

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: July 19, 2018
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

STEARNS WHARF PROJECTS

Two construction projects were recently completed on Stearns Wharf; the Annual Pile Driving Contract and Installation of a new guardrail at the seaward finger of the wharf.

1. Annual Pile Driving Contract:

The Stearns Wharf annual pile driving contract was recently completed by Schock Contracting Corporation. This year's scope of work included installation of 21 wooden piles, two splice piles, 26' of pile cap, 20 stringers, and 3,800 sq. ft. of deck boards. The identified work was typical for the annual pile driving contract and represents consistent yet manageable wear and tear of the heavy timbers that support the wharf. The majority of the work was completed at night, allowing the wharf to remain open during business hours. An unusual summer south swell produced by Hurricane Fabio damaged several piles, one of which will need to be replaced in the next couple weeks to maintain the required load bearing capacity in the vicinity of the valet lot.

The pile driving contract costs include mostly labor with all material provided by the Waterfront Department. An inventory of wooden piles, splice piles, caps, stringers, and deck boards is kept on hand throughout the year. The inventory is replenished as necessary depending on the scope of the annual pile driving contract and generally consists of enough material to reconstruct three full bents of the roadway, in case of emergency. There were three bids received with Schock submitting the lowest responsible bid of \$213,000. All work on the Stearns Wharf structure is included in the Waterfront's Capital Improvement Program for \$425,000 annually.

2. Stearns Wharf Guardrail Installation:

A new guardrail was recently installed at the seaward end of Stearns Wharf where there previously was none. Stearns Wharf originally had no guardrails, as it was used primarily for loading and offloading ships' cargo. Guardrails were then incrementally added until 1981, when, after a devastating fire, it reopened with a guardrail hemming the entire wharf, except for its seaward finger. The intent was to continue to load and offload passengers and cargo from this limited area. Stearns Wharf is primarily a visitor serving destination and with over one million pedestrians enjoying the wharf every year and virtually no commercial loading or offloading of cargo, the decision was made to install a guardrail around the seaward finger in the interest of public safety.

Changes to Stearns Wharf are under the purview of the City's Architectural Board of Review (ABR). Staff developed several alternative guardrail designs that were reviewed by ABR with the eventual approval of a cable rail design that helps preserve views. A structural engineer from the Public Works Department designed the cable rail, which underwent significant and prolonged review by the City's Building and Safety Department, to ensure compliance with applicable building codes.

The project went out to bid in February 2018, with Cushman Contracting Corporation submitting a low bid of \$181,000. This was higher than the original estimate of \$101,000 included in the Waterfront's FY2018 - 2023 Capital Improvement Program, and staff requested approval from the City Council to appropriate more funds prior to awarding the contract. The type and amount of materials increased significantly as part of the building permit review process increasing the cost of the project. The bid also reflects the current bidding climate whereby most bids are coming in much higher than the engineer's estimates.

Cushman Contracting Corporation installed approximately 600' of cable rail and a 145' section of wooden rail adjacent to the passenger loading ramp. Several modifications were made to the face of the wharf to provide a secure structure to which the guardrail posts could be attached. A gate was installed adjacent to the maintenance shop to allow SBCC's Marine Tech Program to facilitate their dive training operations or for loading and offloading cargo if necessary. Although the design and installation of the cable rail was somewhat complicated, Cushman completed all the work in less than three weeks.

Prepared by: Karl Treiberg, Waterfront Facilities Manager