

A special meeting of the Astoria Common Council was held at the above place at the hour of 12:00 pm.

Councilors Present: Nemlowill, Warr, Price, Mayor LaMear

Councilors Excused: Herzig

Staff Present: City Manager Estes, Community Development Director Cronin, Planner Ferber, Parks and Recreation Director Cosby, Finance Director Brooks, Fire Chief Ames, Police Chief Johnston, Public Works Director Cook, and City Attorney Henningsgaard. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

REGULAR AGENDA ITEMS

Item 3(a): 2016 Street End Bridge Repair Project – Design Contract Award (Public Works)

The City of Astoria has six timber street end structures at the north ends of 6th, 7th, 8th, 9th, 10th and 11th Streets that are inspected annually by the Oregon Department of Transportation (ODOT) Bridge Department. ODOT inspects the structures and makes recommendations for repairs that will permit the structures to safely remain open. Without the identified repairs, the structures will be recommended for closure to both vehicular and trolley traffic by ODOT staff. ODOT has conducted inspections for 2016 and has made recommendations for repairs on all of the structures. Due to the nature of the repairs, ODOT has given the City until August 1, 2016 to be well underway with the repair effort. The City is working with ODOT on mitigation measures that could allow an extension of the completion date.

Most of the structures are currently limited to a 3-ton vehicle load due to their poor condition. The recommended repairs target the existing bridge load limits of 3 tons. The repairs will be designed to include only what has been deemed absolutely essential in order to minimize the expenditure of funds prior to the upcoming planned replacement of the structures. To assist with this effort and coordination with ODOT, the City has received a proposal from OBEC Consulting Engineers (OBEC) for design services and construction support. OBEC is currently working on the Waterfront Bridges Replacement Project and has just completed our Trolley Trestle Inspection for 2016. They have the information and resources necessary to help the City quickly identify and implement the most cost effective repair solutions to be compliant with ODOT requirements.

The City's past compliance with the ODOT recommendations has aided the City in obtaining a \$9,487,000 million dollar grant from Federal Bridge replacement funds through the State Transportation Improvement (STIP) program. This same program funded at a 90 percent level the replacement of the Franklin Avenue Bridge, and the replacement of the Irving Avenue Bridge. It is anticipated that construction of the Waterfront Bridges Replacement Project would commence during the fall of 2017. The replacement project is currently being designed.

OBEC has provided a proposal for design services and construction support for the 2016 Street End Bridge Repair Project in the amount of \$43,031.00. OBEC is listed on the ODOT Consultant List for Local Public Agencies so staff recommends executing a personal services contract for design services and construction support per Astoria Code Section 1.967C(3), Award from a Qualified Pool. Funding for this design project will come from the Promote Astoria Fund where funds are allocated in the Fiscal Year 2016-2017 budget for trestle repairs. The City Attorney has reviewed and approved the contract as to form.

During design work, City staff will work with OBEC for procurement of a contractor with the goal of getting repair work started as soon as possible. The required repairs have initially been estimated by staff to cost approximately \$150,000. It is expected that funding for the repairs would come from the Capital Improvement Fund and / or the Promote Astoria Fund. We are currently looking into ways to potentially reduce the cost by: utilizing City staff repair work; targeted load rating evaluation; and strategic reinforcement on street ends that already have mobility limitations. We anticipate bringing a construction contract to City Council for approval before the end of the month.

Staff will contact affected businesses and the Trolley Association prior to start of construction. The repair work is expected to take approximately 30 days to complete.

It is recommended that the City Council authorize the award of a personal services contract to OBEC Consulting Engineers, Inc. in the amount of \$43,031.00 for design and construction assistance for the 2016 Street End Bridge Repair Project.

City Manager Estes stated he had informed the Governor's Office about the structural issues and stressed the importance of providing access to the businesses in the project area and uninterrupted operation of the trolley during construction. Mark Ellsworth is working with ODOT to ensure a positive working relationship and help them understand the sensitivity of this matter.

Assistant City Engineer Crater confirmed design documents would be complete in about two weeks. During the process, OBEC would work with Staff to prioritize tasks. Staff is keeping public safety in mind while repairing the structures in the most cost effective way possible.

Mayor LaMear invited the public to speak about the 2016 Street End Bridge Repair Project.

Frank Kemp, Astoria Riverfront Trolley, said he was the maintenance coordinator and track inspector. He thanked the Engineering Department and City Council for supporting the trolley. The City has broken its back to keep the trolley running. August is the trolley's main money-making month and he hopes it will run as much as possible. His role is to ensure communication is set up so the trolley employees know when contractors are working underneath the structures. He has spoken with Engineer Crater and believes a good system is in place.

Jim Wilkins, 101 W. Grand, Astoria, Vice President, Riverfront Trolley Association, said people come from all over the world to ride the trolley. He understood the trolley would have to be shut down at some intervals, which have not been defined in the agreement. It is important to draft a final agreement with the contractor that includes a clearly defined schedule so that the Trolley Association knows in advance when the trolley will be shut down. This information needs to be forwarded to the Chamber of Commerce as well because people call the Chamber to find out if the trolley is running.

