Islais Creek Bridge Rehabilitation Project
Federal Aid Project No. BHLO-5934(168)

Community Outreach - Project Update
Bayview Residents Improving Their Environment (BRITE)
September 14, 2024

Thomas Roitman, Project Manager, San Francisco Public Works

SAN FRANCISCO PUBLIC WORKS

AGENDA

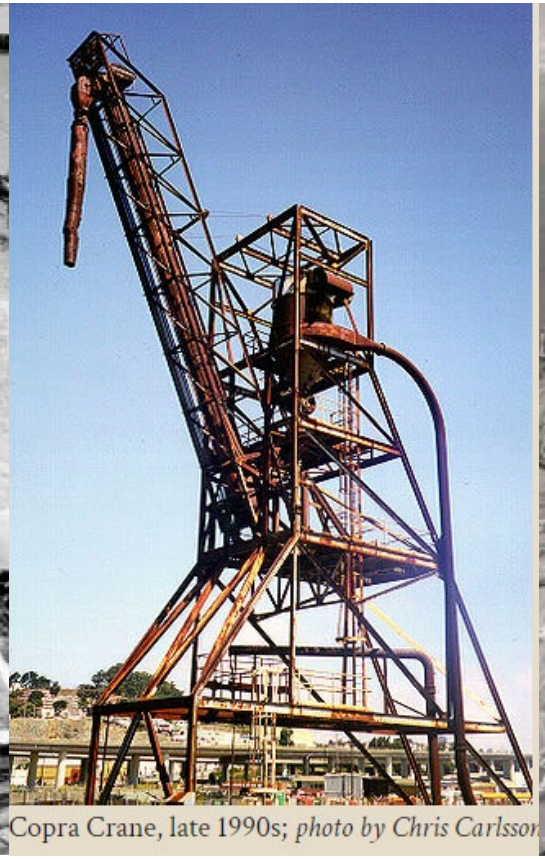
- Introduction of City Team – Public Works, SFMTA
- Brief Recap of History, Purpose, and Need for Replacement Bridge
- Proposed Bridge Design
- Community Benefits
- Project Environmental and Design Status
- Schedule Update
- Phased Outreach Efforts
- Questions

HISTORY OF EXISTING BRIDGE

1920s Strauss Single-Leaf Bascule Bridge

1940s Nishkian Double-Leaf Bascule Bridge

HISTORY OF EXISTING BRIDGE


Copra Crane, late 1990s; *photo by Chris Carlsson*

Industrial Use – Cargill Inc. - Copra Importation and Processing 1947 - 1974

HISTORY OF BRIDGE REHABILITATION PROJECT

Deteriorated girders and fatigue cracks – Structural deficiencies noted in Caltrans Bridge Inspection – Impetus for rehabilitation in 2013

HISTORY OF BRIDGE REHABILITATION PROJECT

Deteriorated open grid decking and sidewalk grates – requires ongoing spot repairs and poses a safety hazard

RATIONALE FOR CHANGE TO FIXED-SPAN BRIDGE

- **Accelerated Impacts from Sea-Level Rise Projections**
- **Stakeholder Engagement With Other Departments and Resilience Charrette**
- **High Construction Cost of Drawbridge and HBP Eligibility / City Funding Constraints**
- **Re-examination of Case Need for the City's Stakeholders and Users**

