



AGENDA MEMORANDUM

March 20, 2017

Corpus Christi Business and Job Development Board Meeting

DATE: March 3, 2017

TO: President and Honorable Board Members,
Corpus Christi Business and Job Development Corporation

THROUGH: Margie C. Rose, City Manager

FROM: J.H. Edmonds, P.E., Director of Engineering Services
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UPDATE

Engineering Services Monthly Project Updates

STAFF PRESENTER(S):

<u>Name</u>	<u>Title/Position</u>	<u>Department</u>
1. Jeff H. Edmonds, P.E.	Director	Engineering Services

OUTSIDE PRESENTER(S):

None.

BACKGROUND:

The current active projects are listed below with the monthly activity shown.

1. Salt Flats Levee Project/ FEMA Mapping:

Project History:

- In 2012 through 2014, the City submitted FEMA Certification Guidance Document report and began an assessment of the impact of FEMA's new FIRM maps.
- Beginning in 2015, Staff revised the engineer's scope to better adapt a strategy to support identifying existing deficiencies, corrective actions and validation of the FEMA FIRM maps in lieu of "certifying" the systems. This is a result of the changes from the FEMA moving from the Provisional Accreditation Levee (PAL) to the Levee Accreditation Mapping Procedure (LAMP).
- In 2015, Type A Board and City Council approved HDR MSA contract.
- A meeting was held with FEMA on August 26th 2015 to discuss the LAMP and several task orders were negotiated. (See Task Orders Below)
- Task Order No. 2 was conducted with the consultant and was completed in 2016. It is possible this can be re-opened at a later date.

- In 2016, the engineer prepared a proposal for Task Orders No. 3, 4, and 5. The Scope of Work (SOW) of Task Order No. 3 is to develop a new 2D hydraulic model for the downtown flood protection area. The SOW of Task Order No. 4 is to develop conceptual design of improvements for the Salt Flats Levee since the Salt Flats Levee is treated as freeboard deficient under FEMA's LAMP guidelines. The SOW of Task Order No. 5 is to develop preliminary design of Museum Floodwall Replacement.
- The HDR Vulnerabilities Assessment was reviewed at the March 2016 Type A Board meeting.

Task Orders:

1. Update and Finalize Phase 2A Report (Complete)
2. LLPT Participation/Flood Protection System Vulnerabilities Identification (Complete)
3. Salt Flat Levee 2D Hydraulic Model (90% Complete)
4. Conceptual Design of Improvements for Salt Flat Levee (90% Complete)
5. Preliminary Design of Floodwall Replacement for Museum of Science and History (90% Complete)

2017 Progress:

- Task Order No. 3 was completed and the hydraulic model has been sent to FEMA for comments. This was distributed to Type A in January 2017.
- Task Order No. 4 Salt Flats Preliminary Design Memo was submitted in December 2016 and will be finalized pending Amendment for Task Order No. 4 approval. Attachment #1 – Preliminary Technical Memorandum Improvement Concepts for Salt Flats Levee was given to Type A Board in February 2017 Update.
- Task Order No. 5 Museum Floodwall Preliminary Design draft design memo was submitted to City for Review (Distributed in January 2017 Type A Board Meeting). City will finalize in March 2017.
- The City issued a RFQ to select consultants for 6 Type A Projects (See bullet 5 below). The City received RFQ submittals and the Award Letters were sent out in February 2017.
- Negotiation will begin this month (March 2017).
- An Amendment for Task Order No. 4 has been issued to verify how the New Harbor Bridge will impact the Salt Flats Levee.

2. Barge Dock Project:

Project History:

- The August 2012 contract with LJA (RVE) for **\$309,870.00**, defined their scope as a forensic assessment of the barge dock and the adjacent sloped seawall in order to pursue improvements identified in the 2012 CIP. The scope also included collaboration with the Barge Dock stakeholders to determine if the Barge Dock should continue to function as designed or if additional uses should be considered. The future CIP Funds identified at that time totaled **\$8,350,000**. The first phase of the assessment has been completed by LJA (RVE) and they are requesting to move forward with the Wave Load Analysis and Structural Stability Analysis. Because the Barge Dock usage will not change, the City decided to not pursue the Wave Load Analysis and Structural Analysis.