City Manager Estes confirmed that throughout the process, Staff would have a good line of communication with the Trolley Association, property owners, and business owners in the area to discuss closures.

Mr. Wilkins reiterated that the closures need to be defined in advance with the contractor. Typically, the City requires contractors to submit a construction schedule. The schedule needs to include anticipated shutdowns.

City Manager Estes said it is also important to consider that in working with ODOT, the City has a very tight timeline. The timeline must be met to avoid permanent closures. The Trolley Association will not be left out of this process.

Mr. Wilkins stated the project has come up abruptly from his perspective. He brought the trolley to Astoria on his low boy 15 years ago and has been consistently running the trolley up and down the tracks ever since. All of a sudden, there is now an alarm that sounds for some bureaucratic reason and the schedule is important.

Engineer Crater explained that ODOT inspects the structures annually. Part of the trestles and the street ends have deteriorated, some more than others, because of the nature of their uses. The structures decay from the inside out and eventually result in a safety issue. Several of the structures are no longer safe and must be repaired within a short timeframe. He suggested the Trolley Association meet with the contractor so that Staff can work to minimize disruption. Replacing the stringers would be incredibly disruptive to the trolley, so steel members will be added underneath. Keeping everyone's interests in mind is a balancing act, but Staff is happy to keep the Trolley Association directly involved in the scheduling.

Mr. Wilkins thanked Staff adding the Association just wants to be part of the team.

City Manager Estes clarified that Staff has conducted an analysis of the trolley trestles in between the street ends, which will need repairs. Those repairs will be discussed at the next regular City Council meeting, but Staff would be in contact with the Trolley Association prior to the meeting.

Ted Langdon, Scheduler for the Trolley, said the trolley makes many special runs, so he needs as much advance notice of closures as he can get. It sounds like this will be taken care of, but he wanted to reiterate the closures would be an issue.

Mayor LaMear called for Council discussion.

Councilor Warr said it is imperative that the City move forward with the project as quickly as possible. The project timeline indicates work must be complete eight days after receiving the engineering reports. He did not believe this would be possible and asked Staff for clarification on how much time the City has to complete the work. City Manager Estes explained that Staff would demonstrate to ODOT that the City is quickly addressing the safety issues by getting a design contractor in place. Staff will work with ODOT to get additional inspections done to ensure the public safety issues are addressed. Engineer Crater added that the Public Works Department is already preparing a solicitation for construction services so that a contractor can be found during the design phase of the project. Staff will also prioritize the street ends during construction to keep the trolley running. Critical members underneath the structures will be monitored weekly or daily during construction to mitigate against the short deadline while providing a safe structure for the public to use. Staff anticipates a 30-day construction window, with the critical repairs being completed in the first two weeks. At this point, he was unable to estimate how long the trolley would be shut down, but Staff's goal is to avoid shut downs altogether. If there are disruptions, Staff will work to ensure those disruptions are minor.

Councilor Nemlowill asked why the only option was to impact access to businesses and operation of the trolley. City Manager Estes said once ODOT conducts inspections, a review is done by the federal government that provides a timeframe for ODOT. If the timeframe is not met, the unsafe structures must be shut down. The street ends could only be used by pedestrians if these repairs are not made on time.

Councilor Nemlowill asked if there was any way to avoid such rotten timing in the future. She understood that once the street ends are replaced, they would not be an issue for decades. However, there are more street ends and trestles. She asked if ODOT could do inspections at a time that would not interfere with tourist season. Engineer Crater said ODOT contracts with a consultant to do the inspections, typically in the spring. All of the bridges in Astoria are inspected according to the consultants' availability. Reports are compiled and sent to ODOT for processing and evaluating. ODOT rates any safety issues and when the ratings get low enough, the structures must be closed. Astoria's street ends already rate low, so Staff does not have much latitude. Staff can speak to ODOT about modifying the timing in the future. This is a substantial project, which he hopes will return Astoria to a minor maintenance standard. City Manager Estes added that if Astoria did not have the \$9.5 million grant to rebuild the street ends, the City would be in a much worse situation because Staff would have to figure out how to make annual repairs necessary to withstand a 3-ton load limit. The grant is the silver lining of this project because it allows Staff to rebuild the structures with steel and concrete.

Mr. Wilkins said the trolley is shut down every year between January 1st and spring break.

Councilor Price said the State does not seem to care about the trolley being closed at the beginning of each year. She asked who established the 3-ton load limit. Engineer Crater was not sure, but believed the load would limit single-unit trucks and freight from passing over the structures. He explained that three tons would accommodate most passenger cars, small trucks, and small SUVs, which permits between 90 and 95 percent of the traffic that goes over the street ends.

Mayor LaMear confirmed OBEC understood the dire situation with the timeline. Engineer Crater added he had been in communication with OBEC all week and would send them a notice to proceed that afternoon if Council authorizes this contract. OBEC is aware of this special meeting and is ready to begin working immediately.

