



May 12, 2014

TO: Flood Authority Members
FROM: Scott Boettcher, Staff
SUBJECT: Use of Unspent Monies from the Montesano Project

The purpose of this memo is to provide background information and a proposal to the Flood Authority regarding use of unspent monies from Phase III of the Montesano project for completion of Phase IA of the Airport Levee project. We will discuss this proposal at our May 15, 2014 conference call. Feel free to call or email if you have any questions (i.e., 360/480-6600, scottb@sbgh-partners.com).

Background

1. The Montesano Project has three phases – (I) Wastewater Treatment Plant protection dike; (II) Mary's River Lumber sheet pile wall; and (III) potential reopening of relic channel. See here <https://www.ezview.wa.gov/DesktopModules/Documents2/View.aspx?tabID=34430&alias=1751&mid=64620&ItemID=2094>.
2. The combined cost for Phase I and Phase II of the Montesano project has been projected at about \$400K less than what was originally budgeted. See bottom page 1 here https://www.ezview.wa.gov/Portals/_1492/images/2%2020%202014%20Meeting%20Notes.pdf. While \$400K or so is projected as savings for Phase I and Phase II, Montesano is reluctant to release those funds until Phase II is complete and the need for any contingency reserve is no longer necessary (July/August 2014).
3. Phase III has been delayed due to unforeseen complexities (e.g., WSDOT needs to do bathymetry surveys of the immediate area, WSDOT needs to develop a 2D model to better understand hydraulics, WSDOT's time and attention has been diverted to the Oso landslide, an entity other than Montesano needs to lead Phase III as Montesano doesn't have jurisdiction where the relic channel is physically located, etc.). None of the \$422K for Phase III has been spent yet and likely won't in the immediate months ahead.
4. The separate Airport Levee project being led by Lewis County (see https://www.ezview.wa.gov/site/alias_1749/overview/34407/overview.aspx) needs an additional \$109,192 to complete Phase IA and bring that project to an acceptable interim completion point. See attached memo and email from Tim Elsea, Director, Lewis County Public Works.

Proposal

Mayor Estes of Montesano has proposed the following as a way to utilize unspent monies from the Montesano project to help Lewis County with the Airport Levee project:



- Immediately direct \$109, 192 of unspent Montesano Phase III funds to Lewis County to complete Phase IA of the Airport Levee project on the basis that the Phase III funds are available now and will not be used in the immediate months ahead.
- At the conclusion of Phase II of the Montesano Project (July/August 2014), repay the \$109, 192 of Phase III funds with unspent Phase I and Phase II dollars and return all remaining funds to OFM for the Flood Authority to consider future utilization. Mayor Estes and staff are confident there will be excess funds from Phase I and Phase II that can be used to repay Phase III.

Decision

Should unspent monies from Phase III of the Montesano project be directed to Lewis County and used for completion of Phase IA of the Airport Levee project as detailed above?



Lewis County Department of Public Works

Timothy R. Elsea, PE, Director / County Engineer

Tim D. Fife, PE, Assistant County Engineer

MEMORANDUM

Date: April 25, 2014

To: Chehalis River Basin Flood Authority

From: Tim Elsea, PE, Director/County Engineer

Re: Centralia-Chehalis Airport Levee Additional Funding Justification

This memorandum provides background information and outlines unanticipated changes experienced during the base widening (Phase I) of the Centralia-Chehalis Airport Levee Project. Phase I of this project was funded by the 2012 Legislature using \$1,239,829 Jobs Now funding to widen the base of the airport levee in preparation of a future project (Phase 2). Phase 2 will raise the levee to an elevation of three feet above the 100-year flood elevation, as per the US Army Corps of Engineers Levee Standards.

The project was developed by the Chehalis-Centralia Airport who hired the original consultant to generate the estimate used to secure funding. The original estimate was developed from a planning level / conceptual drawing without the benefit of site-specific survey information and did not include some site specific components. The most significant exclusion included costs associated with environmental permitting.

The county was brought on board to construct the improvements after funding had been secured. Differences between the original grant request and items required for permitting and construction completion for Phase IA are listed below, understanding that Phase IA differs from the original Phase I in that there has been no fill in US Army Corps of Engineers' jurisdictional wetlands.

