurant and other commercial buildings on Stearns Wharf.

The other technique is to install splice piles to provide support when damage to existing piles is too extensive to repair. Shock Construction Company recently installed four splice piles under the elevator shaft at the Harbor Restaurant. Splice piles are considerably more expensive than conventional piles installed with a pile driver, but necessary when there is no other option for restoring the load bearing capacity of piles under buildings.

Prepared by: Karl Treiberg, Waterfront Facilities Manager