Gautho, Julia

From: Kevin Maguire <kmaguire831@gmail.com>
Sent: Wednesday, March 26, 2025 3:36 PM
To: City Council
Subject: "Stockton Bridge Reinforcement Project," On August 24, 2023, the City Council accepted $500,000 in grant

Based on the City Council meeting on 1/25/2024, The project is for Reinforcement, and Grants were awarded for that purpose.

Please direct staff and contractors to study the Reinforcement of the Stockton bridge, debris fins and other upstream mitigation efforts, also **Do Nothing** as there is no recordable log jams, not in our major historic storms of 2023-2024, or in the past 90 year life of the bridge.

Current Condition of the Stockton Avenue Bridge

- **Built**: 1934 (over 90 years old)
- **Type**: Hollow box girder bridge (lightweight, early WPA-era design)
- **Sufficiency Rating**: **60.6 out of 100** by Caltrans
  - Indicates it's in **"Fair" condition**
- **Seismic Safety**: **Structurally sound as of the latest inspection**
  - No immediate earthquake risk
- **Storm Resilience**:
  - **Requires crane intervention** for large debris management during major flows, as a precautionary.

1/25/2024 City Council Meeting
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Fiscal Impact: On August 24, 2023, the City Council accepted $500,000 in grant funds from the California Department of Water Resources (CDWR) for the Stockton Bridge Debris Mitigation Project. The adopted FY 2022-23 budget allocated $350,000 for the initial phase of the **"Stockton Bridge Reinforcement Project,"** bringing total project funding to $850,000. Sufficient funds are available for approval of this Professional Services Agreement.

Due to its vulnerability, the Stockton Avenue Bridge is identified as a critical at-risk facility in the City's 2013 Local Hazard Mitigation Plan (LHMP). In 2016, a due diligence memorandum was completed to assess the potential impact of debris flow on the bridge during a catastrophic flooding event. **The memorandum recommended the installation of debris fins to guide debris through the larger center span of the bridge.**

The development of a debris mitigation project for the Stockton Avenue Bridge involves conducting a feasibility study and detailed site study, including a hydraulic model, evaluation of alternative debris control measures, consideration of permits, infrastructure requirements, and cost analysis. The FY 2022- 23 Budget allocated $350,000 for the initial phase of the **"Stockton Bridge Reinforcement**

Project." With support from State Senator John Laird, State Assembly Bill 102 was passed this summer, which allocated **$500,000 for this project.**

1. High Cost of Replacement

- The estimated cost for full bridge replacement was stated as **$17M–$20M**, making it by far the **most expensive option** compared to alternatives like debris piers or cages ($1.4M–$2.4M).
- Council acknowledged that **funding would rely heavily on state and federal grants**, and it would take multiple rounds of applications over several years to secure enough support.

  "Obviously the downside to this one is it requires **significant planning and significant funding** to achieve."

⏳ 2. Multi-Year Project Timeline

- Councilmembers recognized the **replacement option is a long-haul project**, requiring:
  - Environmental reviews
  - Multi-agency permitting
  - Public input
  - Final design
- This introduces **uncertainty about when construction could begin**.

  "It is multi-year to develop, multi-year to get funded… not a short-term project."

🔁 3. Overlap With Other Major Projects

- Concern was raised about **timing conflicts** with **Cliff Drive resiliency work**, another major infrastructure priority.
- Council asked whether both projects would **compound community disruption** or strain grant opportunities if pursued simultaneously.

  "Do you see any reason to time the grant writing process differently… just so the impact to our community and traffic wouldn't be so much?"

🛠️ 4. Retrofit or Modify Instead of Replace?

- A councilmember asked whether the existing bridge could be **retrofitted or widened** rather than replaced entirely. (11/14/2024 council meeting)
- Staff responded that due to its construction style (a hollow box girder), the bridge **is not structurally adaptable or modifiable**.

"It is very much in one piece… not a type of bridge you build onto."

🏛️ 5. Historical & Cultural Preservation

- There was explicit recognition that the bridge is a **historic WPA-era structure**, visually tied to Capitola's identity.
- Staff said any new design would **attempt to preserve the look and feel**, but acknowledged loss of original structure could spark public pushback.

  "It's the oldest of its type in California… visually very much 'says Capitola' between the Venetians and the Village."

💡 Additional Considerations Discussed:

- Whether **clearing upstream debris** (as an interim strategy) could delay the need for full replacement.
- Council supported continuing **crane-based debris removal** until a long-term solution is funded.
- A desire to **maximize public input** before advancing design plans.

Option	Cost	Maintenance	Recreation & Aesthetics
1. Debris Fins	$1.6M–$1.8M	High (frequent clogging)	Highly visible, visually disruptive
2. Debris Cage	$1.4M–$1.6M	Moderate	Moderately intrusive (kayaks, fishers)
3. Debris Piers	$2.1M–$2.4M	Moderate	Least visual impact
4. Debris Sweeper	$1.3M–$1.4M	High (mechanical failure risk)	Minimal impact
5. Bridge Replacement	$17M–$20M	Low (long-term)	Preserves historic character; improves