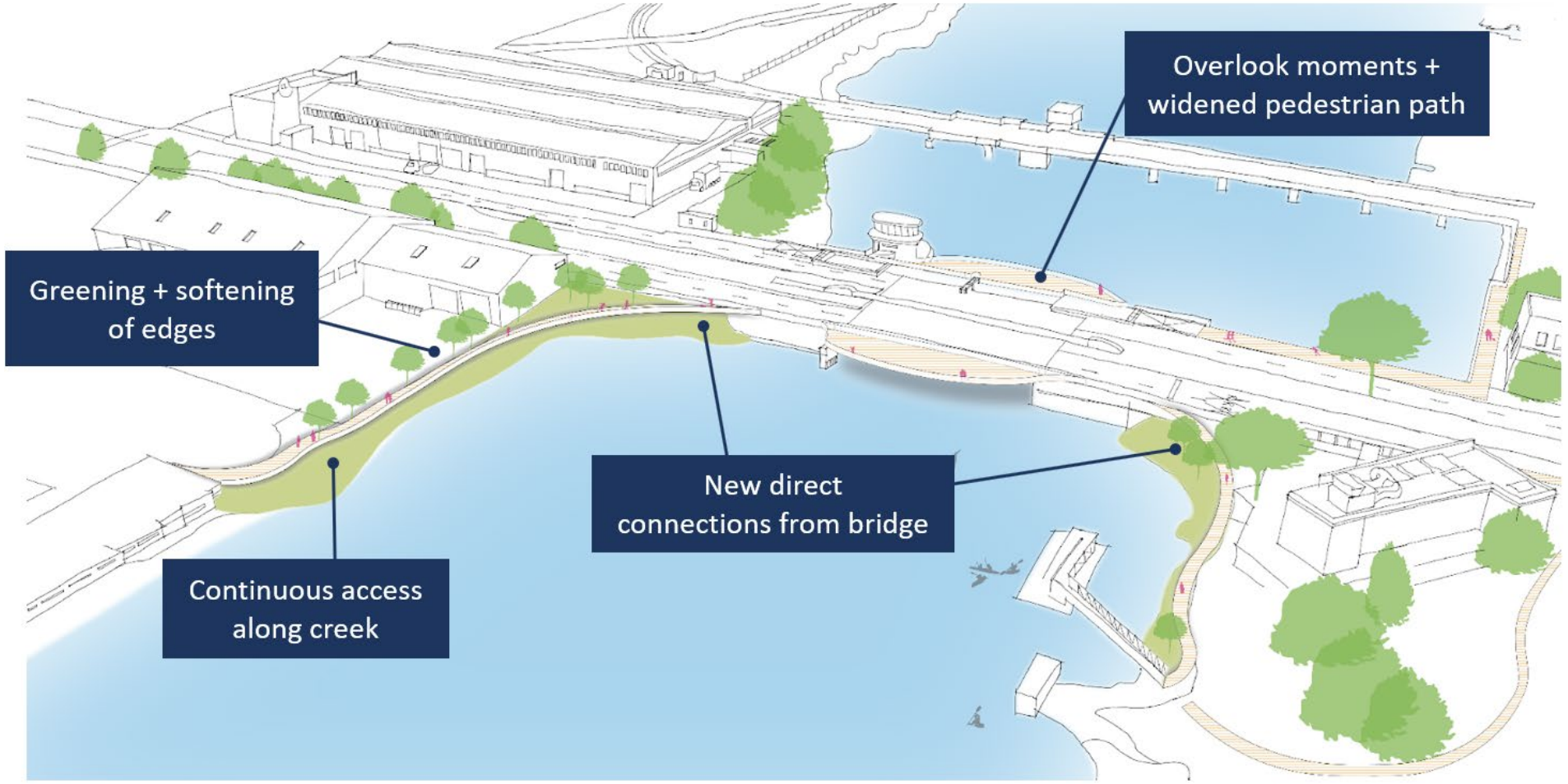
King Tide – 1/10/2021

ISLAIS CREEK BRIDGE RESILIENCE CHARRETTE - PURPOSE

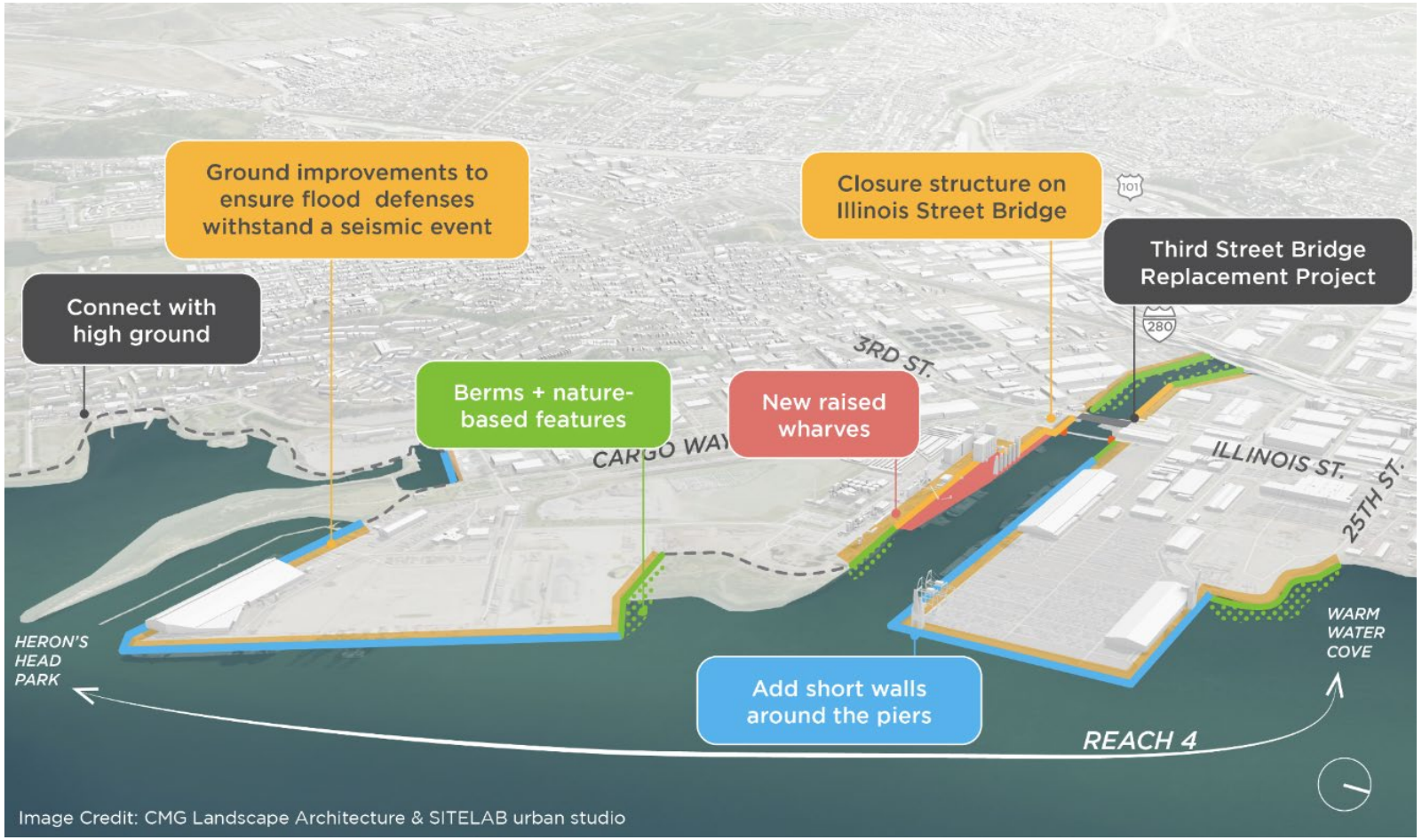
Red line represents the water level with a 1% chance of being reached or exceeded in any given year.

