

RESOLUTION NO. 591

A RESOLUTION FOR THE BID ON BOONES FERRY PARK, PHASE II - DOCK PROJECT.

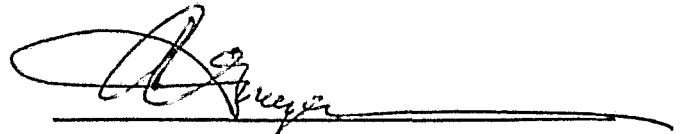
WHEREAS, the city staff has prepared a report on the above captioned subject which is attached hereto as Exhibits "A" and "B"; and

WHEREAS, the City Council has duly considered the subject and the recommendation(s) contained in the staff report; and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Wilsonville does hereby adopt the staff report attached hereto as Exhibits "A" and "B", with the recommendation(s) contained therein and further instructs that action appropriate to the recommendation(s) be taken.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 17th day of November, 1986, and filed with the Wilsonville City Recorder this same date.



A. G. MEYER, Mayor

ATTEST:



MARGO DILLINGER, City Recorder Pro Tem
RESOLUTION NO. 591
CB-R-254-86

EXHIBIT "A"

MEMORANDUM

DATE: NOVEMBER 13, 1986
TO: PETE WALL, CITY ADMINISTRATOR
FROM: DONNA SHEWEY
PARKS & RECREATION COORDINATOR
RE: BID - BOONES FERRY PARK PHASE II DOCK

The bid opening for the Boones Ferry Park dock was held on November 12, 1986. The following two bids were received:

| | |
|---------------|-------------|
| LARSON MARINE | \$30,231.00 |
| DEVINE | \$40,192.00 |

The proposed low bid of \$30,231.00 is over the estimated available budget. Based on this potential cost overrun, and the concerns expressed by our city engineer (see attached memo), I contacted the Oregon State Parks Division to discuss possible options. During the conversation I explained the city's concern regarding the extreme cost increase, the meeting of time line, and the concerns of our city engineer.

During the conversation the Oregon State Parks Division proposed two options to the city:

1. The city may file for a time frame extension to complete the project;
2. The city may request the termination of the dock portion of the Phase II grant agreement.

The state has assured me that they understand the problems connected with the dock project, and realize we have completed fifty percent of the Phase II grant work. If the city chooses to exercise either option #1 or #2, there would be no penalty and the awarded Phase III grant monies would not be jeopardized. Most importantly the state assures us the city would be eligible to compete for future grant allocations.

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Based on the engineer's concerns and input from the state, staff makes the following recommendations:

1. The city should reject all bids;
2. That Council should direct staff to proceed with the necessary steps to delete the Boones Ferry dock project from the Phase II grant agreement.

Your consideration and direction related to this matter will be appreciated.

ds:md

Enc. Memo - R.L. Drinkwater, dated 11/13/86

cc: Parks & Recreation Commission, Correspondence

EXHIBIT "B"

MEMORANDUM

DATE: NOVEMBER 13, 1986
TO: PETE WALL, CITY ADMINISTRATOR
FROM: R.L. DRINKWATER, P.E., P.L.S.
CITY ENGINEER
SUBJECT: BOONES FERRY PARK DOCK SYSTEM BIDS

On November 12, 1986 bids were opened for the dock system at approximately 4:00 p.m. in accordance with addendum No. 1 of the dock specs. Present were Ray Shorten, City Finance Director, Donna Shewey, City Parks and Recreation Coordinator, and Dick Drinkwater, City Engineer. Bids received were only from two contractors.

1. Larson's Marine Services, Inc.
14452 N.W. Larson Road
Portland, OR 97231

Bid: \$30,231.00
2. Fred Devine Diving & Salvage, Inc.
6211 N. Ensign
Swan Island
Portland, OR 97217

Bid \$40,192.00

Engineering's recommendation to City Council is to reject all bids based upon the following information:

1. The bids received exceed the budget for the dock facility.
2. That Donna Shewey has contacted the state and found because the city has completed more than 50% of the grant requirements no penalties will be leveled toward the city for not completing the dock facility.

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3. When detailed soundings and land profiles are completed to identify mean, low, and high water lines, (which were not identified in the plans and specs. for the project) the ramp length will have to be increased in my opinion, to a length of approximately 100 feet instead of 20 feet as shown on the plans and specs. The ramp at this length should be steel construction (requiring additional engineering to verify the design load, decking specs., assembly methodology, rollers and channel guides, and a paint spec.) This will cause a substantial cost-extra for the project.
4. Piling length should reflect in my opinion, the record flood of 1964 as opposed to the 100-year flood plain elevation, which will cause another extra to the contract for additional piling length.
5. A concrete landing for the dock ramp would need to be designed, (one was not identified in the plans and specifications). The design would have to take into account the extreme river flow problems at the proposed location. This will cause another cost-extra for the contract.
6. A shear boom is a mandatory requirement in my opinion, for the proposed dock location will have debris from upstream erosion, which will hit the dock if left unprotected. Without the shear boom the dock would probably be destroyed in high water. This will account for another extra for the contract.
7. The completion time allotted is inadequate, as it does not take into account inclement weather conditions or time for suppliers to provide required materials, and most important the bid document needs to reflect the river stages when construction can reasonably occur, and the design revision listed above can be completed.

dd:md

cc: Boones Ferry Dock Phase II, Engineering
Parks & Recreation Commission Correspondence