AGENCY:	**City Council**
MEETING DATE:	**October 24, 2019**
DEPARTMENT:	**Public Works**
PRESENTED BY:	**C. O'Neal**
EMAIL ADDRESS:	**coneal@fortbragg.com**

AGENDA ITEM SUMMARY

TITLE:
Receive Recommendation from Public Works and Facilities Committee and Approve Scope of Work for a Request for Proposals (RFP) for the 2020 Maple Street Storm Drain and Alley Rehabilitation Project

ISSUE:
A design RFP for the 2020 Maple Street Storm Drain and Alley Rehabilitation Project has been reviewed by Public Works and Facilities Committee and tentatively approved for review and approval by the full City Council. The Committee directed staff to ensure that safety issues are addressed and to expand on the alley selection process. The project includes replacement of a failing 12" stormdrain line along a 340 linear foot alley (S300K) and an 18" stormdrain line along 770 linear feet of a collector street (Maple Street). In addition to the replacement of the stormdrain infrastructure, three new drain inlets will be installed in the Maple Street project area, and the Maple Street pavement segment will receive full rehabilitation. Four (4) alleys have been recommended for inclusion in this rehabilitation project. The addition of the four alleys is a change from the adopted 2019-20 FY CIP budget and if approved will require a budget amendment.

ANALYSIS:

Project Component (1) Maple Street Storm Drain

The City utilizes the Storm Drain Master Plan (SDMP) prepared by KASL Consulting Engineers. The Maple Street project area has previously been identified as a medium priority project for hydraulic deficiency (inadequate carrying capacity). According to the study, hydraulically deficient facilities are those that are undersized for the 10-year design flow which can cause flooding problems. The current state of this stormdrain system has further degraded over time and escalated to a safety deficiency. The stormwater system traversing Maple Street no longer has adequate hydraulic capacity which results in flooding problems that are physically degrading the pavement conditions and creating a traffic and safety hazard.

In 2016, a sinkhole appeared on Maple Street just east of the Harold Street intersection. The City placed a steel plate over the failing portion of pipe as a temporary fix. The current situation is causing irreversible damage to the pavement and accelerating pavement deterioration downhill from the problem area. The street segment location proposed for rehabilitation on Maple Street has a Pavement Condition Index (PCI) of 45 (according the 2017 Pavement Management Report). The current condition of the next pavement section, downhill, Maple St 001B is currently in good condition with a PCI = 84, that pavement section was maintained as recently as 2013. This superior pavement condition can best be continued by undertaking the pavement and drainage repairs being proposed.

Based on current City priorities and analysis of present conditions, the Maple Street drainage rehabilitation project has risen to a high priority project.

Project Component (2) Alleys Selected for Rehabilitation

The City relies primarily on its Alley Master Plan to set priorities for which alleys should be rehabilitated. This plan inventoried and evaluated the conditions of City alleys and prioritized them for improvement opportunities using several different metrics including greatest need for surface conditioning, funding, safety, drainage, and consistency with other Master Plans. In addition, maintenance problems and public attention are considered by staff as alleys are addressed. Based on a complete review of the AMP and current existing conditions, staff is recommending the following alleys be considered for inclusion in be in this project:

1. Alley S300G; a Residential type 2 improvement, located between S Harrison St. and S. Whipple St. from Maple to Hazel.
2. Alley N102G; a Residential type 1 improvement, located between N Harrison St. and N. Whipple St. from Alder to Oak.
3. Alley S600E; a Commercial/Multifamily (MF) type improvement, located between S Franklin St. and the GP Haul Rd. from Walnut to Cypress.
4. Alley S100H; a Commercial type 2 improvement, located between S Whipple St. and S Corry St. and Oak and Madrone.

As with streets, alley rehabilitation includes correcting deficient storm drain facilities. All four, recommended alleys have difficult drainage problems. Drainage systems are either grossly undersized or do not exist.

