



TOWN OF FAIRFAX

STAFF REPORT

December 1, 2021

TO: Mayor and Town Council

FROM: Jonathon Goldman, Interim Public Works Director

SUBJECT: Receive Capital Projects Update

RECOMMENDED MOTION

Receive Capital Projects Update.

BACKGROUND

Council received a capital projects update at its September 1, 2021 meeting. The Town's Interim Public Works Director continues to provide direction to design and permitting consultants on several capital projects. In addition, with Council's September 22, 2021 authorization for up to five (5) negotiated public work construction contracts each not to exceed \$60,000 within existing appropriations, the Town has completed and continues to plan for completion of several projects deemed urgent with respect to the rainy season.

DISCUSSION

With respect to the urgent projects previously identified: pavement and surface drainage repairs to the upper end of Bay Road recommended by the Town's consulting engineer (Miller-Pacific) have been completed; repairs to underground storm drainage piping that resulted in a sinkhole or void under Broadway opposite the theater has been completed sufficient for this winter (a longer term repair of 200 linear feet of 36-inch diameter corrugated metal pipe (CMP) will have to wait due to high-density polyethylene (HDPE)¹ pipe supply-chain issues); a 300-foot long segment of Oak Road has been repaved; creek bank erosion at the outfall of Fairfax Creek (the creek that flows under Town Hall) into San Anselmo Creek (identified as damage from 2019 winter storms and aggravated by the October 24, 2021 atmospheric river event) has been completed with the placement of approximately 30 tons of rock slope protection. The storm drain segments of concern in the vicinity of Doc Edgar Park were cleaned and found adequately serviceable until fusible HDPE is available. Similarly for the storm drain segment on Sir Francis Drake south of its intersection with Marin Road which has historically been a site of local flooding.

¹ Sliplining failed CMP with smaller-diameter, fusible HDPE pipe is the environmentally preferable alternative for repair or replacement of storm drain systems owing to its much lower surface friction (allowing a smaller diameter pipe to convey more flow than the original CMP), strength, durability, flexibility and light weight. When fused together, HDPE has a zero leak rate because the fusion process creates a monolithic HDPE system. HDPE pipe is also more environmentally sustainable as it is non-toxic, corrosion- and chemical-resistant, has a long service life (it should not be machine rodded), is ideal for trenchless installation methods because of its flexibility, and it can be reused or recycled when it is removed from service.

Additional effort is being placed on attempting to make short-term repairs to segments of Bolinas Road as it connects from Deer Park toward the Town Limits, the Meadow Club and points in West Marin. Several locations have been identified where the original drainage patterns have been altered by slope creep toward the downslope side of the roadway. With the October 24, 2021 atmospheric river precipitation event as an indicator, the Interim Public Works Director considers it urgent to take reasonable measures to restore proper roadway drainage for the winter or make changes to better protect private improvements downslope. The Interim Public Works Director has also reached out to the Transportation Authority of Marin to seek assistance in developing a larger roadway rehabilitation project funded regionally to restore grades and drainage, protect private property from adverse stormwater impacts and improve the safety of the roadway for bicyclists, pedestrians and motor vehicles. The possibility of grant funding under the Federal Lands Access Program (FLAP)² has also been recommended by one of the consultants proposing to assist the Town in its paving program.

Street Paving – Staff solicited proposals from three consultants either recommended by local contractors or identified based on the Interim Public Works Director’s experience in prior assignments. The consultants were asked to review the Town’s current SB-1 list (provided as an attachment to Staff’s September 1, 2021 report), the Town’s current Pavement Management Report document (<https://www.townoffairfax.org/pavement-management-report/>) and revisit both those reported pavement conditions as well as bicycle or pedestrian uses of the pavements and the adjacent sidewalks and other paths of travel used for non-motorized travel. A proposal from one of the other consultants for supplemental and further value-added services is expected shortly.

Staff intends to develop (with PEI, Miller-Pacific and potentially the third consultant) one or more bid packages for formal bidding of projects within the adopted budget in early January in order to have Council award contracts and authorize issuance of notice to proceed in February or March, 2022.

Bridges – Azalea Avenue, Meadow Way, Creek Road and Spruce, Marin, and Canyon Bridges have all been in the design and project delivery process for some time. Project delivery continues to utilize a mixture of funding sources for repair or replacement as indicated in the adopted budget.

The short-term, critical path necessary for Caltrans issuance of approval for bidding for several of the bridge projects is associated with acquiring final National Environmental Policy Act (NEPA) clearance, and Right-of-Way or real property acquisition in the form of temporary construction and permanent facility easements for facilities associated with certain of the projects. For example, one of the projects will require installation of horizontally-installed tie-backs that will extend underground into private property outside the public right-of-way.

The lead project delivery consultant, Nader Tamannaie, P.E. (California Infrastructure Consultancy, Inc., www.califstructure.com) and its subconsultant, Oberkamper & Associates ([https://www.oberkamper.com](http://www.oberkamper.com)) have provided a preliminary right-of-way package to Staff, but

² <https://highways.dot.gov/federal-lands/programs-access>

there is additional work necessary to clarify the chain of title to portions of Meadow Way that were apparently offered for dedication to the County when the Cascades was first developed, but apparently not accepted. This work is expected to require a contract amendment. Staff continues to make every reasonable effort to accomplish construction of any facilities possible under the project umbrella to either allow for easier future undergrounding of overhead utilities or accomplish undergrounding as part of the work.