ISLAIS CREEK BRIDGE RESILIENCE CHARRETTE – SITE OVERVIEW

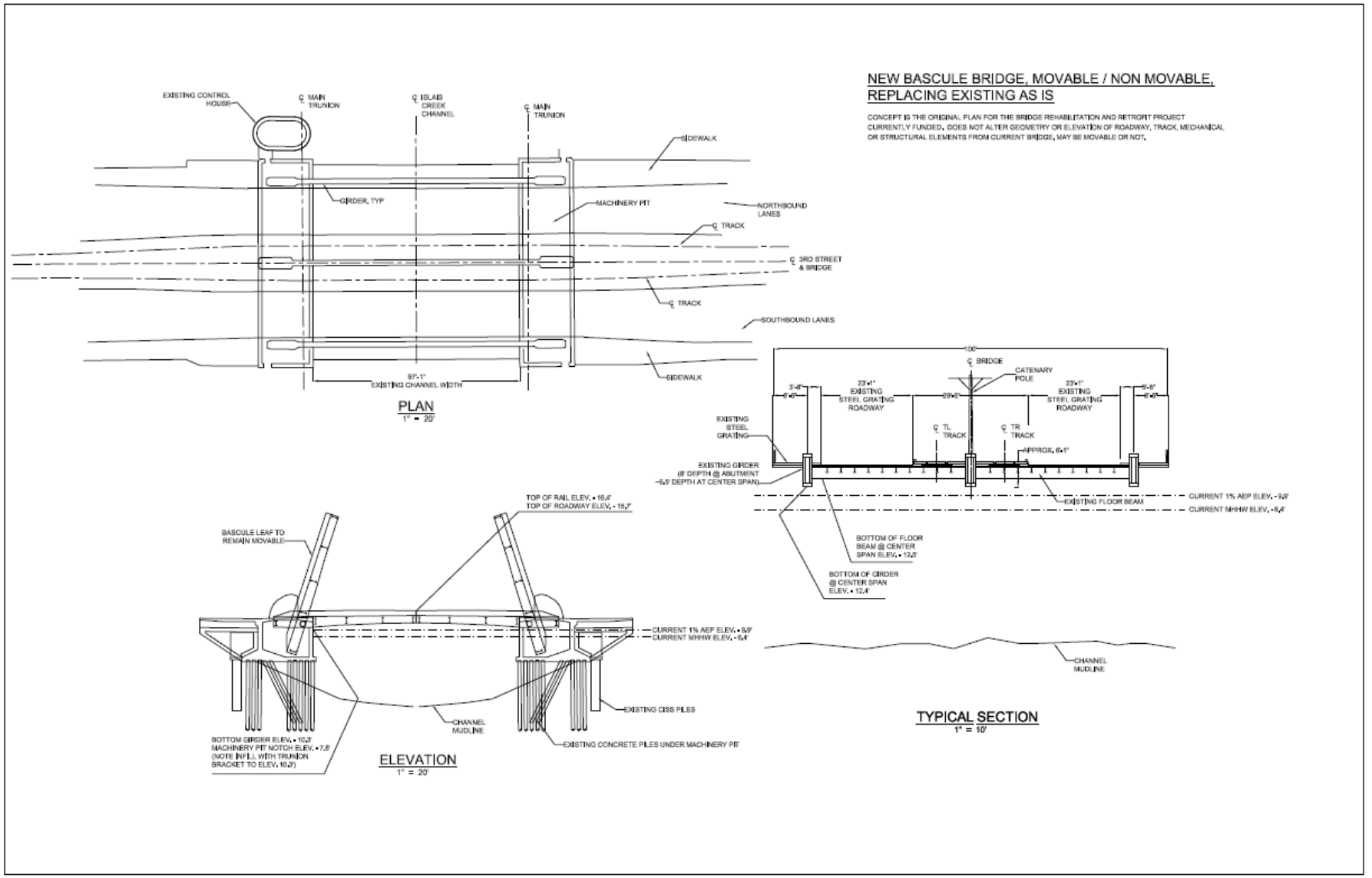
ISLAIS CREEK BRIDGE RESILIENCE CHARRETTE - PUBLIC REALM ENHANCEMENT OPPORTUNITIES



