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

Capital Planning Committee Project Update
October 3, 2022
Thomas Roitman, Project Manager, San Francisco Public Works
AGENDA

• History and Rationale for Change to Fixed-Span Bridge
• Resilience Charrette – Purpose, Process, and Outcome
• “Preferred” Bridge Option
• Trade-offs with Proposed Design
• Benefits with Proposed Design
• Project Status and Timeline Update
• Outreach
• Questions
HISTORY OF EXISTING BRIDGE

1920s Strauss Single-Leaf Bascule Bridge

1940s Nishkian Double-Leaf Bascule Bridge
Industrial Use – Cargill Inc. - Copra Importation and Processing 1947 - 1974
HISTORY OF BRIDGE REHABILITATION PROJECT

Deteriorated girders and deck – Structural deficiencies noted in Caltrans Bridge Inspection – Impetus for bridge rehabilitation in 2013
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
Holistic perspective to enable good decisions that will benefit the City now and for the future.
Continuous access along creek

Greening + softening of edges

New direct connections from bridge

Overlook moments + widened pedestrian path
EXISTING BRIDGE DESIGN (Double Leaf Bascule Span Drawbridge at Existing Elevation)
PROPOSED BRIDGE DESIGN (Fixed-Span Through Girder with Raised Approaches)
PROPOSED BRIDGE DESIGN – AREA OF CONSTRUCTION IMPACT
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.
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 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

- 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
STATUS & TIMELINE UPDATE – October 2022

Design Status:
Fixed-span Bridge preliminary engineering design (15% APS Level) and environmental clearance is in progress. 35% TSR Design starting in October 2022. Internal and external agency outreach is ongoing.

Environmental Status:
NEPA: PES submitted September 2021 – NEPA technical reports started in March 2022
CEQA: PPA Submitted December 2021 – SF Planning/CEQA analysis started in May 2022
Bridge Clearance Navigation Change Request to US Coast Guard anticipated December 2022

Current Schedule:
Environmental Clearance/Preliminary Engineering: 18 months* December 2021 – June 2023
Detailed Design and PS&E Preparation, ROW Certification: 12 months July 2023 – June 2024
Advertisement, Bid & Award: 6 months July 2024 – December 2024
Construction: 24 months January 2025 – March 2027

ROM Cost:
Current Draw Bridge Design Construction Cost Estimate: $110 Million
Revised Fixed-Span Bridge Design Construction Potential Cost Savings: $30-50 Million*

*pending formal validation of NEPA/CEQA schedule and professional cost estimate
OUTREACH

• City Department Coordination and Periodic Updates
• Primary/Ancillary Stakeholders (9+ Letters of Support Received)
• State And Federal Agency Regulatory Implications