



CITY OF COOS BAY JOINT COUNCIL/URA WORKSESSION

September 12, 2017 - 5:30 PM

The meeting will be held at the Dolphin Theater, 580 Newmark Avenue, Coos Bay following the Dedication of Transportation Facilities at the Hollering Place Wayside which begins at 5:30 p.m.

1. Call to Order
2. Review of the Following Council/URA Agenda for September 12, 2017
 - a. Consideration of Streetscape Construction Bid
 - b. Wastewater Treatment Plant 2 Expansion and Upgrade Project Quarterly Status
 - c. Discussion of Street Trench Restoration Policy
 - d. Request by Possible Industrial User to Discharge to the City's Wastewater Collection and Treatment System
3. Other Business
4. Adjourn

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
September 12, 2017	2.a.

TO: URA Chair Kramer and Board Members

FROM: Jim Hossley, Public Works and Community Development Director

THROUGH: Rodger Craddock, City Manager

ISSUE: Consideration of Streetscape Construction Bid

SUMMARY:

Over the past nearly two years, the Urban Renewal Agency has reviewed various ideas and renderings for the Highway 101 streetscape. The goal is to improve the eye appeal of the Highway 101 streetscape from the south to north City limits. The streetscape improvements would be restricted to Highway 101 right-of-way (ROW) and City owned property. Due to funding constraints, efforts on the project have been focused on the two existing entry monument locations. Additional areas would be addressed as funding becomes available.

Based on early cost estimates, staff budgeted \$175,000 in this year's Downtown Capital Projects Fund Urban Renewal budget for the streetscape projects at the entry monument locations. The design consultant, after completion of the construction documents this summer, estimated the total construction cost to be \$225,071. The project was advertised for bid, and the City received one bid. The bid was from Clean Rivers Erosion Control for a total cost of \$249,999. Due to the \$75,000 shortfall in the budget relative to the bid price, it will be necessary to discuss possible alternatives or courses of action.

ACTION REQUESTED:

Discuss potential alternatives and courses of action. Provide staff direction on how the Agency desires to proceed.

BACKGROUND:

Over the past nearly two years, the Urban Renewal Agency has reviewed various ideas and renderings for the Highway 101 streetscape. The goal is to improve the eye appeal of the Highway 101 streetscape from the south to north City limits. The streetscape improvements would be restricted to Highway 101 right-of-way (ROW) and City owned property. City staff provided initial ideas for improvements. The City then engaged the services of Greenworks,

a Portland based landscape architectural and urban design firm, to prepare renderings for streetscape concepts along Highway 101. After initial consideration of the first renderings, the Agency asked that efforts be focused on the two existing entry monument locations due to funding constraints. Additional areas would be addressed as funding becomes available. The north entry is in the vicinity of the existing "Welcome to Coos Bay" monument sign on the west side of Highway 101. The south entry concept includes the "island" in Highway 101 just south of the Shell service station. Greenworks presented ideas for the two entry monument locations to the Agency in early 2016. Their renderings provided a basic concept for landscaping and included the fence railing theme that matches the recently completed railing project between the rail museum and Front Street.

The Urban Renewal Agency then approved a contract with Greenworks to develop specific landscape plans for the City's two gateway sites. The scope consisted of two tasks. Task 1 was preliminary design which resulted in a site plan. This plan depicted all new areas to be landscaped and included proposed locations for trees, plant beds, and ornamental pedestrian fence in a simplistic graphical format for review and approval by the Agency. Task 2 was for development of the construction documents. The consultant fee for completing both tasks was \$27,016.50. The Agency reviewed the results of the Task 1 effort at a Work Session earlier this year

At the same time the streetscape activity was occurring, the City Council also considered a new City entrance monument logo. Council's direction to the Logo Advisory Committee was to create a welcome sign logo including a tall ship theme. The current City Council stopped the new logo design effort in late 2016.

Based on early cost estimates, staff budgeted \$175,000 in this year's Downtown Capital Projects Fund Urban Renewal budget for the streetscape project. The design consultant, after completion of the construction documents this summer, estimated the total construction cost to be \$225,071 (not including new monument signs). The project was advertised for bid, and the City received one bid. The bid was from Clean Rivers Erosion Control for a total cost of \$249,999 (does not include monument signs). Note, the rock work behind the fence railing on the north entry is proposed to be done by separate contract. Due to the \$75,000 shortfall in the budget relative to the bid price, it will be necessary to discuss possible alternatives or courses of action.

BUDGET IMPLICATIONS:

Based on early cost estimates, staff budgeted \$175,000 in this year's Downtown Capital Projects Fund Urban Renewal budget for the streetscape project. The design consultant, after completion of the construction documents this summer, estimated the total construction cost to be \$225,071 (not including new monument signs). The project was advertised for bid, and the City received one bid. The bid was from Clean Rivers Erosion Control for a total cost of \$249,999 (does not include monument signs). Note, the rock work behind the fence railing on the north entry is proposed to be done by separate contract. There is a \$75,000 shortfall in the budget relative to the bid price.

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
September 12, 2017	2.b.

TO: Mayor Benetti and City Councilors

FROM: Jan Kerbo, P.E. Resident Project Representative

THROUGH: Rodger Craddock, City Manager

ISSUE: Wastewater Treatment Plant 2 Expansion and Upgrade Project Quarterly Status

SUMMARY:

The Wastewater Treatment Plant 2 Expansion and Upgrade Project is in its ninth month of construction. The project is anticipated to be completed in late 2018. Jan Kerbo, P.E. is the City's Resident Project Representative. She is onsite 100% of the time to oversee all aspects of construction. She will be presenting a quarterly status report at the September 12, 2017 work session. The information in her report will include budgets, percent completed, and major milestones. She will address any questions that the Council may have.