- The improvements originally were planned to include raising the elevation of the barge dock by 2', constructing a relief platform to prevent the new fill from surcharging the existing bulkhead, developing a stepped terrace area to reduce wave run-up onto the adjacent roadways during storms, and developing additional parking and other amenities.
- As of 2015, it was recommended that the deficiencies be corrected and the major alterations be deferred to allow for more critical flood protection upgrades.
- August of 2015, Engineering Services initiated discussions with the engineering consultant, and developed a scope of work for repairs to address deficiencies identified during the condition assessment. Any further betterments to the barge dock are being put on hold until requirements can be better defined.
- The City received a final condition assessment report from the consultant. A proposal was also received, and approved, from the consultant and negotiations were finalized for the design phase services to make repairs to the barge dock (2016).
- The preliminary submittal and OPCC (Opinion of Probable Construction Cost) was received in September of 2016. A review meeting was held in October 2016.

2017 Progress:

- Consultant has prepared 100% drawings and construction documents (December 2016) and are currently being distributed for City review (January 2017).
- American Disability Act (ADA)/ Texas Department of Licensing and Regulation (TDLR) scope of work will be added to the design requirements for accessibility (February 2017).
- An amendment to the AE contract for TDLR scope of work is currently under way (March 2017).

3. McGee Beach Renourishment/ Boat Basin Dredging Project:

Project History:

- This project includes data collection, final design, permitting, and construction of beach nourishment for 1,800 feet of beach. The Texas General Land Office (GLO) will manage the project and contract with a professional service provider (HDR) to prepare the construction plans. The City will enter into an agreement with the GLO to provide matching funds for the design and construction of the project. Based on discussions with Cameron Perry (HDR), the beach does not currently require nourishment and the nourishment of North Beach is moving forward separately.
- In 2014, funding was approved and the Coastal Erosion Planning and Response Act Project Cooperation Agreement (PCA) would allow for the GLO to develop a design for the nourishment of McGee Beach.
- In 2015, the City staff met with GLO and the design consultant to discuss reducing beach re-nourishment demands in an effort to reduce cost and improve beach conditions. Based on the evaluations, McGee Beach re-nourishment can be deferred and North Beach is scheduled for re-nourishment.
- August of 2015, Engineering Services staff met with GLO's consultant about planning and permitting. The City may assume responsibility for this project from GLO and link it with other area project needs such as the boat basin dredging and breakwater repairs.
- September of 2015, Engineering Services will bring a proposal to expand the scope of this project or to create a new project for the breakwater repairs.

- A meeting was held during the month of September 2015 with Cameron Perry to formulate a new dredging and beach re-nourishment project.
- After consulting with HDR in February 2016, it was recommended that a feasibility study be conducted prior to initiating the design phase.
- The consultant's proposal for the feasibility study was reviewed by Engineering Services in March 2016, and the contract was presented to the Type A Board during the May 2016 meeting. The Type A Board approved the contract at the June 2016 meeting.
- The contract was originally being prepared for City Council action, but it was discovered the contract only needed Type A approval.
- A kick-off meeting was held on September 19, 2016 for the study phase.

2017 Progress:

- Final report was received and distributed to Type A Board (January 2017).
- The City issued a RFQ to select consultants for 6 Type A Projects (See bullet 5 below). The City received RFQ submittals and the Award Letters were sent out in February 2017.
- Negotiation will begin this month (March 2017).

