

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING ) RESOLUTION NO. 00-2958  
RELEASE OF RFB #00B-19-REM FOR )  
THE REPAIR OF THE PERIMETER DIKE ) Introduced by Mike Burton,  
OF ST. JOHNS LANDFILL ) Executive Officer

WHEREAS, the perimeter dike of St. Johns landfill is in need of the repairs described in the accompanying staff report; and

WHEREAS, staff has prepared the request for bids attached as EXHIBIT "A"; and

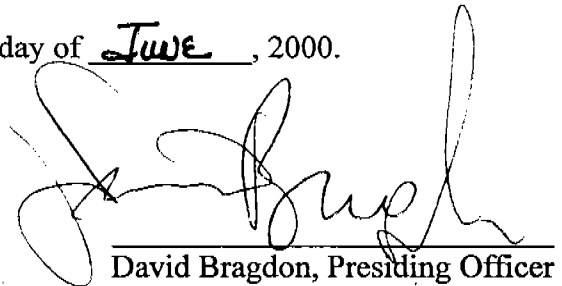
WHEREAS, the project was identified in Metro's Adopted Capital Improvement Plan and the proposed FY 2000-2001 budget; and

WHEREAS, this resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

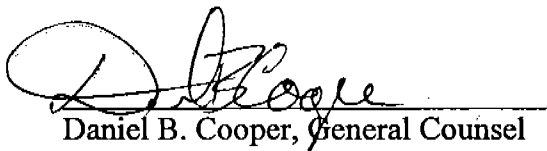
BE IT RESOLVED,

1. That the Metro Council authorizes issuance of RFB #00B-19-REMB
2. That the Metro Council, pursuant to Section 2.04.026(b) of the Metro Code, authorizes the Executive Officer to execute a contract with the most responsive, responsible bidder.

ADOPTED by the Metro Council this 15<sup>th</sup> day of June, 2000.

  
David Bragdon, Presiding Officer

Approved as to Form:

  
Daniel B. Cooper, General Counsel

**EXECUTIVE SUMMARY  
RESOLUTION 00-2958  
REPAIR OF ST. JOHNS LANDFILL PERIMETER DIKE**

**PROPOSED ACTION**

- Adopt Resolution No. 00-2958, which authorizes release of RFB #00B-19-REM and authorizes the Executive Officer to execute a contract for the repair of three sections of the perimeter bank of St. Johns Landfill.

**WHY NECESSARY**

- The perimeter dike of St. Johns Landfill serves as a filter and barrier between the solid waste in St. Johns Landfill and surrounding surface water.
- Surface water is eating away at this protective filter and barrier, reducing its ability to filter hazardous contaminants, increasing the risk that solid waste will fall into the North Slough, and increasing risk to the landfill gas pipeline and perimeter road.
- Repair will confer long-term stability to three critical areas of the outer bank of the dike.
- Long-term stability will maintain the soil filter/barrier and a riparian canopy of native plants that provide shade necessary to promote salmon habitat.
- Long term-stability will make it feasible to construct and maintain a future cutoff wall as an improved barrier between the waste and surface water in North Slough.

**ISSUES/CONCERNS**

- The Army Corps of Engineers has not yet issued a permit for construction
- It is necessary to select a contractor without delay in order to accomplish construction during a narrow time window of feasibility.
- Delay increases the risk that solid waste may fall into the slough.

**BUDGET/FINANCIAL IMPACTS**

- Dike stabilization is included in the CIP and is budgeted in FY2000-2001 at \$920,000. Payments will be made from the St. Johns Landfill Closure Account.

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## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 00-2958 FOR THE  
PURPOSE OF AUTHORIZING RELEASE OF RFB # 00B-19-REM  
FOR THE REPAIR OF THE PERIMETER DIKE OF ST. JOHNS  
LANDFILL

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Date: June 7, 2000

Presented by: Terry Petersen

### PROPOSED ACTION

Adopt Resolution No. 00-2958 that authorizes release of RFB # 00B-19-REM and authorizes the Executive Officer to execute a contract with the most responsive, responsible bidder.

