

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION
Agenda Staff Report**

MEETING DATE January 31, 2017	AGENDA ITEM NUMBER
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TO: Mayor Benetti and City Councilors

FROM: Jennifer Wirsing, Wastewater Project Engineer

THROUGH: Rodger Craddock, City Manager
Jim Hossley, Public Works Director

ISSUE: Contract Amendment with Dyer Partnership Contract for Additional Environmental Permitting for the 6th Avenue Emergency Culvert Replacement Project

BACKGROUND:

There is an existing wood box culvert located under 6th Avenue, approximately 300 feet south of F Street in Eastside. The culvert conveys flows from an existing drainage ditch to the slough. During the month of November 2015 the City's sewer collection crew performed a scheduled video investigation of the culvert. A sinkhole was observed on the east embankment along with failure of a portion of the culvert's soffit. An emergency repair was performed immediately because if this culvert failed completely it would limit access to and from Eastside and damage utilities. The emergency repair consisted of installing a steel plate along the top of the box culvert for reinforcement and rip rap along the embankment for stabilization. The timely repair minimized further damage from occurring to 6th Avenue and potentially prevented damage occurring to the existing utilities, thus preventing the City from incurring additional repair costs. However, a permanent solution should be designed, permitted and constructed.

On December 15, 2016, Council approved the design contract (for the permanent solution) to Dyer Partnership. Design is almost complete and environmental approvals are in process. This project can only be performed between the months of October and February due to an in-water work permit condition. It is anticipated that this project will be advertised to bid Spring/Summer 2017. The engineer's estimate for this project is \$800,000. Staff has investigated potential funding for this project and has concluded that the project can be funded through the current non-point source agreement with DEQ's State Revolving Fund program. The City qualified for up to \$2M of non-point source stormwater projects because of the DEQ loan for Wastewater Treatment Plant 2. These stormwater projects can be completed at no-cost to the City.

If the Council chooses to move forward with the project and fund it with the SRF program, Environmental Cross Cutters must be performed. What this means is that because the funding source was started with federal money, additional state and federal agencies such as the Environmental Protection Agency, the Federal Emergency Management Agency, State Historic Preservation Office, etc. must be coordinated with regarding this project. This additional coordination would not be required if the funding source came from the City's wastewater revenue,

private funds, or funds not originating from a federal source. As a result, if Council chooses to use the SRF funding, an amendment to the Dyer contract must be approved.

ADVANTAGES:

This project has been outlined in the City's Storm Water Master Plan as being under sized, in poor condition and should be replaced. Replacing this culvert will satisfy one of the goals in the Storm Water Master Plan.

By authorizing the amendment, the City to utilize funds for construction that will not have an impact on the rate payers.

Authorization will also allow the City to proceed forward with the replacement of this culvert which will prevent further damage to the existing road, the channel, upstream properties, existing utilities, and not cause access issues to Eastside. In addition, with engineered plans and detailed quantities the City will obtain formal competitive bids that could result in a lower repair cost.

DISADVANTAGES:

As a result of the collapse of this portion of culvert the City's sewer collection crew is monitoring this area more frequently. The daily monitoring of this area takes time away from other daily duties the collection crew has.

If Council chooses to not pursue funding this project with SRF dollars, Staff is unsure how to fund.

Should this project not be constructed, it should be noted that the main entrance to and from Eastside is 6th Avenue. If this culvert were to fail, truck traffic would be significantly impacted. Also if this culvert and the McCullough Bridge were closed at the same time, it would hinder access to and from Eastside significantly. Additionally, the failure of this culvert could also cause flood damage to the upstream properties as well as exiting utilities.

BUDGET IMPLICATIONS:

While it is anticipated that the construction of this project will be funded by a SRF source, funds to perform the Environmental Cross Cutters are not eligible for reimbursement by SRF. The original contract for design services including environmental processing, civil, geotechnical and structural, (\$87,970) was funded by the Wastewater Improvement Fund, Department 810, and WW Emergency (29-810-530-3010). It is recommended that the amendment, a cost of \$36,274, be funded from the same source which would be bringing the total contract to \$124,244.

ACTION REQUESTED:

At the next regular Council meeting, staff intends to request the City Council consider approving the amendment to The Dyer Partnership contract for permitting and design services for the 6th Avenue Emergency Culvert Replacement Project for a total cost not to exceed \$124,244.