It is anticipated that, for the Meadow Way project, bid package(s) for procurement in compliance with Town code and Caltrans requirements will be ready to advertise in early 2022 with construction possibly beginning in the dry season of 2022. More detailed descriptions of the projects are contained in the budget document available online at: <https://www.townoffairfax.org/town-budget/>. It is anticipated that more details regarding the schedules for all of the Bridge Projects will be presented to Council during the course of early 2022 meetings.

145 Canyon Roadway Repair Project – Capital Project No. 51-816 in the adopted budget appropriated \$81,360 in Measure “A” funds for design and construction of a project to stabilize the roadway and existing retaining wall located approximately opposite 145 Canyon Road. The design work has been completed and aquatic resource agency permitting is underway.

6 Bridge Court Scour Repair Project – Capital Project No. 52-534 in the adopted FY 2019-20 budget appropriated \$75,169 for design and construction of a project to stabilize the headwall associated with the outfall of Fairfax or Tamalpais Creek into San Anselmo Creek behind 93 Dominga Avenue and 6 Bridge Court. The headwall was undermined during 2018/2019 winter storms and a FEMA reimbursement project was approved. The design work has been completed, aquatic resource agency permitting completed and some of the construction has been completed. An urgent repair by placement of approximately 30 tons of rock slope protection to address damage that resulted from the October 24, 2021 atmospheric river event has also been authorized and was scheduled for the week of November 29, 2021. Staff will report further on this project in early 2022.

Azalea Avenue/Sir Francis Drake Intersection Pedestrian Safety/Safe Pathways to School Project – the adopted budget also includes a project funded at \$250,000 for installation of path-of-pedestrian travel improvements and a rectangular, rapid-flash beacon crossing for this intersection adjacent to the Fairfax Market. Initial topographic surveying has been performed, but the limits of the public right-of-way were not included when that work was completed. Those limits are necessary to ensure that public improvements are not constructed on private property without the necessary easements and other permissions.

The Town’s consulting Certified Access Specialist (CAsp)³ has reviewed the preliminary plans and inspected the site with the Interim Public Works Director on Friday, November 12, 2021. Because the existing pavement crown on Sir Francis Drake exceeds the grades considered accessible, and because the path of travel to and from the site to the public transit stops on Sir

³ <https://www.dgs.ca.gov/DSA/Resources/Page-Content/Resources-List-Folder/Certified-Access-Specialist-Property-Inspection>

Francis Drake, the grant funds available may not be adequate to allow completion of an ADA-compliant improvement at that location. The CASp's report will provide additional information, and Staff is inquiring about the potential for transfer of the grant funds to a substitute Safe Pathways compliant project here in Fairfax. Staff will provide more detailed updates during the course of Council's early 2022 meetings.

Park & Pedestrian Trail Improvements -- appropriations in the current adopted budget total \$114,272 from Measure "A" Park & Measure "F" funding to continue park improvement projects including reimbursement of costs for Peri Park Playground equipment; pedestrian trail repairs; Peri Park Exercise equipment; Peri Park Swing replacement; and Bicycle Pump Track construction. Staff has acquired a quotation for the Peri Park Swing Replacement equipment. Additional expenses are likely for fence relocation, fall-surface provisions and accessibility improvements once the Town's consulting CASp's report on accessibility is received. Minor improvements to the public restroom, the path of travel from the public right-of-way to the public restroom, the drinking fountain, the ramp and steps serving the restroom and drinking fountain and some of the new play equipment are expected to be necessary. The playground safety inspection provided to the Town through its insurance pool and the risk management agency Sedgwick identified the need to relocate one of the new structures installed previously. Staff is proceeding with procurement and installation of the swing set and will continue to keep Council apprised of progress on these improvements.

An appropriation of \$114,272 was approved for construction of Capital Project No. 51-841 in the current adopted budget. Staff and former Councilmember John Reed met with a representative of the firm that has provided trail improvements to the City of Mill Valley and clearing for the Marin Wildfire Prevention Authority in the Fairfax area, Forster & Kroeger Landscape Maintenance, Inc. The trail segments prioritized by an Ad-Hoc Committee consisting of Vice Mayor Hellman, Councilmember Coler, Marcia Custer & Jesse Hoffman (Town of Fairfax Volunteers Committee), and John Reed (Councilmember Emeritus) were evaluated and Raul Garcia, President of Forster & Kroeger confirmed that his firm has the experience and expertise to perform the necessary improvements to the trail segments identified, pays not less than the prevailing wage for the categories of labor necessary for that work, as well as not less than the Town's current Living Wage as required by Town Code section 8.56.020(B).

Pavilion Project -- A summary of the history of the project is provided on the Town's website here: <https://www.townoffairfax.org/pavilion-retrofit-project/>. Staff continues to pursue a short-term project delivery plan intended to deliver the foundation, structural improvements and certain accessibility improvements with authorization to invite bids for the first phase of work (foundation and archeology support contract) being sought with this Staff Report. On the advice of the Office of the Town Attorney and after consulting with local contractors and the archeologist retained by the Town for the project, separating the seismic strengthening and accessibility portions of the FEMA-funded work from the foundation and archeology represents the least risk of potential construction claims or delays should significant cultural resources be found during excavation and foundation work.

The Interim Public Works Director met with representatives of the Federated Indians of Graton Rancheria and expects to bring an agreement to Council not later than its first meeting in 2022

for tribal monitoring during the foundation and archeology phase of the work. Subsequent phases of work, including work authorized with appropriations of Town funds in the adopted budget in excess of those necessary to match FEMA's funding, will be delivered under separate contracts once the fundamental structural and accessibility improvements have been completed and accepted.

FISCAL IMPACT

None.

ATTACHMENTS

None.