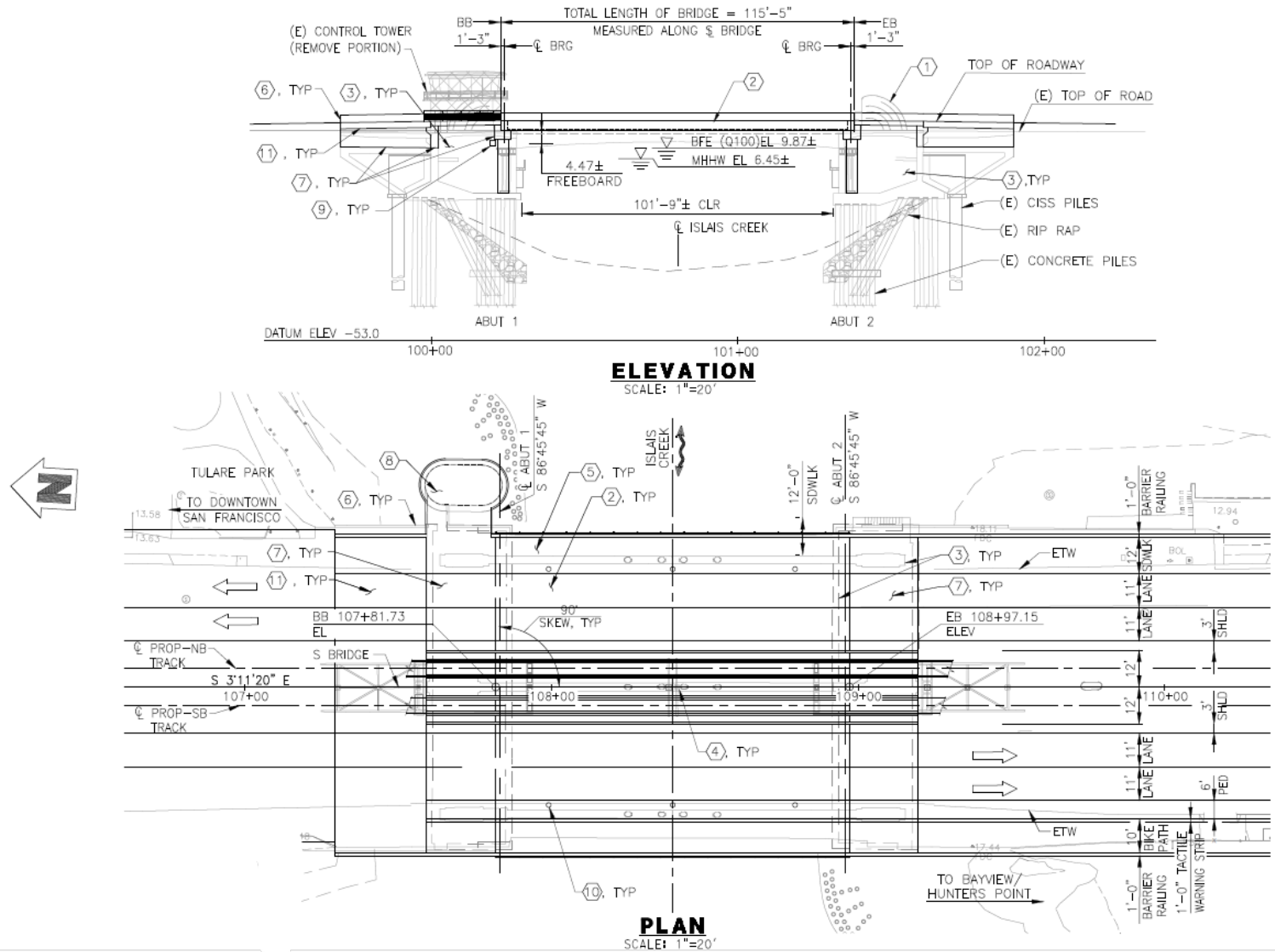
USACE - FLOOD STUDY (Regional Sea Level Rise Adaptation)



EXISTING BRIDGE DESIGN (Double Leaf Bascule Span Drawbridge at Existing Elevation)



PROPOSED BRIDGE DESIGN (Fixed-Span Bridge with Raised Approaches)



