

Howard N. Dashiell
DIRECTOR OF TRANSPORTATION

Road Commissioner
County Engineer, RCE 42001
County Surveyor, PLS 7148



FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Landfills

COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION

340 LAKE MENDOCINO DRIVE
UKIAH, CALIFORNIA 95482-9432
VOICE (707) 463-4363 FAX (707) 463-5474

January 08, 2019

Mendocino County Board of Supervisors
501 Low Gap Road, Room 1010
Ukiah, CA 95482

RE: ADOPTION OF RESOLUTION APPROVING DEPARTMENT OF TRANSPORTATION AGREEMENT NUMBER 180073, PROFESSIONAL SERVICES AGREEMENT WITH BRELJE & RACE CONSULTING ENGINEERS, IN THE AMOUNT OF \$1,201,500 FOR REDWOOD VALLEY WATER INFRASTRUCTURE RETROFIT PROJECT ENGINEERING SERVICES FOR THE TERM STARTING UPON EXECUTION OF THIS AGREEMENT THROUGH DECEMBER 31, 2020, AND AUTHORIZING THE DIRECTOR OF TRANSPORTATION TO SIGN ANY AND ALL AMENDMENTS TO THE AGREEMENT NOT EXCEEDING \$30,000 (REDWOOD FIRE AREA)

Honorable Board Members:

Department of Transportation (DOT) Agreement Number (No.) 180073 provides for Redwood Valley Water Infrastructure Retrofit Project Engineering Services to be performed by Brelje & Race Consulting Engineers for the Redwood Valley County Water District (RVCWD). The County of Mendocino has standing to obtain Redwood Fire Disaster Hazard Mitigation Grant Programs (HMGP) funding and to administer these funds to accomplish needed services under this contract and construction under a future construction contract.

This project is attempting to mitigate seismic hazards currently threatening RVCWD infrastructure. The expected outcome is the replacement of approximately 15,026 feet of existing water main lines, installation of approximately 5,631 feet of new water main lines where necessary, and replacement of up to 304 water service lateral connections; existing infrastructure within the system was installed to unknown code standards, using unknown materials, and is of unknown age.

RVCWD infrastructure, if subjected to a sufficiently large seismic event, could suffer significant damage to the system. Replacing existing water main lines with modern, seismically-rated polyvinyl chloride (PVC) main lines, including restrained joint design, and modern backfill procedures, and a more robust system of valves to allow for isolating portions of the water distribution system for repair, will introduce a much larger degree of resiliency to the system. This modification to the system will also require the creation of mainline loops in locations where they do not yet exist, in order to limit system dead ends to enhance water quality throughout the system and limit water waste when performing routine system flushes. In

addition, creating system loops will increase system resiliency in the event of a seismic failure of a section of water line. Looping the system allows sections to be closed or valved off for repair while service remains for others that are on a section of water main not affected.

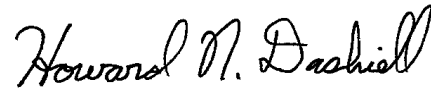
DOT has insufficient engineering staff to effectively perform the water system work and therefore requires professional, expert, and technical services of a temporary nature.

Brelje & Race Consulting Engineers has provided a satisfactory proposal and has agreed to perform the required work for a not-to-exceed amount of \$1,201,500.

Because additional studies and/or additional field investigations are often identified during the work, MCDOT deems it prudent to authorize the Director of Transportation a 3% contingency, or approximately \$30,000, to process contract amendments as needed.

I will, of course, respond to any questions that you may have.

Respectfully submitted,



HOWARD N. DASHIELL
Director of Transportation

Enclosure

cc: DOT Project HMGPRVWD