4. McGee Beach – Breakwater Safety Improvements

Project History:

- In 2009, HDR prepared a report recommending repairs and improvements to the Breakwater. The scope as we know it was based on this study and includes removing the portion of the breakwater and replacing it with a 6' wide walkway over stone and repairing the damaged portions of rest of the walkway.
- The Breakwater structure provides wave dissipation reducing wear and tear on the sea wall and protects the Marina facilities. This structure includes a concrete cap that allows citizens to walk and fish from it. Since 2009, the deterioration has continued such that the structure is experiencing minor failures and presents potential safety risks to travel to and from the structure. Parks and Recreation continues to provide maintenance; however, the deterioration is beyond economical maintenance capabilities.
- Engineering Services recommends approval for major repairs to the structure for approximately **\$1.8 Million**. Engineering Services developed preliminary plans that phases the improvements to restore safety and structural integrity. This may also include minor improvements to enhance the use of the structure by tourists and for fishing purposes. These improvements will help fortify the seawall against wave attacks by preventing failure of the breakwater and excessive erosion of McGee Beach. The proposed improvements consist of demolishing the existing elevated walkway and constructing a new breakwater and walkway in its place. The total costs associated with these repairs/improvements was estimated at **\$1,769,875** in 2009. For the Breakwater at McGee Beach the Seawall Maintenance Capital Improvement Plan Budget shows:
 - \$730,000 for 2019/2020
 - \$3,570,000 for 2020/2021
 - \$3,000,000 for 2021/2022
- The deteriorated concrete stairs to the breakwater structure were repaired by Parks and Recreation in June of 2015.

- Engineering services received a proposal from HDR to update the 2009 study of the breakwater. The goal was to obtain an updated work scope based on the current condition of the breakwater and current pricing for the repairs/upgrades.
- The repaired breakwater section scope of work is as follows:
 - 25% of the existing walkway will likely need to be partially removed
 - Construct/place rock ballast (smaller stones) to fill gaps between larger stone and provide a base for proposed concrete walkway
 - Build a new walkway 2ft wider and 1ft higher than the original. The new walkway will be 6ft wide.
 - Install additional amenities along the breakwater walkway. These include:
 - Electrical utilities and lighting along the length of the breakwater
 - Signage, trash receptacles, fish cleaning station(s) and other amenities
- The proposed AE agreement was presented to City Council in February 2016 to approve the \$19,000 to update the report with a more detailed scope and fee.
- The study was kicked-off on February 11, 2016 and a draft report was submitted and reviewed by Engineering Services. The report was distributed to Type A for the May 2016 meeting.
- The City received the Draft ELR on March 30th, 2016 and met with the consultant to review the draft on April 20th, 2016. The review comments were provided to the consultant and were incorporated into a final report which was presented to the Type A Board in May 2016.
- A presentation of the findings was made to the Type A Board at the June 2016 meeting. Repair recommendations were added and approved to the CIP (Capital Improvement Program).

2017 Progress:

- The City issued a RFQ to select consultants for 6 Type A Projects (See bullet 5 below). The City received RFQ submittals and the Award Letters were sent out in February 2017.
- Negotiation will begin this month (March 2017).
- Negotiations are underway with Fulton-Coastcon for structural improvements to the McGee Beach Pier and Walkway, as well as the related blown sand control to protect the marina from shoaling relative to the 2017 Type A CIP project for these items.

5. Bayshore Park

- Type A Board was informed in June and July of 2016 of the synergy between the Bayshore Park (Bond 2008) project and the McGee Beach Pier and Breakwater and the Marina Dredging/McGee Beach renourishment projects, to include
 - Park scope included pier surface treatments and upgrades of up to \$500,000 but not structural repairs.
 - Type A Breakwater Study identified \$750,000 in needed structural repairs to the Pier and Walkway to the Breakwater.
 - Type A 2017 CIP contains \$500,000 toward the structural repairs identified in the Breakwater Study.
 - City currently negotiating with their design-builder over the scope of the final design of the pier, both structural repairs (Type A budget) and aesthetic upgrades (Bond 2008 budget).
- In January 2017, a request was made by Johnny Phillipello, CEO of Buc Days, to support the Bayshore Park project with additional funding to provide for the repairs and upgrades to the Old City Hall/Memorial Coliseum parking lot, which is currently not in the scope of Bayshore Park.

