



## BOARD OF COMMISSIONERS

# AGENDA REQUEST & STAFF REPORT

**MEETING DATE:** June 1, 2022

**SUBJECT:** Consideration of Chair Signature of Document No. 2022-089, a Notice of Intent to Award Contract for Engineering Services for the Smith Rock Way Bridge and Gribbling Road Bridge Replacement Projects

**RECOMMENDED MOTION:**

*Move approval of Board Chair signature of Document No. 2022-089.*

**BACKGROUND AND POLICY IMPLICATIONS:**

Smith Rock Way Bridge (Bridge #15452) is a two-span timber bridge located east of the community of Terrebonne that carries Smith Rock Way, a rural arterial road, across the North Unit Canal. The bridge was constructed in 1971 and has a current sufficiency rating of 76.9. Notable deficiencies of the bridge include:

- The load-posted timber bridge is on a route that provides access to several aggregate pits and an asphalt concrete plant and that frequently serves as a detour for Oneil Hwy.
- The bridge is functionally obsolete (narrow, substandard rail)

The Deschutes County Road Department is preparing to replace the existing Smith Rock Way Bridge with a single-span concrete bridge. The total project cost, including preliminary engineering and construction, is presently estimated at \$1,035,000. The total estimated project cost is obligated in the Department's 2022-2026 Capital Improvement Plan.

Gribbling Road Bridge (Bridge #17C30) is a single-span timber bridge located east of the City of Bend that carries Gribbling Road, a rural local road, across the Central Oregon Canal. The bridge was constructed in 1958 and has a current sufficiency rating of 35.1. In 1996, several timber members failed, and a temporary structure, consisting of a timber deck on steel beams bearing on concrete pads, was installed over the original structure. Notable deficiencies of the bridge include:

- The timber bridge is structurally deficient and supported by a temporary structure.
- The bridge is currently posted with a 5 ton weight limit.

- The bridge is functionally obsolete (narrow, single lane, substandard rail)

The Department is preparing to also replace the existing Gribbling Road Bridge with a single-span concrete bridge. The total project cost, including preliminary engineering and construction, is estimated at \$864,700. The total estimated project cost is obligated in the Department's 2022-2026 Capital Improvement Plan. Deschutes County has been awarded \$775,895 by the Oregon Department of Transportation (ODOT) through the Local Bridge Program and the State-Funded Local Project Program for replacement of the bridge.

The Department issued a request for proposals (RFP) for engineering and related services for both bridges to be bundled under a single services contract. The RFP was issued on October 13, 2021. Proposals were received no later than November 19, 2021. Two (2) proposals were received in response to the RFP from the following firms:

- David Evans and Associates, Inc.
- Otak, Inc.

The Department scored the proposals using a qualifications-based selection process pursuant to ORS 279C.110. Based on this process, David Evans and Associates, Inc. ("Consultant") was selected as the top-ranking proposer on December 13, 2021. A summary of the proposal scoring is attached. Department staff conducted negotiations with the Consultant between December 13, 2021 and May 5, 2022.

This action will issue a Notice of Intent to Award the Contract and allows seven days for concerned parties to protest the award. If there is no protest received within the seven-day period, the Contract will be awarded to the Consultant.

**BUDGET IMPACTS:**

A portion of the project engineering cost is budgeted in the Road Capital Improvement Plan (CIP) budget for Fiscal Year 2022. The remaining project cost will be included in the proposed Road CIP budget for Fiscal Years 2023 and 2024.

**ATTENDANCE:**

Cody Smith, County Engineer