Benefits

As proposed, the project will rehabilitate at least 1,110 linear feet of stormdrain line and over 61,000 square feet of City Street and Alley asphalt pavement. The project includes the installation of three additional storm drain inlets, significant repairs to restore the curb and gutter along Maple Street, the installation of several new standardized ADA curb ramps, concrete cross gutter transitions from alleys to streets, pavement improvements to Maple Street and the selected alleys. Over 50 parcels (residential and commercial) will directly benefit from this projects implementation. Rear parcel access to all of these locations will be safer and more convenient. Drainage problems will be resolved. The proposed segment of Maple Street serves nearby Redwood Elementary as well as the CV Starr Center so the addition of the standardized intersection transitions and sidewalk improvements will also increase the safety of an important pedestrian route to school and recreational facilities. Additionally, this project will incorporate the coordination with telecommunications entities and the placement of broadband conduit the length of Maple Street.

RECOMMENDED ACTION:
Authorize staff to release the RFP Scope of Work for 2020 Maple Street Storm Drain and Alley Rehabilitation Project for design engineering.

ALTERNATIVE ACTION(S):

- Direct staff to compose an alternative list of alleys to be incorporated into this project.
- Direct staff to move forward with only component 1; the Maple Street Storm Drain component and postpone any alley work to 2021.

FISCAL IMPACT:
The total estimated cost for implementing this project is $1,800,000. The first $100,000 of the project is anticipated to be funded with Local Partnership Program dollars from the States Road Maintenance & Rehabilitation Program (also known as SB 1). The remaining project funds in the amount of $1,700,000 will be funded by the City's Street Sales Tax Fund. The currently adopted budget only incorporates Component 1 (Maple Street storm drain segment). Staff is recommending the increased scope of work to include Component 2, for the restoration of up to four additional alleys. If recommended for approval, staff will request a budget amendment to increase the CIP budget for this project from $650,000 to an estimated $1,800,000. A complete estimate of the project's cost is shown in the figure below. Street Sales Tax money committed to this project has been verified as available for proposed budget amendment. A budget amendment will be brought forward to Council in late winter early spring 2020 once a more concise engineer's estimate has been developed by the design engineer.

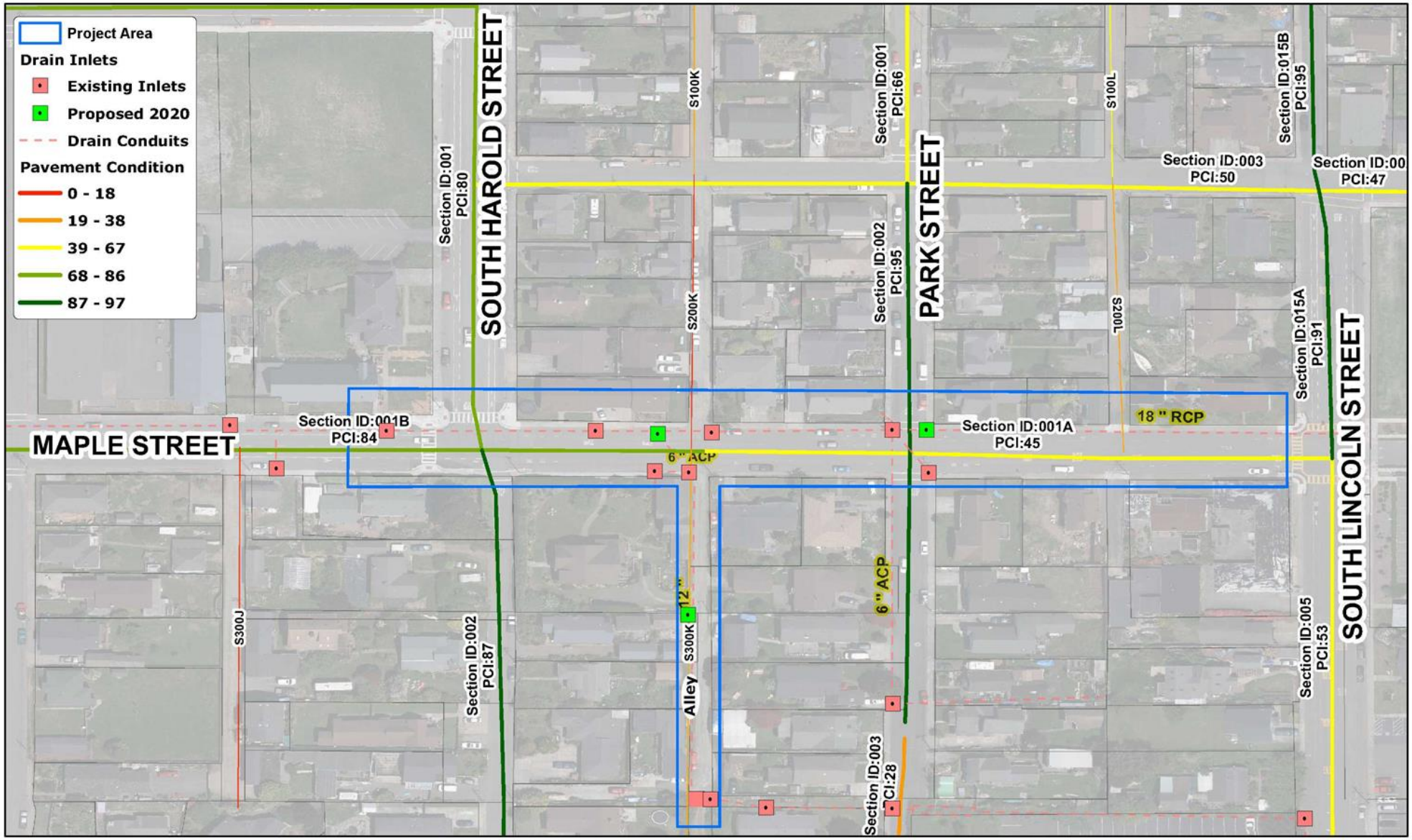
The current fund 250 has an adequate projected budget to support this full project (including Component 1 and 2).

