



Staff Report

February 7, 2022 Council Workshop Meeting

Sierra Street Pavement and ADA Improvements Professional Services Agreement

Presenter: James Carothers, Engineering Manager

Time Estimate: Five minutes

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BACKGROUND: NW Sierra Street between NW Lake RD and NW 23rd Avenue is a two-lane collector street with average traffic volumes of 6000 vehicles per day. In 2020 the City completed a Pavement Management study across the Citywide transportation network. This study identified this roadway corridor for significant pavement maintenance in coming years. Typical maintenance is no longer feasible to extend the pavement’s useful life and provide adequate service standards. Staff is proposing to rehabilitate two segments of the Sierra Corridor this year: NW 43rd AVE to NW 36th AVE and NW 28th AVE to NW 23rd AVE. Pavement treatments will be completed on remaining segments in the future as budget allows.

In December of 2021 Staff released a Request for Qualifications (RFQ) for professional engineering services to prepare a bid ready plans, specifications, and cost estimate (PS&E) package for rehabilitation of the existing pavement surface and required improvements to curb ramps under Title II of the American with Disabilities Act. The City received three RFQ proposals and selected Harper Houf Peterson and Righellis, Inc. (HHPR) based on overall qualifications.

SUMMARY: Staff has negotiated with HHPR this proposal amounting to \$114,315. This scope of work includes, but is not limited to, site surveying, geotechnical investigation, curb ramp design, and pavement design to complete the PS&E. Funding for this project will come from the City Pavement Preservation fund.



Figure 1 (Left): NW Sierra DR. Existing Pavement Figure 2 (Right): Blowup of Pavement Cracking

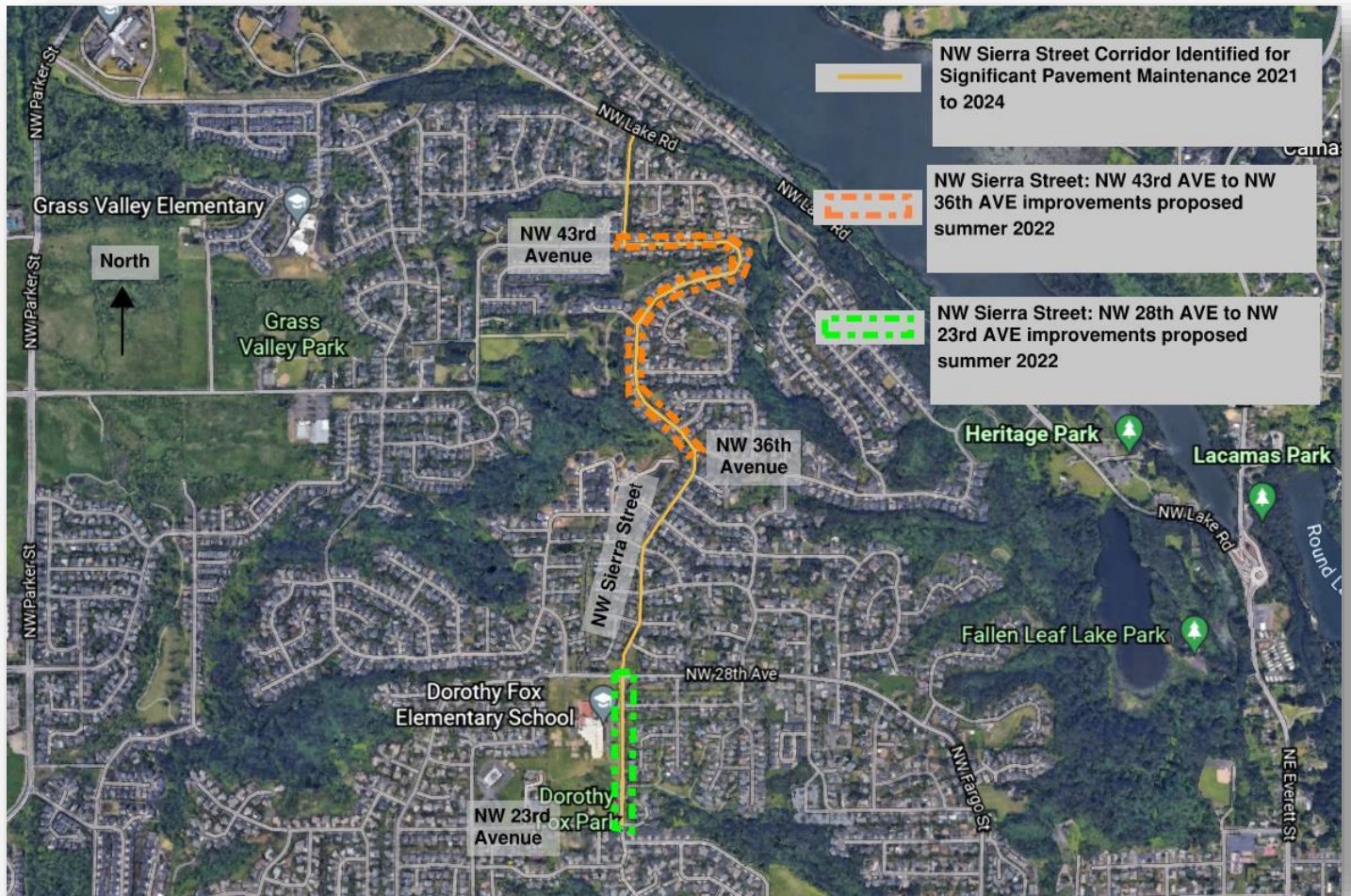


Figure 3: NW Sierra DR: NW Lake Road to NW 23rd AVE

EQUITY CONSIDERATIONS:

What are the desired results and outcomes for this agenda item?

Council consensus to place this PSA on the February 22, 2022 consent agenda.

What’s the data? What does the data tell us?

The 2020 Pavement Management Report identified this corridor for significant maintenance. Furthermore, freeze thaw cycles and wetter than average seasons since this report have increased the degradation of the pavement to a point where usual preventive maintenance measures are no longer feasible.

How have communities been engaged? Are there opportunities to expand engagement?

Community will be engaged through Engage Camas during construction.

Who will benefit from, or be burdened by this agenda item?

All roadway and pedestrian facility users will benefit from these improvements.

What are the strategies to mitigate any unintended consequences?

Design process will be closely monitored by staff.

Does this agenda item have a differential impact on underserved populations, people living with disabilities, and/or communities of color? Please provide available data to illustrate this impact.

No.

Will this agenda item improve ADA accessibilities for people with disabilities?

Yes.

What potential hurdles exist in implementing this proposal (include both operational and political)?

None.

How will you ensure accountabilities, communicate, and evaluate results?

Staff will work and assist Consultant and will be involved throughout the design process.

How does this item support a comprehensive plan goal, policy or other adopted resolution?

This project is consistent in providing high level of service to roadway users and is part of the Pavement Preservation, ADA transition, and asset management program.

BUDGET IMPACT: The current not to exceed PSA cost of \$114,315 will be funded by Pavement Preservation. Staff will report the construction estimate amount to Council at a later date.

RECOMMENDATION: Staff intends to place this PSA with HHPR on the February 22, 2022 Consent Agenda for Council's consideration.