BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AUTHORIZING RELEASE OF RFB #99B-40-REM FOR THE CONSTRUCTION OF AN EXPANSION TO THE PUBLIC UNLOADING AREA AT THE METRO CENTRAL TRANSFER STATION	)))))	RESOLUTION NO. 99-2870 Introduced by Mike Burton, Executive Officer

WHEREAS, Metro has contracted with SJO Consulting Engineers for the design of an expansion to the public unloading area at the Metro Central Transfer Station as contained in "Exhibit A"; and

WHEREAS, The addition of three essential items during the design phase have increased the cost estimates; and

WHEREAS, The resolution was submitted to Council for consideration and was forwarded to the full Council for review and approval; now therefore,

BE IT RESOLVED, That the Metro Council authorizes release of the RFB #99B-40-REM for the construction of a Public Unloading Area Expansion at the Metro Central Transfer Station as attached in "Exhibit A", and authorize the Executive Officer to execute a contract with the most responsive and responsible bidder.

ADOPTED by the Metro Contract Review Board this 2nd day of December, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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Request for Bid's

for

Metro Central Transfer Station Public Unloading Area Expansion

RFB #99B-40-REM

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November 1999

METRO
Regional Services
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EXECUTIVE SUMMARY
RESOLUTION NO. 99-2870
AUTHORIZING RELEASE OF RFB #99B-40-REM
FOR THE EXPANSION TO THE PUBLIC UNLOADING AREA AT
METRO CENTRAL TRANSFER STATION

PROPOSED ACTION

- Adopt Resolution No. 99-1330, authorizing release of RFB #99B-40-REM for the construction of an expansion to the public unloading area at the Metro Central Transfer Station.

WHY NECESSARY

- The number of public customers is increasing rapidly at Metro Central. The current public area is no longer capable of handling the volume of customers.
- The use of floor space in other portions of the facility to handle public customers has reduced the space available for handling commercial waste and the space available for additional material recovery activities.
- The use of other portions of the transfer station for the public has increased the potential for conflicts between the public and commercial vehicles and may create safety concerns in the future.
- During the design process, it was determined that additional ventilation was required in the public area for the protection of the workers at the facility and the public using the facility.
- It was also determined that a significant amount of the asphalt paving in the vicinity of the expanded public unloading area needs replacement.

ISSUES/CONCERNS

- The additional ventilation and pavement replacement has increased the cost of the project above the amount shown in the Capital Improvement Plan by about $162,000.
- In addition to the cost of the two items above, the cost of the building expansion has also increased from an estimated $440,000 to $469,000. Engineering costs increased by about $8,500 for soil testing to verify the foundation design.
- These changes have increased the total project cost to $639,500.

BUDGET/FINANCIAL IMPACTS

- Adequate funds are available for this RFB.

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 99-2870, FOR THE PURPOSE OF AUTHORIZING RELEASE OF RFB #99B-40-REM FOR THE CONSTRUCTION OF AN EXPANSION TO THE PUBLIC UNLOADING AREA AT THE METRO CENTRAL TRANSFER STATION.

Date: November 17, 1999 Presented by: Terry Petersen

PROPOSED ACTION

Adopt Resolution No. 99-2870, which authorizes release of RFB #99B-40-REM and authorizes the Executive Officer to execute a contract for the construction of an expansion to the public unloading area at the Metro Central Transfer Station.

FACTUAL BACKGROUND

In 1998, Metro contracted with URS Greiner to develop a Master Facility Plan. This plan is being used to develop future requirements at the Metro Facilities. URS also developed a projection for the number of public transactions that should be observed at the station through 2010. Since completion of the report, there has been a 13% increase (versus an estimated 3.2% increase) in the number of public customers. The Facility Master Plan specifies that "the most important improvement" at the Metro Central Transfer Station is the expansion to the public unloading area because of the projected increase in these customers.

The result is an area that is too small for efficient traffic movement and does not provide adequate access for public drop off of source-separate recyclables. The proposed addition would provide additional space for vehicle maneuvering and placement of drop boxes for public delivered source-seperated recyclables. It would also solve the one major deficiency in the Station's capacity to handle waste and the increase in public traffic volumes up to the year 2010.

BFI operates the facility with ideal traffic patterns given the available space and the number and type of vehicles operating at any given time. Presently, to facilitate the number of public customers, Bay 2 is closed to commercial traffic during the afternoons and on weekends. This Bay would normally be used to recovery recyclable materials from high-grade commercial loads. By providing additional public unloading space, it is possible for the operator to make this area available all day for commercial material sorting resulting in an increase in recyclable material recovery.

Providing sufficient public unloading space in one location within the facility will also keep the smaller vehicles and public customers separated from the larger commercial trucks. This will both improve safety and reduce the time commercial traffic will remain in the facility.

In March of this year, a design for the expansion was undertaken based on the Mater Facility Plan conceptual estimate. Metro contracted with SJO Consulting Engineers for the design. During design, three additional factors were included that were not contemplated in the conceptual estimate:

- The design engineer required an additional soils investigation to determine structural characteristics of the subgrade. Existing reports did not have the required information.

- The design engineer determined that ventilation is required for the public unloading area. The proposed ventilation is a least-cost option for reducing particulate matter in the immediate vicinity of the public customers.

- There is a space immediately adjacent to the proposed structure that was designated for a future hazardous waste facility. This space was covered with asphalt instead of the 12 inches of concrete that surround the asphalt space. The asphalt has deteriorated and needs to be replaced. Since this space will be an integral part of the public unloading area and impacted by the increased loading of the public vehicles, this repair was included in the design.

These three factors have an estimated value of $170,500. The final construction estimate increased only 7% above the conceptual estimate ($440,000 to $469,000) without including these three additional components. The final engineers estimate for construction is $639,500.

ANALYSIS

A construction estimate of $440,000 was included in the Capital Improvement Plan for the public unloading area expansion. A preliminary estimate based on a conceptual design information is considered accurate if the actual costs range between –15 to +30 percent of the estimate of the work anticipated. This range is wider for work that is to be integrated into an existing facility and does not account for significant additions. Before a design is complete, conditions may be observed that seriously impact the costs. In this case, three additional items were deemed necessary that were not anticipated in the conceptual estimate.

The release of this RFB is on the critical path for construction. Over 20 weeks are required to obtain building permits and it is imperative that construction begins early in the construction season so that site work may be completed during fair weather.

CONCLUSION

The need to increase the size of the public unloading area is more important then ever. The number of public customers are increasing much faster than projected and are beginning to cause safety concerns. They also adversely impact the facility by increasing the time commercial traffic is on site and reducing the available space for resource recovery.

The two additions to the design (ventilation and concrete work) are both necessary for customer comfort, facility maintenance and safety.

BUDGET IMPACT

Adequate funds have been allocated in the 1999-2000 budget for this contract.

RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 99-2870.

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