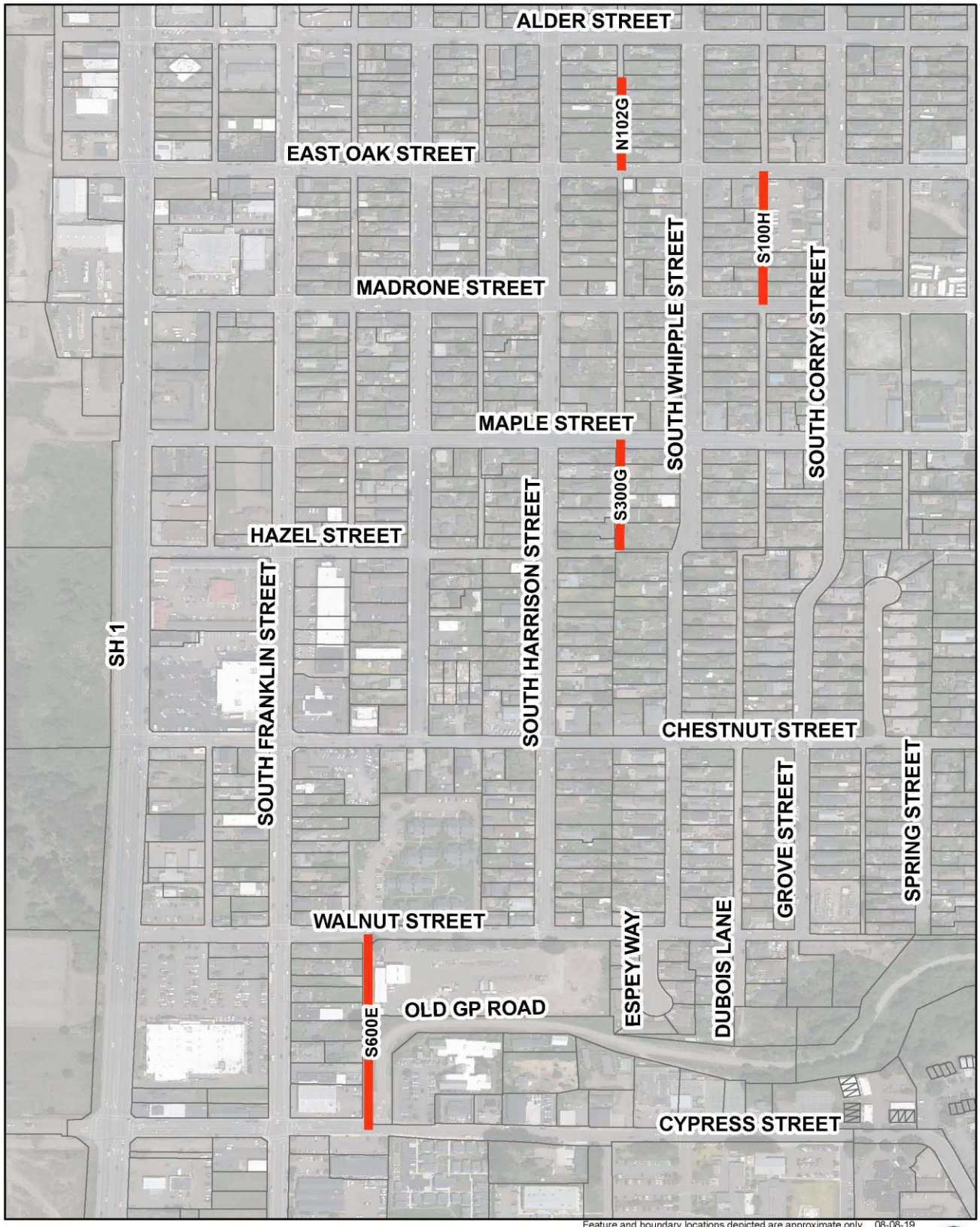
Preliminary Cost Summary for Maple St Stormdrain and Alley Rehab project			
PROJECT DEVELOPMENT/SUPPORT			
Permits/environmental review	$5,000		
Design (10%)	$124,934		
Construction Management (15%)	$187,401		
Total Development and Support		$317,335	
CONSTRUCTION			
Construction cost estimate	$1,249,340		
Contingency (15%)	$187,401		
Total construction with contingency		$1,436,741	
TOTAL PROJECT COST			**$1,754,076**
BUDGET			
Local Partnership Program			$100,000
Fund 250, Special Sales tax - Street Repair			$1,700,000
TOTAL BUDGET			**$1,800,000**