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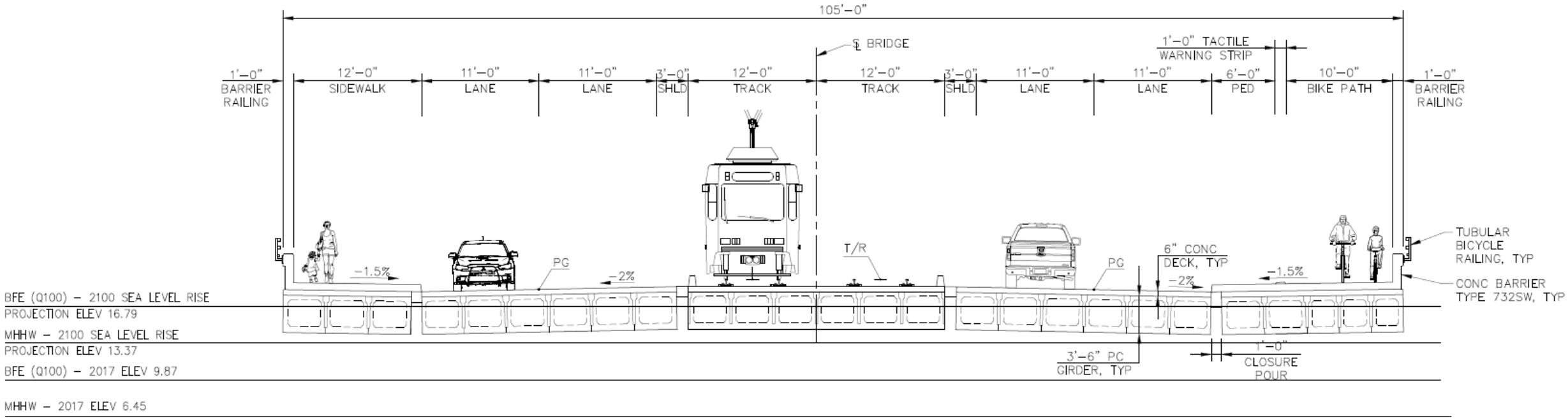
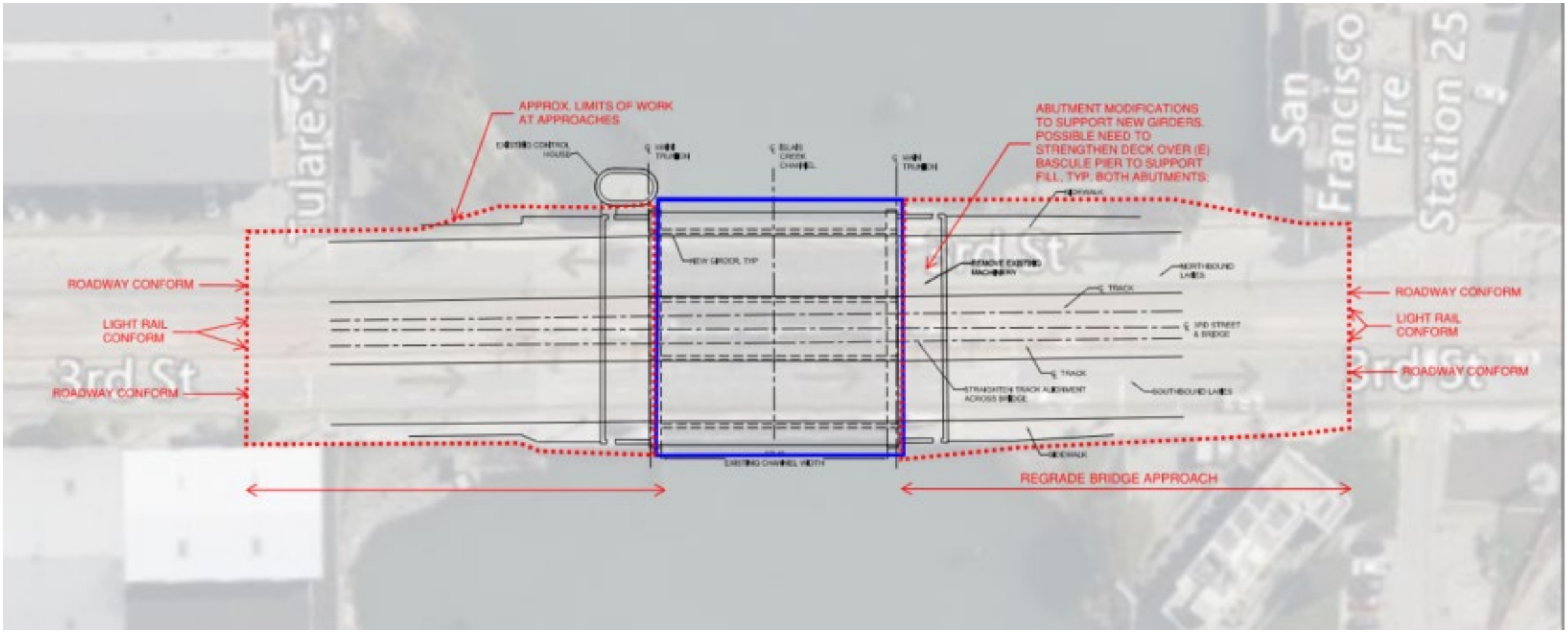


