



Resource Management Agency

COUNTY OF TULARE AGENDA ITEM

BOARD OF SUPERVISORS

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District One

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AGENDA DATE: July 9, 2024

Public Hearing Required	N/A
Scheduled Public Hearing w/Clerk	N/A
Published Notice Required	N/A
Advertised Published Notice	N/A
Meet & Confer Required	N/A
Budget Transfer (Aud 308) attached	N/A
Personnel Resolution attached	N/A
Agreement(s) attached	Yes

CONTACT PERSON: Celeste Perez PHONE: (559) 624-7010

SUBJECT: Agreement with Biggs Cardosa Associates Inc. for Professional Engineering Services for the Mountain Road 43 (Manter Meadow Drive) over Capinero Creek Bridge Project

REQUEST(S):

That the Board of Supervisors:

1. Approve an Agreement with Biggs Cardosa Associates Inc. to provide Professional Engineering Services for the Mountain Road 43 (Manter Meadow Drive) over Capinero Creek Bridge Project, in the community of Pine Flat, in an amount not to exceed \$892,755, for the period of July 9, 2024, through December 31, 2029.
2. Authorize the Chair of the Board to sign the Agreement.

SUMMARY:

The County of Tulare (County) experienced a series of severe rainstorms (atmospheric rivers) beginning in January of 2023, causing significant and widespread flooding and damage to critical transportation and bridge infrastructures. These floodwaters required the closure of the Mountain Road 43 (Manter Meadow Drive) over Capinero Creek, which created major consequences for the citizens residing in the rural community.

The Mountain Road 43 (Manter Meadow Drive) over Capinero Creek Bridge Project (Project) is located about 550 feet northeast of Pine Flat Drive, in the community of Pine Flat. The severe rainstorms in early 2023 caused the crossing to wash out completely twice, leaving residents stranded until the crossing was temporarily restored. To quickly restore access, the County replaced the failed multi-pipe crossing with three large, corrugated, metal pipe culverts.

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However, a subsequent hydraulic and hydrology study revealed that these culverts are not adequately sized to handle a 100-year flood event (an event similar to the January and March 2023 storms). To prevent future washout, the contracted Hydraulics Engineer has recommended replacing the crossing with a bridge.

While the emergency project provided temporary access to the community of Pine Flat, several immediate concerns for Mountain Road 43 (Manter Meadow Drive) remain, including the following:

- Irregular/rough surface
- Narrow lanes, no shoulders
- Ongoing Maintenance

Permanent Restoration (PR) work will provide additional embankment fill material to restore the roadway to its original condition and meet pre-disaster safety standards. Work will likely consist of a clear-span precast or cast-in-place slab bridge. A clear span structure will minimize environmental and construction-related impacts and reduce the need for costly routine channel maintenance. Ultimately, this replacement structure will provide a safer and more dependable bridge for residents of the Pine Flat community.

The County is the lead agency for the Project. A consultant team, managed by Biggs Cardosa Associates, will lead the engineering effort upon approval of this agreement.

On February 15, 2024, the Resource Management Agency (RMA) issued a Request for Proposal (RFP) for qualified firms to provide professional engineering consulting services for the Project. On March 7, 2024, RMA received five (5) proposals from interested engineering firms including:

1. Biggs Cardosa Associates Inc.
2. Consor
3. Cornerstone Structural Engineering Group
4. Dokken Engineering
5. Moffatt & Nichol

Staff anticipates federal reimbursement through the Federal Emergency Management Agency (FEMA) Public Assistance Program (Disaster Relief). To meet all federal requirements, staff followed the recommended process described in the Caltrans Local Assistance Procedures Manual (LAPM), which explains the procedures needed to process federally funded local transportation projects.

All submitted consultant proposals were reviewed based on the criteria recommended in Chapter 10- Consultant Selection, of the LAPM:

- Experience with similar projects
- Understanding of the work to be performed and project approach
- Quality of staff and demonstrated technical ability

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- Capability of developing innovative solutions
- Financial responsibility and availability
- Overall impression and responsiveness

To comply with federal requirements and with state law, consultant selection was based solely on the qualifications and criteria described above. Cost and office location of the consultants were not considered.

The proposals were independently reviewed by a three-member panel of RMA staff. The consultant proposals were scored based on the following criteria:

- Understanding of the work to be performed
- Experience with similar projects
- Quality of staff and demonstrated technical ability
- Capability of developing innovative or advanced techniques
- Familiarity with State and Local requirements
- Capability to perform the work within the anticipated schedule
- Affirmative socioeconomic firm participation

After reviewing the received proposals, Biggs Cardosa Associates Inc. was selected as the top-ranked consultant. The selected Project team consists of the following firms:

- Biggs Cardosa Associates – Project Management and Structural Engineering Services
- Avila & Associates – Hydrology and Hydraulics Services
- Earth Mechanics, Inc. – Geotechnical and Earthquake Engineering Services
- GPA Consulting – Environmental, Permitting, Air Quality and Noise Study
- Mark Thomas – Civil, Roadway, Utilities, Surveying and Landscaping Architecture Services

Upon completing negotiations with Biggs Cardosa Associates Inc., as the prime consultant, a not to exceed amount of \$892,755 (including optional services) was established as fair compensation for the scope of services required for the Project.

Design of the Project is anticipated to take approximately 1.5 years to complete, including roadway design, environmental analysis, and right-of-way clearance. Following this timeline, construction is anticipated to start in the fall/winter of 2025. Depending on the alternative selected, the Project may take between 6 to 8 months to construct.

FISCAL IMPACT/FINANCING:

No net County cost to the General Fund.

This project (RMA No. 00732678-002) was approved as part of the 2024/2025 County Transportation Improvement Program (CTIP). Staff anticipates a 93.75% reimbursement ratio through the Federal Emergency Management Agency (FEMA) Public Assistance

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Program (Disaster Relief) and the California Governor’s Office of Emergency Services (CalOES). The remaining 6.25% will be covered through local County Road funds. In the event the County does not receive federal reimbursement, the Project will be entirely funded through local County Roads funds.

A summary of the estimated project cost for Mountain Road 43 (Manter Meadow Drive) over Capinero Creek Bridge Project is as follows:

Preliminary Engineering:	\$940,000
Right-of-Way Support / Acquisition:	\$100,000
Construction:	\$3,902,000
Construction Engineering:	\$421,000
Total:	\$5,363,000

LINKAGE TO THE COUNTY OF TULARE STRATEGIC BUSINESS PLAN:

Safety and Security and Economic Well Being – This project will enhance the safety and security of the public by improving the transportation infrastructure for both the general population in the region and the motorists using this facility.

ADMINISTRATIVE SIGN-OFF:

/s/ Reed Schenke

Reed Schenke, P.E.
Director

Cc: County Administrative Office

Attachment A: Vicinity Map
Attachment B: Agreement for Professional Engineering Consulting Services with Biggs Cardosa Associates Inc.