Phase IA Design, Environmental Permitting, and Construction

Required Item	Original Grant	Actual / Projected Total
30% Plans / Conceptual Design	Work Prior to Grant Application	--
Site Specific Survey, 100% Plans, Specifications and Estimate (PS&E) for Competitive Bid	\$62,964.00 Estimated (\$58,300.00 + 8% Sales Tax)	\$81,122 Phase IA PS&E (Actual Expended)

Road Maintenance & Traffic

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Erik Martin, PE, Manager

Administration, Engineering, Utilities & Real Estate Services

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Solid Waste Services

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Steve Skinner, Manager

Cultural Resource Review (to satisfy Executive Order 05-05), JARPA, SEPA, Fill & Grade, and Wetland Buffer Mitigation Design, Archeological Monitoring during construction	<u>Not Included</u>	\$123,310 (Expended or under contract to complete the project)
Contractor Construction	\$1,009,033.20 Estimated for Phase I (\$934,290 + 8% Sales Tax) Note, several required bid items (Removal of Structures, Quarry Spalls, ESC Lead, Buffer Mitigation Construction, Concrete Stairs, etc.) were not included in the original estimate	\$997,049 Phase IA (Projected Total) \$764,722.00 Expended to date with \$232,327.00 needed to finish Phase IA Construction in 2014
Construction Surveying, Agency Inspection, Materials Testing, and Construction Admin.	\$167,832.00 Estimated (\$155,400.00 + 8% Sales Tax)	\$147,540 Phase IA (Projected Total) \$106,740 Expended to date with \$40,800 needed to finish Phase IA Construction in 2014
Totals	\$1,239,829 – Estimate for Phase I Based on 30% Plans	\$1,349,021 Phase IA Projected Total based on actual costs to date and projected costs for remaining unit bid price work to complete Phase IA

Additional Funding Request \$109,192.00

To conclude, this has been a challenging project for the county to inherit. The preliminary cost estimate of \$1.239M was based on a conceptual design. After grant approval, detailed survey information was used to avoid sensitive areas enabling a 2013 construction start. Significant effort and costs were devoted to satisfying archeological impacts/monitoring associated with this project. Weather and other factors further increased project construction costs. As stated in previous correspondence, the community appreciates your efforts to ensure adequate funding for the completion of this phase of the project.

Scott Boettcher

To: scottb@sbggh-partners.com
Subject: FW: Phase IB discussion

From: Tim Elsea [<mailto:Tim.Elsea@lewiscountywa.gov>]
Sent: Friday, May 02, 2014 1:17 PM
To: 'Jim Kramer'; Edna Fund; Scott Boettcher
Subject: Phase IB discussion

The Centralia-Chehalis Airport Levee Base Widening Project (Phase I) was split into two separate projects . This action was taken to ensure construction outside Corps jurisdictional areas (Phase I) would not be delayed. Started in the 2013 construction season, Phase IA work widened and strengthened the majority of the existing levee. Levee base widening work within the Corps jurisdictional areas (Phase IB) was planned for construction in 2014. However, after several meetings with the City of Chehalis and WSDOT, it became clear that the considerable time, effort, and cost required to fill-in or move the Corps jurisdictional ditch running along the inside of the levee may be unwarranted at this time. WSDOT's current preferred alternative for the I-5 Flood Protection incorporates the Airport Levee as constructed with the completion of Phase IA. The need for Phase IB work to widen or relocate the existing ditch may not be required if retention structures are built in the upper Chehalis River. Alternatively, if retention structures are not built or severely delayed, WSDOT may raise the levee higher than originally planned or realign the levee slightly, both options would again require ditch relocation and significant environmental permitting efforts. Until several other flood issues are resolved, Phase IB construction has a significant chance of being discarded due to the project being incorporated into WSDOT's design, permitting and construction for the I-5 Flood Protection project. Therefore, with the information we currently possess, we believe the Centralia-Chehalis Airport Levee Project will be concluded after the completion of Phase IA with no need for future Flood Authority funding requests for Phase IB design, permitting or construction. It is our understanding that all future levee improvements will be designed, permitted and constructed by WSDOT.

Tim Elsea, PE
Lewis County Public Works
Director/County Engineer
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360-740-2697

The foundation stones for a balanced success are honesty, character, integrity, faith, love and loyalty.
Zig Zigar

This e-mail has been generated using voice recognition software, and may contain some wording anomalies until the software adequately trains me in its use.