- This parking lot is critical to Buc Days Carnival operations due to the fact that they are no longer allowed to use the Great Lawn (old Memorial Coliseum Site) for large carnival rides due to the damage to the lawn and the irrigation system.
- The City is currently negotiating both with Fulton-Coastcon as well as the City's currently selected asphalt overlay contractor for minor repairs and parking lots to provide an upgraded parking lot at this location.
- The City will move forward with the best value option for the repair of that parking lot later this year after negotiations are concluded and if the budget source can be identified.
- The Parks and Recreation Department would welcome any budgetary support from the Type A board for the repair and upgrade to the parking lot, as that scope could not be covered by the available 2008 Bond funds in the current design-build project.
- This parking lot has been used in the past as temporary storage for boats from the Marina during hurricane surge events.
- This parking lot is anticipated to be used in the future for other events, such as a park and ride facility to support events at the north end of the seawall or even North Beach.
- Engineering Services will update Type A with budget requirements for the upgrade to this facility when they become available. (See Bayshore Park Attachment/Slideshow)

6. Projects Currently Under RFQ (Posted in November 2016 and Recently Awarded)

- **Seawall Capital Repairs**
 - The Corpus Christi Seawall was originally constructed from 1939 to 1942. With the initiation of the Seawall Maintenance sales and use tax, a major project was completed in 2007 to address advanced levels of deterioration of the Seawall system. That project was completed for a cost of \$43.4 million. The funding levels programmed in the CIP are anticipated to address routine maintenance issues. A subsequent major reconstruction is shown to occur after the expiration of the current one-eighth cent sales and use tax. This project will assess the seawall and develop the maintenance repair activities and develop & prioritize.
- **Salt Flats Levee Improvements**
 - The Salt Flats Levee System (originally referred to as the Backwater Levee) is an integral component of the downtown flood protection system. The levee requires improvements and maintenance to ensure that the system will function as originally designed. The levee is susceptible to various model of failure. Additional Study is underway and improvements are planned that would be sufficient to be certified by FEMA as a freeboard deficient reach. This means that although the system would not afford the level of protection required to be prevent overtopping in a 100-year event, it would not be vulnerable to catastrophic failure. There has been a complete preliminary study that initiates the proposed.
- **Repair on Marina Breakwater at McGee Beach**
 - Proposed improvements consist of demolishing the existing elevated walkway and constructing a new breakwater and walkway in its place. The existing rock breakwater and walkway will be repaired and raised. These improvements will help fortify the seawall against wave attack by preventing failure of the breakwater and excessive erosion of McGee Beach. Construct and place rock ballast (smaller stones) to fill gaps between larger stone and provide a base for the new concrete cap. Build new cap wider

(assumed here to be 2 ft. wider) and higher (assumed here to be 1 ft. higher) than original.

- McGee Beach Nourishment/Boat Basin Dredging
 - The proposed improvements consist of nourishing McGee Beach in order to improve potential storm damage reduction at the seawall. A wider beach will help the seawall survive a storm of longer duration or greater intensity. Sand may be trucked in from upland sources, such as quarries near the Nueces River, or dredged from the marina or bay. This project would address beach nourishment as well as shoaling issues in the marina.
- Science and History Museum Flood Wall
 - This project is to construct a new floodwall (or a coastal structure) that would follow a “hypotenuse” alignment between the existing Promenade and the USACE Bulkhead. The project would also backfill the triangle to make it function more like a coastal structure. This would also provide additional land area for future use.
- Kinney and Power Street Pump Station Improvements
 - The downtown flood protection system relies on two pump stations, Power Street Pump Station and the Kinney Street Pump Station, to service this drainage basin during a significant storm event. Previous design and studies for Downtown Drainage projects included a new storm water concrete interceptor box with new inlets that was constructed in 2007 along Water Street to allow transfer of flows between the two stations, and replacement of the Kinney Street pump station in 2009. Preliminary studies indicate that a third pump station is required to meet the 100-year event. This project evaluates the requirements and capacity to determine the feasibility of interim solutions to maximize the capacity at the Power Street Pump Station before adding the major investment of the third pump station. The project should include 2D modeling to better define the demands to enhance the reliability and capacity of the downtown storm water pumping system.

ATTACHMENTS:

Bayshore Park Presentation

FY 2017 – Seawall Capital Improvement Program Budget