Mayor LaMear believed it was critical to make permanent repairs to the structures without so much disruption. However, she was concerned about the project deadline. Engineer Crater said Staff is on track to meet the project completion date in the fall of 2017. Staff, ODOT, and OBEC are working diligently to complete the project

on time. However, the environmental permitting has its own timeline and deadlines, which could push the project out to the next in-water work period.

Mayor LaMear offered to submit a letter from City Council or speak to representatives to help the project move forward. Engineer Crater said he would forward Mayor LaMear's offer to the project manager. City Manager Estes added that the Governor's Office is also aware of this project.

City Council Action: Motion made by Councilor Price, seconded by Councilor Nemlowill to authorize the award of a personal services contract to OBEC Consulting Engineers, Inc. in the amount of \$43,031.00 for design and construction assistance for the 2016 Street End Bridge Repair Project. Motion carried unanimously. Ayes: Councilors Price, Warr, Nemlowill, and Mayor LaMear; Nays: None.

Item 3(b): Authorization to Award Contract – Astoria Aquatic Center Waterslide Pump and Valves Replacement (Parks)

The waterslide feature at the Astoria Aquatic Center closed on June 17th when the pump used to propel water down the slide fell into disrepair. Originally, a pump from a fishing boat was donated to the Astoria Aquatic Center in 1998 during construction to help defray the costs associated with the waterslide.

The pump has been retrofitted to be used with the waterslide and parts of the old system are now in disrepair and failing. There are two check valves in the pipe system designed to block buildups of air or water pressure from causing damage. Since these check valves have failed, damage has occurred to the strainer basket housing, lid, and the impellor of the pump. A tremendous amount of pressure builds up while the pump is in operation and air is pulled into the system through the strainer basket housing and lid cracks that have formed from years of the "water hammer" effect occurring due to the failed valves.

If the pump is run in its current state, there is potential for the lid to blow apart under the force of the pressurized water and air and cause significant injuries. The best course of action is to replace the pump with a 15 HP Pentair EQ Series Pump, replace the failed check valves, and adapt the existing plumbing system to accommodate the new hardware. A new pump will be safer, quieter, and will be connected to a variable speed drive system that will allow a small amount of water to constantly recirculate while the waterslide is not in use, lowering the chance of a "water hammer" effect from occurring by eliminating the need to prime the pump before use.

Parks and Recreation Department staff solicited three quotes to replace the existing waterslide pump and failed check valves with a new 15 HP Pentair EQ Series Pump and new hardware. The Pool and Spa House provided a quote in the amount of \$12,125.38 within the three-week quote deadline. Funds to replace this pump are available in the Capital Improvement Fund.

It is recommended that City Council award a contract with The Pool & Spa House in the amount of \$12,125.38 to replace the existing waterslide pump and failed check valves with a new 15 HP Pentair EQ Series Pump and new hardware.

Councilor Price asked why it took three weeks to come to the Council with this issue. The waterslide is a big feature at the Aquatic Center. She also wanted to know how long installation would take. City Manager Estes said purchasing procedures require Staff to solicit quotes, this is a busy season for pool supply companies, and only one bid was received during the three-week solicitation period. Originally, Staff wanted the pump replaced during the last fiscal year, but this is the timeframe it took to get responses and follow City policies. Director Cosby confirmed that the contractor plans to have installation complete before the end of July. However, the contractor is very busy and the pump must be made to order. As soon as Council authorizes the contract, Staff will start the process of having the pump made.

Councilor Price understood there was no way of doing to an internet search to compare pricing between online retailers.

Councilor Nemlowill asked how this has impacted the Aquatic Center's revenue. Director Cosby said it was too early to tell, but June and July are the busiest months of the year.

City Council Action: Motion made by Councilor Nemlowill, seconded by Councilor Price to award a contract with The Pool & Spa House in the amount of \$12,125.38 to replace the existing waterslide pump and failed check valves with a new 15 HP Pentair EQ Series Pump and new hardware. Motion carried unanimously. Ayes: Councilors Price, Warr, Nemlowill, and Mayor LaMear; Nays: None.

City Manager Estes asked for clarification on his spending limit of \$10,000. He explained that during the most recent budgeting process, the Public Works Department was questioned about a composite samplers used to test raw sewage that enters the water treatment plant. The composite samplers must be replaced and Staff has received a bid for \$9,880, which is within the City Manager's spending limit. However, shipping costs raise the total to more than \$10,000. He consulted with City Attorney Henningsgaard, who determined this was a Council policy matter. He asked City Council to determine whether the total contract price included shipping charges.


Councilor Nemlowill said she trusted City Manager Estes' judgment. Mayor LaMear agreed.

City Attorney Henningsgaard noted that the Flavel Building at 904926 Commercial Street sold earlier that day, so the City would realize \$10,000 on its agreement with the Flavels. Marcus and Michelle Liotta purchased the building. They plan to use the Flavel Building for two of their businesses and rent out two other business locations.

ADJOURNMENT

There being no further business, the meeting was adjourned at 12:40 pm.

ATTEST:



Secretary

APPROVED



City Manager