Legislation Details (With Text)

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Title: Resolution to Approve Professional Services Agreement with Orchard, Hiltz & McCliment, Inc. for Engineering for the Allen Creek Railroad Berm Opening Feasibility Study (RFP No. 826; $50,000.00)

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
10/1/2012	1	City Council	Approved	Pass

Resolution to Approve Professional Services Agreement with Orchard, Hiltz & McCliment, Inc. for Engineering for the Allen Creek Railroad Berm Opening Feasibility Study (RFP No. 826; $50,000.00)
Attached for your review and approval is a resolution to approve a Professional Services Agreement in the amount of $50,000.00 with Orchard, Hiltz & McCliment, Inc. (OHM) for professional engineering services for the Allen Creek Railroad Berm Opening Feasibility Study. Funds are available in the Approved FY13 Stormwater Capital Budget for this study.

To select the most qualified consulting firm a request for proposals was posted to the Michigan Inter-governmental Trade Network (MITN) BidNet® website. In response to our request, six consulting teams submitted proposals to perform the work. A selection committee comprised of City of Ann Arbor and Washtenaw County staff reviewed and selected two firms to interview. After interviews were conducted, OHM (along with sub-consultant Bergmann Associates), was selected as the most qualified firm based on their professional qualifications, their past involvement with similar projects, their proposed work plan, their competitive fee schedule and their interview. OHM received Living Wage approval on April 23, 2012 and Contract Compliance approval on September 21, 2012.

An overview of the project is summarized below:
The railroad berm near the outlet of Allen Creek is oriented perpendicular to the overland flow of the creek and causes the floodplain depth to be as deep as 10 feet. In addition, the area upstream of the berm experiences flood depths typically in the 3 to 5-foot range. In March of 2007, the City of Ann Arbor adopted a Flood Mitigation Plan that specifies 56 specific mitigation objectives or recommendations. One of the objectives recommended a study of the Allen Creek railroad berm:

Mitigation Objective
Project 51: Railroad Berm Fill Removal
Examine ways to remove the berm located between Depot St. and the Huron River, as well as other portions of the railroad berm in the Allen Creek corridor, to allow floodwater to travel to the river

without a major barrier impeding the flow, acting like a dam. Examine the costs of creating a terraced rail system. Compare costs estimates to complete project with the estimated costs of removal/relocating structures that may be outside of the floodplain if the berm is removed.

The full Flood Mitigation Plan can be viewed at www.a2gov.org/floodplains .

There are numerous structures within the influence of the railroad berm located near the mouth of Allen Creek. If the berm could be opened up enough to restore the floodplain to its more typical depth, some structures may no longer be within the resulting smaller floodplain. Structures that would remain in the floodplain would experience reduced flood depth and a reduced flood risk.

The City desires to determine the feasibility of opening up the railroad berm near the mouth of Allen Creek and compare the project cost to the decreased costs associated with the lowered risk to the structures currently in the floodplain. Federal Emergency Management Agency (FEMA) Benefit-Cost Analysis (BCA) software will be used to determine the potential of a FEMA Pre-Disaster Mitigation Grant Program fundable project.

The City also desires to analyze the feasibility of providing a shared-use non-motorized path through the railroad berm from the Main Street/Depot Street area to the Huron River/MichCon site area. As such, OHM has been selected to perform the necessary tasks to complete both a study and design recommendations for opening the railroad berm near the mouth of Allen Creek. Recommendations will address the feasibility, costs, and potential reduced flood risk benefits of such a project.
Prepared by: Jerry Hancock, Stormwater and Floodplain Programs Coordinator
Reviewed by: Craig Hupy, Interim Public Services Administrator
Approved by: Steven D. Powers, City Administrator
Whereas, Professional consulting services are needed in the form of engineering for the Allen Creek Railroad Berm Opening Feasibility Study;

Whereas, Proposals were received by Procurement and evaluated by City of Ann Arbor and Washtenaw County staff on the basis of professional qualifications, past involvement with similar project, proposed work plan, and cost;

Whereas, It is now necessary to enter into an agreement with Orchard, Hiltz & McCliment, Inc. for the engineering services associated with the project;

Whereas, Funding for this work is available in the approved FY13 Stormwater Capital Budget;

Whereas, Orchard, Hiltz & McCliment, Inc. received Living Wage approval on April 23, 2012 and Contract Compliance approval on September 21, 2012.

RESOLVED, That a Professional Services Agreement with Orchard, Hiltz & McCliment, Inc. in the amount of $50,000.00 be approved for Engineering Services for the Allen Creek Railroad Berm Opening Feasibility Study to be expended without regard to fiscal year; and

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute said agreement following approval as to form by the City Attorney and approval as to substance by the Public Services Administrator and the City Administrator; and

RESOLVED, That the City Administrator be authorized and directed to take the necessary

administrative actions to implement this resolution.