

SUPPORTING DOCUMENTATION

1. Description of the project

The project provided a long-term bridge infrastructure improvement within a riverbed. The bridge replacement project was 610 foot long, 4 traffic lanes, 8-foot shoulders (bike lanes), and 5.5 foot sidewalks. The project consisted of two phases; \$3.5 million Water Transmission line relocations and \$16.7 million Bridge Replacement. The total project cost for design and environmental clearance, construction, construction administration was \$23 million.

2. Justify how this project stands out among other & why it is worthy of an award.

The bridge replacement provided capacity increasing traffic for vehicles, bicycles, and pedestrians. Additionally, the bridge continued use of an equestrian trail undercrossing and adjacent walking path during construction. The project provided a context sensitive solution too adjacent recreational golf coarse users and the surrounding business community. Incorporated context sensitive bridge aesthetics and developed stage construction plan to ensure continued transportation link, safety & constructability. These measures lead to a Categorical Exclusion (NEPA) and Mitigated Negative Declaration (CEQA) environmental documents.

Additionally, the bridge replacement project was a catalyst to water transmission line improvements that were near the design life, had a high risk of consequence of failure due to swallow depth, and required significant environmental compliance. Relocation of 32 and 36 inch water transmission lines was required to accommodate future bridge replacement (Phase II) and continued potable water service. The transmission line improvements provided sustainable infrastructure to the City of San Diego and City of Chula Vista utility owners.

3. Special relationships generated, obstacles overcome, other accolades received.

Significant coordination with community groups, commercial businesses, equestrian community, and County staff. coordinated with stakeholders that included County of San Diego, City of San Diego, and Sweetwater Authority.

Addressed significant environmental mitigation measures for project design and construction with Army Corp of Engineers, US Fish & Wildlife, Regional Water Quality Control Board, and County Environmental Staff.

Construction Management- coordinated with contractor to identify critical construction phasing and environmental monitoring. Additionally, compiled a Traffic Management Plan for the project. During construction a Clapper Rail (federally endangered species) nested within the project. This nesting clapper rail required federal protocols for avoidance and coordination with State and Federal resource agencies.

The existing Willow Street Bridge over the Sweetwater River was constructed in 1940 as a multi-span reinforced concrete slab bridge supported on concrete pile. The existing bridge length and width were approximately 610 feet and 31 feet, respectively. The bridge was capable of carrying two lanes of traffic with a 4-foot wide maintenance walk on the east side; the bridge has no bike lanes and no shoulders.

4. Provide the name of a public agency official that can speak on behalf of the project's accomplishments.

Name: Jose Luis Gomez

Title: Principal Civil Engineer

Phone: 619-476-2301

jgomez@chulavistaca.gov