GREENHOUSE GAS EMISSIONS IMPACT:

There will be no increase in greenhouse gases (GHG) during the design phase of this project. Short term GHG emissions will occur during construction, but will be mitigated with the incorporation of air quality protection measures incorporated into the construction contract. Long term GHG emissions will be partially off-set by improving pedestrian access along Maple Street and encouraging reduced reliance on automobiles for travel to and from Redwood School.

2020 Maple Street Drainage Rehabilitation Proposed Drain Inlet Locations




ALDER STREET
EAST OAK STREET
MADRONE STREET
MAPLE STREET
HAZEL STREET
WALNUT STREET
CHESTNUT STREET
OLD GP ROAD
CYPRESS STREET
SH 1
SOUTH FRANKLIN STREET
SOUTH HARRISON STREET
SOUTH WHIPPLE STREET
SOUTH CORRY STREET
ESPEY WAY
DUBOIS LANE
GROVE STREET
SPRING STREET
N102G
S100H
S300G
S600E
Feature and boundary locations depicted are approximate only. 08-08-19
N
2020 Alleys for Rehabilitation
0 170 340 680
Feet

CONSISTENCY:

The primary funding source for this project is Special Street Sales Tax, Measure H. This special purpose transaction and use tax was passed by the voters in 2004 and extended again in 2014. The special sales tax is currently scheduled to sunset in 2024. This City's Special Street Sales Tax, makes us a "Self-Help" City under RMRA, which entitles us to the additional $100,000 in state funds described above as available for this project. The purposed use of both the Special Street Sales tax and RMRA funds are consistent with their intended use for repairing, maintaining and reconstructing City streets and underlying infrastructure.

IMPLEMENTATION/TIMEFRAMES:

Project design is scheduled for this fall/winter and construction will take place in summer of 2020. The project is currently in the planning and scope of work phase, which began with the preparation of an application for Local Partnership Program (LPP) funding in the fall of 2018. All work will take place within the existing, developed public right of way so no new right of way or easements are expected. Environmental review and permitting requirements are expected to be minimal, since the work is maintenance and rehabilitation and is fully within an improved right of way. Once designed, the project will be released for bid in early 2020 with the intent of catching the most competitive bidding environment. The construction contract will likely be Sixty (60) to ninety (90) working days and construction should be complete for final billing by September 2020.

ATTACHMENTS:

1. RFP Scope of Work
2. Pavement and Drainage Conditions Slideshow

NOTIFICATION:

1. None.