



AGENCY: City Council
MEETING DATE: November 9, 2020
DEPARTMENT: Public Works
PRESENTED BY: Diane O'Connor/John Smith
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AGENDA ITEM SUMMARY

TITLE:

Receive Report and Consider Adoption of City Council Resolution Authorizing City Manager to Execute Authorization for Additional Services for the Design of the Raw Water Line Replacement Project, City Project 2018-02, Increasing the Scope of the Design Contract with Coleman Engineering

ISSUE:

On January 24, 2019, the City of Fort Bragg entered into a contract in the amount of \$680,000 with Coleman Engineering to complete construction design and bid documents for the Raw Water Line Replacement Project, City Project 2018-02. The contract amount included the proposal cost of \$594,096, plus an additional \$85,904 in contingency. The original scope of work covered design for all portions of the City's Raw Water Line, from Waterfall Gulch, Newman Gulch, and Summers Lane Reservoir, that had not been replaced prior to 1986. It was assumed that those portions that were replaced from 1986-1991 would be reliable for many years to come. It also avoided the need to work within the environmentally sensitive Noyo River flood plain and Hare Creek/Covington Gulch streambeds. The attached map (Figure 1) shows the proposed phases as awarded to Coleman Engineering.

While on a site walk in late May, it was discovered that the portion of the Hare Creek crossing that parallels the south side of Hare Creek has been severely undercut by erosion, and is at risk of failure, despite have been replaced in 1991. It is also significantly corroded. At least some portion of the existing Hare Creek/Covington Gulch creek crossing will need to be replaced to ensure the reliability of the system.



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The Hare Creek crossing is located in a very steep gorge that is inaccessible by most equipment, making it very challenging in many ways. Given the need to do all the additional environmental studies and reporting to perform this work, it makes sense to consider increasing the life span of the Noyo River crossing as well. A cost savings can be realized by performing both crossings as part of this project, rather than delaying the Noyo crossing and improving it as a stand-alone project in the future. While it will be necessary to trench the Hare Creek crossing across the creek, the plan is to line the Noyo River crossing, similar to the lining of the sewer pipes in 2019, and avoid open trenching in the river bed and flood plain.

Coleman Engineering has done an outstanding job of managing the budget and has already provided the 60% complete design plans for the original Phases. They are currently working on the 100% design plans. They will be able to absorb the extra work involved in adding the Noyo River lining to the project, but the Hare Creek crossing will be more challenging. Coleman is requesting \$10,434 for the extra surveying and mapping, \$18,990 for the additional environmental studies and permitting that will be required, and \$35,496 in engineering design costs, for a total addition of \$64,920. The proposed additional cost is 9.5% of the original contract amount, and, if approved, the new total of \$659,016 is still below the original contract amount of \$680,000.

ANALYSIS:

The Hare Creek crossing will have to be repaired/replaced to ensure the reliability of the system. Adding the Noyo River crossing to this project will cost considerably less than if we postpone the work into the future and will add decades to the life span.

RECOMMENDED ACTION:

Staff recommends authorizing the City Manager to execute the Authorization for Additional Services with Coleman Engineering.

ALTERNATIVE ACTION(S):

Council can choose to delay any work on Hare Creek crossing and/or the Noyo River crossing until a future date, and not add them to the Scope of Work.

FISCAL IMPACT:

The cost of adding the crossings to the scope of work falls within the approved project budget amount. It does reduce the contingency amount from \$85,904 (~14.4%) to \$20,984 (~3.2%).

GREENHOUSE GAS EMISSIONS IMPACT:

Adding the crossings to the design contract will have no impact on greenhouse gas emissions.

CONSISTENCY:

This addition to the Scope of Work is consistent with the goals of ensuring the reliability of the entire raw water system for decades to come.

IMPLEMENTATION/TIMEFRAMES:

It is in the best interest of the City to start the design process as soon as possible to incorporate these crossings into the plans for the other Phases and to facilitate repairs to the Hare Creek crossing before it fails.

ATTACHMENTS:

1. Figure 1 – Map of Phases
2. Resolution
3. Coleman Engineering Authorization for Additional Services

NOTIFICATION:

Coleman Engineering