TYPICAL SECTION - PC/PS ADJACENT BOX BEAMS

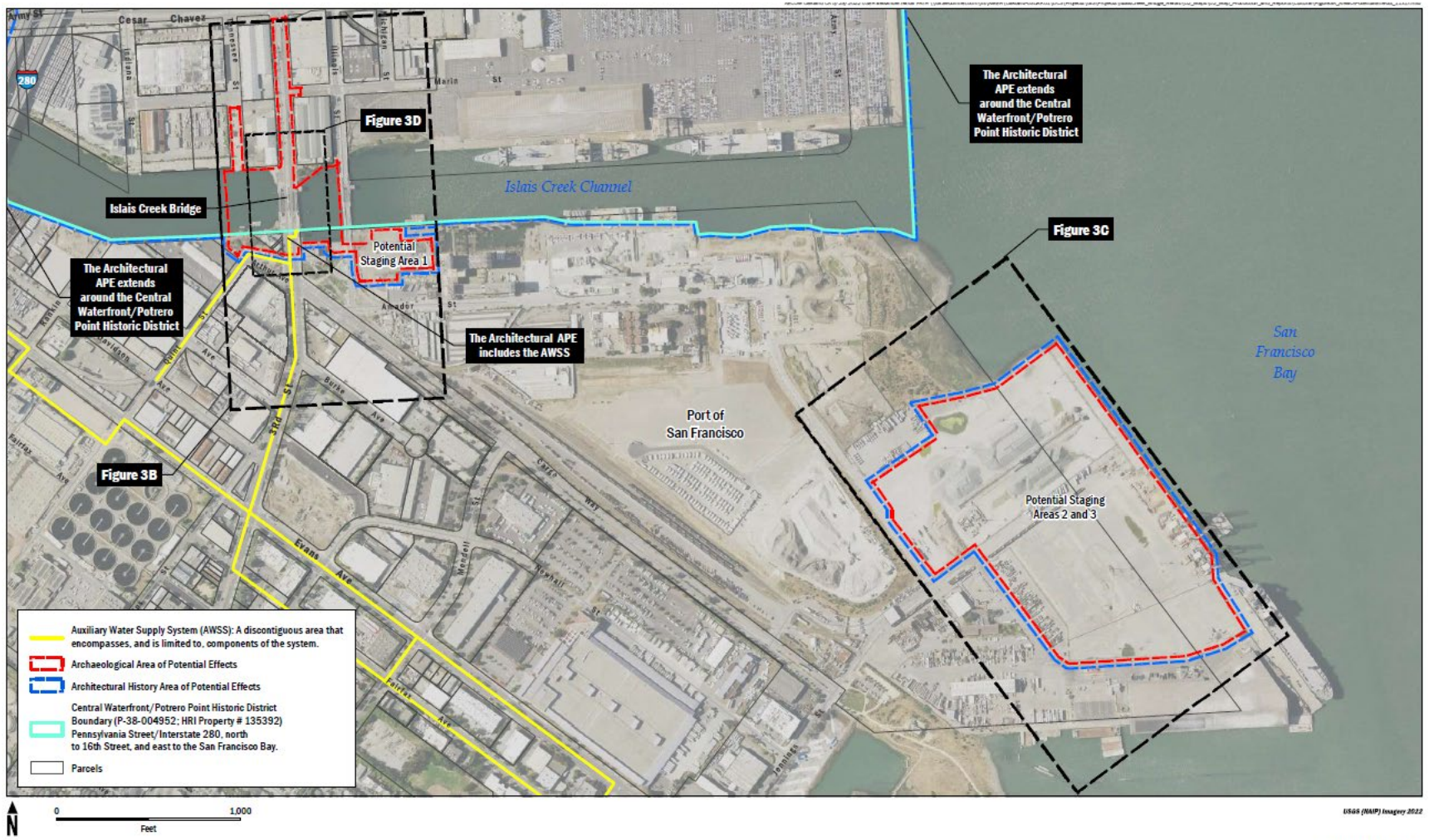
SCALE 1"=5'

PROPOSED BRIDGE DESIGN (Fixed-Span Bridge with Raised Approaches)

PROPOSED BRIDGE DESIGN – AREA OF CONSTRUCTION IMPACT



ENVIRONMENTAL – NEPA AREA OF POTENTIAL EFFECTS



AECOM
San Francisco Public Works
Islais Creek Bridge Replacement Project

FIGURE 3A
Area of Potential Effects

TRADE-OFFS WITH PROPOSED DESIGN

- **Design includes changing existing superstructure from a steel double leaf bascule span drawbridge to a concrete fixed-span bridge with a wider solid deck at a higher elevation. This results in an "adverse effect" on a historic resource.**
- **Fixed span results in reduction to maritime navigational clearance. There are no reductions to operational use of roadway, sidewalks, and light rail.**
- **Upfront effort is required to obtain stakeholder and regulatory agency buy-in. There is cost and time for additional environmental clearance and new design effort for proposed alternative. These initial costs and time are easily offset by construction cost savings, a better performing product, and a host of future benefits resulting from the change.**
- **The temporary disruption caused during construction may take the T-Line out of service for 24 months.**