### EXISTING LAW

This contract is identified as having significant impact on Metro in the FY 1999-2000 budget. In accordance with Metro Code 2.04.026 contracts with significant impact require Council approval.

### FACTUAL BACKGROUND AND ANALYSIS

From 1940 to 1991 about 12 to 15 million tons of solid waste were buried in St. Johns Landfill. Some of it may be hazardous waste including pesticide-manufacturing residues. This source of contamination is separated from the surrounding surface water by a perimeter dike, both natural and engineered, consisting mostly of low-permeability silt. This soil retards or stops the movement of most contaminants from the waste, especially the more toxic contaminants. Surface water is eating away at this filter and barrier.

Metro assumed responsibility for the St. Johns Landfill from the City of Portland in 1990. From 1992 to 1996 Metro constructed a 225 acre, membrane based, cover system over the buried solid waste in order to control the impact of the landfill on the surrounding wetland environment. Metro is now concentrating its attention of the perimeter dike and has identified three critical sections that need repair soon.

A 1000-foot section of bank along North Slough is considered to be in critical condition. Here, only a thin veneer of soil separates the solid waste from surrounding surface water. Surface water erosion is undercutting the low natural bench that underlies this soil veneer and buried waste. There is a risk that buried waste will slide into the North Slough. The outer bank must be stabilized before a cement-bentonite cutoff wall can safely be constructed within the dike to combat contaminant migration. At other critical areas further erosion could undermine a buried high-pressure landfill gas pipe and the perimeter road, as well as erode away the silt filter/barrier.

Metro has developed a design for these repairs based on conditions specific to St. Johns Landfill. This design strikes the best balance between the goal of restoring "natural" conditions and the goal of restoring properly functioning habitat conditions such as long term bank stability and

pollutant filtering. A rock filter, at the base of the slope (where vegetation does not grow), will support layers of stabilized soil planted with about 5000 native trees and shrubs. These bank hardening techniques provide the long term slope stability needed to: 1. Maintain the soil filter and barrier needed to combat water quality degradation by contaminants; 2. Maintain shading by a riparian canopy of native vegetation necessary to promote the pH, temperature, and dissolved oxygen conditions desirable for salmon and other fish.

Since submitting applications in July 1999, Metro has received authorizations from the Oregon Division of State Lands, the City of Portland, and DEQ. Metro has not yet received an Army Corps of Engineers 404 permit. The Corps of Engineers is currently carrying out a federally mandated consultation with the National Marine Fisheries Service (NMFS). Through the effort of the Metro Salmon Coordinator, Metro staff was able to discuss the project directly with a NMFS representative. The initial response was favorable. The Corps of Engineers has not indicated that any hurdles remain after the consultation with NMFS is complete.

In-water construction is feasible only during a narrow time window extending from mid-summer to September 15, a deadline mandated by regulatory agencies. It is necessary to select a contractor without delay to carry out construction on time. Therefore, it is recommended that the contractor selection process be started in anticipation of a 404 permit.

#### BUDGET IMPACT

Construction of dike stabilization improvements is budgeted in the St. Johns Landfill Closure Account for FY 2000-2001 at \$920,000. The engineers estimate for the bank repair is (not to exceed) \$829,000.

#### EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 00-2958.

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**REQUEST FOR BID'S**  
**FOR THE**  
**ST. JOHNS LANDFILL**  
**PERIMETER DIKE STABILIZATION**

**MAY 2000**

**RFB #00B-19-REM**

**Metro**  
**Regional Environmental Management Department**  
**600 N.E. Grand Avenue**  
**Portland, OR 97232-2736**  
**[www.metro.dst.or.us](http://www.metro.dst.or.us)**

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