City of Coos Bay
6th Avenue Emergency Storm Culvert Replacement
Amendment Scope of Work
Task Order No. 13 Amendment

BACKGROUND: The City has entered into an agreement (Task Order No. 13) with The Dyer Partnership for the design of 6th Avenue Storm Culvert Replacement Project. The original Task Order was to provide project design for a new bridge as described in original scope of work. The original scope of work did not include raised concrete sidewalks on the bridge deck, and excluded wetland mitigation and environmental engineering. Bidding documents (which include funding agency requirements), bidding, and construction management activities were also not included with the original scope of work.

This amendment is to address the following items which were added to the project scope of work:

- 1) Permit driven design changes
- 2) Sidewalk changes
- 3) DEQ-Sponsorship Funding
- 4) Easements

Permit Driven Design Changes: The submission of permit applications for the project triggered the requirement that a storm water bio-swale and fish passage criteria be added to the project. Design changes as a result of the permitting process included the design of a storm water retention basin referred to as a “bio-swale”, and the design for a fish passage screening system to be used during construction. Storm water collection piping and bridge abutment pipe penetrations were designed to accommodate the storm water treatment requirements. These items were required by the National Marine Fisheries Service (NMFS) and the Oregon Department of Fish and Wildlife.

Sidewalk Changes: This design change is to add raised sidewalks to both sides of the 40-foot wide bridge structure. This design change required structural design changes and civil grading plan changes.

DEQ-Sponsorship Funding: The City has elected to use a DEQ-Sponsorship program for funding of the project. The Sponsorship program requires that additional permitting reviews and federal cross cutters be met prior to funding approval. Federal cross cutters are cross checks to ensure that the project meets all state and federal permitting requirements for funding of construction projects. This amendment covers the applications and revisions needed for the project to be in compliance with the DEQ-Sponsorship program.

Easements: The project site is located adjacent to private property that would be ideal for a staging area during construction of the new bridge. This design change included the research of the neighboring property deeds, and property descriptions in order to provide the City with a temporary construction easement allowing the Contractor building the bridge to utilize the property as a staging area.

SCOPE OF WORK

Item 1: Permit Driven Design Changes

Provide engineering design for the required Permit Driven Design Changes including a storm water bio-swale, storm drain piping, and fish passage requirements. Provide bridge abutment pipe

penetrations for storm water piping, storm water outfall design from bio-swale, and additional catch basins for storm water collection. Include an ODFW approved fish passage plan in the construction documents.

Item 2: Sidewalk Changes

Provide 5-foot wide, 8-inch high raised concrete sidewalks on both sides of the bridge. Provide site grading as required to transition to the sidewalks. Include future conduits in sidewalk for future utilities. Provide ADA ramps on each terminal end of the sidewalks.

Item 3: DEQ-Sponsorship Funding

Submit the required federal cross cutters and permitting information to the Oregon DEQ. Include descriptions and narratives to support the funding approval for the project under the DEQ-Sponsorship Funding program. Submission of information for the DEQ will include:

- A. Coordination with DEQ staff
- B. Creation of a Pre-Design Report Narrative
- C. Provide evaluation of alternatives for the project. A maximum of two alternatives will be generated.
- D. Compile all existing environmental permitting information for application packet to DEQ
- E. Provide Cost and Effective Analysis to DEQ for the proposed bridge project
- F. Address the required Federal Cross Cutters, provide supporting documentation for each cross cutter as required.
- G. Provide a Plan of Operations to DEQ for the project.
- H. Work with the City to develop a Fiscal Sustainability Plan as required by the DEQ.
- I. Develop an Operation and Maintenance Manual for the new bridge per the DEQ requirements.

Item 4: Easements

Provide the City with the easement description for the construction staging area located adjacent to the project site. City will execute agreement with the property Owner.

Proposed Fee

Services will be performed and billed on a time and materials basis, in accordance with the conditions of the Professional Services Agreement, dated January 6, 2015. The fee for these services is a not to exceed maximum of \$36,274.00 including all professional services and reimbursable expenses.

Item 1 Design Fees: Permit Driven Design Changes (Bio-swale/Fish Passage)	\$6,554.00
Item 2 Design Fees: Sidewalk Changes	\$3,155.00
Item 3 Design Fees: DEQ-Sponsorship Funding Application	\$25,525.00
Item 4 Design Fees: Temporary Construction Easement for Staging Area	\$1,040.00
Total	\$36,274.00

PAYMENT METHOD: Monthly Billing