BENEFITS WITH PROPOSED DESIGN

KEY DIRECT BENEFITS TO BRIDGE ASSET

- Lower construction costs, lower downtime for light rail during bridge span replacement, and less future disruption
- Elimination of maintenance costs and disruption associated with drawbridge operability and steel re-coating
- Improved seismic resiliency
- More operational reliability on primary arterial for transit and traffic, including more efficient T-Line crossing
- Meets the intent and purpose of the FHWA Highway Bridge Replacement & Rehabilitation Program (Federal Funding)

KEY INDIRECT REGIONAL AND COMMUNITY BENEFITS

- Interruption to T-Line service during construction will be mitigated with a well-coordinated bus-substitution with advanced time for robust outreach
- Improved resiliency against current, near-term, and long-terms sea-level rise impacts
- Benefits current and future upstream capital projects such as PUC Sewer Outfall Replacement
- Flexibility to incorporate design into other climate change adaptation measures planned on the region
- Better connectivity to adjacent open spaces for pedestrians, bicycles, and recreational access
- More reliable and uninterrupted link to the Bayview and south-east part of City and future developments

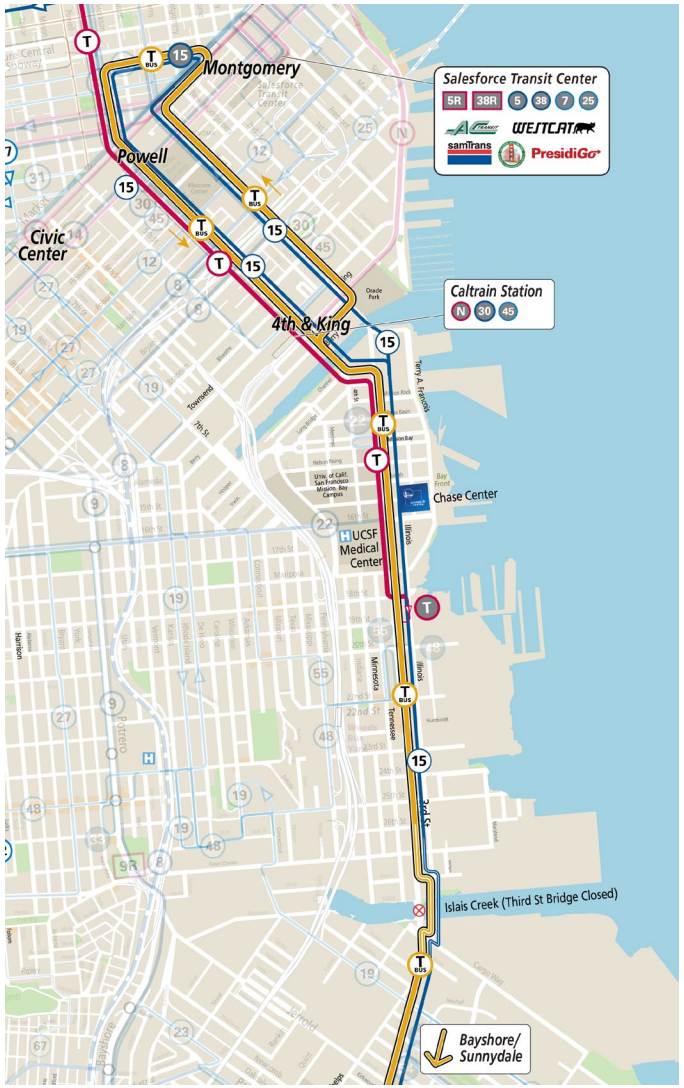
Muni “T” Third – Central Subway

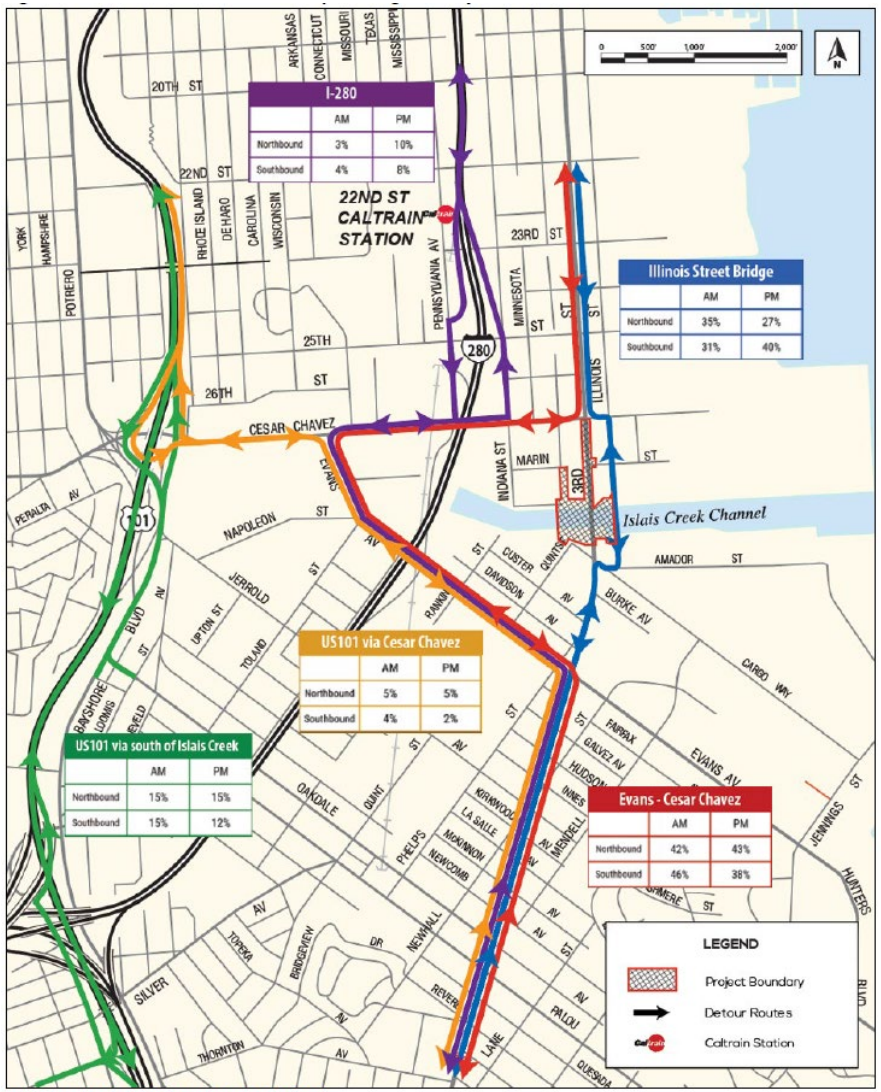
ISLAIS CREEK BRIDGE REHABILITATION – FIXED-SPAN BRIDGE

September 14, 2024

SAN FRANCISCO PUBLIC WORKS

Potential T-Line Bus Substitution & Traffic Detours (DRAFT)





Source: CHS Consulting Group and SFCTA, 2023

DESIGN AND ENVIRONMENTAL STATUS UPDATE – AUGUST 2024

Design Status:

- Fixed-span bridge through-girder design is developed to 35%. An adjacent-box-beam variant is also developed to 35% (Preliminary Engineering phase) and both designs are currently being evaluated.
- A Structures Type Selection Report for both designs is currently under review with Caltrans. Concurrence by the Caltrans Highway Bridge Program is an essential step to moving forward with the detailed design phase.
- Transportation analysis, transit, and traffic detours are in development in coordination with SFMTA.

Environmental Status:

- NEPA: Draft EA is currently under review with Caltrans HQ and the US Coast Guard and will be circulated for public review. Approval of the final EA is anticipated in Spring 2025 and is a requirement to advance the project to the detailed design phase past 35%.
- CEQA: Draft EIR was circulated for public review in November 2023, and comments are currently being addressed in coordination with the SF Planning Department. Approval of the final EIR is anticipated in Winter 2024 and is a requirement to advance the project past 65%.

Cost Estimate*:

- Fixed-Span Bridge Design Construction Cost Estimate: **$60 Million**

** Cost is based on 35% Design (Preliminary Engineering) and subject to change pending Type Selection*

SCHEDULE UPDATE – AUGUST 2024

Regulatory Approvals:

NEPA: Draft EA Anticipated for Public Circulation in Fall 2024, Final EIR Anticipated in Spring 2025

CEQA: Draft EIR Circulated November 2023, Final EIR Anticipated in Winter 2024

US Coast Guard: Bridge Clearance Navigation Change June 2023

Current Schedule*:

Environmental Clearance/Preliminary Engineering: **39 months** December 2021 – April 2025

Detailed Design and PS&E Preparation, ROW Certification: **10 months** April 2025 – February 2026

Advertisement, Bid & Award: **6 months** February 2026 – August 2026

Construction Contract: **36 months** August 2026 – January 2029 (Including pre-construction, procurement, and off-site fabrication)

Active Field Construction: **24 months December 2026 – December 2028**

**Schedule is subject to change based on regulatory approvals and federal funding authorization.*

PHASED OUTREACH EFFORTS

- **Phase 0 – Internal Outreach to City Department Stakeholders for Support and Coordination**
  Spring 2022 to Summer 2023

- **Phase 1 – Regulatory Outreach (NEPA EA – Caltrans, US Coast Guard, CEQA EIR – Planning Dept., D10 Supervisor, public hearings, initial community meetings)**
  Fall 2022 – Spring 2025

- **Phase 2 – Community/Public Outreach - During detailed design and transportation plan development**
  Fall 2024 – Spring 2026

- **Phase 3 – Community/Public Outreach – Pre-Construction (Sharing updated detour routes, website, PIO)**
  Commencing Fall 2026 - Winter 2026

- **Phase 4 – Community/Public Outreach –During Construction (Periodic updates, construction milestones, changes)**
  Commencing Winter 2026 – Winter 2028

METHODS OF OUTREACH COMMUNICATION

- Public Meetings
- Webpage - https://sfpublicworks.org/Islais-Creek-Bridge
- Physical Mailers / Automatic Electronic Updates
- Fact Sheets
- Social Media
- District 10 Supervisor Newsletter
- Community Advocates

QUESTIONS