ACTION REQUESTED:

No action is requested at this time.

BACKGROUND:

Jan Kerbo will present a detailed status of the Wastewater Treatment Plant 2 Expansion and Upgrade Project at the September 12, 2017 work session.

BUDGET IMPLICATIONS:

No budget implications are associated with this staff report.

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
September 12, 2017	2.c.

TO: Mayor Benetti and City Councilors

FROM: Jim Hossley, Public Works and Community Development Director

THROUGH: Rodger Craddock, City Manager

ISSUE: Discussion of Street Trench Restoration Policy

SUMMARY:

The attached draft Restoration Policy for Utility and Service Lateral Installation in City of Coos Bay Right-of-Way (a.k.a. Trench Restoration Policy) provides substantial written guidance to City staff, utility owners/contractors, and residents. The present version of this policy is based on feedback from the previous City Council and affected parties. The policy is rigorous but not necessarily uncommon as many requirements in the policy were derived from requirements from other municipalities throughout the country. Implementation of and adherence to this policy is intended to provide long term performance of trench repairs.

ACTION REQUESTED:

If it pleases the City Council, provide staff with feedback and direction regarding the draft policy.

BACKGROUND:

The Streets Taskforce, convened by the City Council back in 2013, expressed concerns related to utility trench failure in City streets, and they recommended adoption of a right-of-way restoration policy. In response, over the next year and a half, staff presented drafts of a trench restoration policy at three City Council meetings and with contractors and utilities most affected by the policy. The last Council meeting on the issue was May 19, 2015, and the Council's consensus was to develop a policy with a more tiered approach and one that would work in tandem with the City's transportation system policies. Based on feedback from the Council and affected parties, modifications to previous drafts have been made.

The Coos Bay Municipal Code (CBMC) requires that a permit be obtained prior to cutting into any road surface and/or excavating within the right-of-way of public streets, and the code requires proper repair to any resulting damage to the public street right-of-way or road

surface. The proposed policy establishes the basis and process for determining the level of repair and replacement for utility cuts for both old and newly paved streets. The legal basis for this City Policy is established in the Coos Bay Municipal Code, Title 12, Chapter 12.25, Utility Use of Streets.

In an effort to better manage pavement degradation from the affects of utility cuts, staff recommends through this policy that the City prohibit (except in emergency and case by case basis) cutting into new pavements for three (3) years after the paving is complete. This 3-year moratorium on cutting into all new pavement surfaces will include overlays, inlays, reconstruction, and new construction of at least a half street or greater. For both moratorium and non-moratorium streets, there is a tiered approach to trench improvement depending upon street classification whereby trench repair on local streets are a little less than those on arterial and collector streets. Also, streets currently in poor (or worse) condition per the Citywide Pavement Management Program Condition have slightly reduced trench repair requirements. One other addition to this draft is section V 4, on page 12. This new section makes the City responsible for pavement repair in the City right-of-way related to repair/replacement of private sewer laterals connecting owner occupied single family residential property to a City owned sewer main.

The proposed policy will result in increased requirements and effort to obtain a utility permit for trench excavation. As a result, there will be an increase; and in some cases, a substantial increase in the cost of repairing trench cuts. This policy will apply to not only to private utilities but to property owners making connection to or repairing their existing connection to City sewer and water mains. The policy would also apply to Coos Bay – North Bend Water Board and the City of Coos Bay. The policy will result in an increase in the cost of repair and replacement projects for City drainage and sanitary sewer pipes.

After receiving feedback and direction from the Council at this work session, staff plans to make any necessary revisions to the draft policy and then bring the policy to Town Hall style meetings with various utility staff and contractors to get their input prior to bringing it to a future public hearing before the City Council.

BUDGET IMPLICATIONS:

The proposed policy will likely result in an increase in the cost of paving associated with the City's pipe repair and replacement projects. As a result of this policy, total project cost could increase anywhere from 10% to 40% depending upon road type and nature of the repair. For City projects, the funds for these repair and replacement projects come from wastewater fees. The FYE 2018 wastewater budget includes \$50,000 for asphalt paving trench patches for private sewer lateral repairs/replacements.

As a result of the policy, staff assumes that over time the longevity of City streets will be significantly improved. Thus, in the long run, the City's limited street maintenance funds will go further as a result of the City's maintenance efforts focusing on street degradation related to wear and age without the addition of trench failure damage.

ATTACHMENT(S):

- ▣ Draft Street Trench Restoration Policy
- ▣ Council Minutes May 19, 2015



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City of Coos Bay
Public Works & Development Dept.
500 Central Ave., Coos Bay, Oregon 97420 • Phone (541) 269-8918
Fax (541) 269-8916

**RESTORATION POLICY FOR UTILITY AND SERVICE LATERAL INSTALLATION
IN
CITY OF COOS BAY RIGHT-OF-WAY**

September --, 2017

The Citizens of Coos Bay, having invested substantial public and private funds in the construction and maintenance of the existing public roadway system within the City, desire to protect and prolong these investments, and maintain a safe, clean roadway environment. Therefore, prior to cutting into any road surface and/or excavating within the right-of-way of public streets a permit authorizing such activity is required as is proper repair to any resulting damage to the public street right-of-way or road surface. The legal basis for this City Policy is established in the Coos Bay Municipal Code, Title 12, Chapter 12.25, Utility Use of Streets.

In an effort to better manage pavement degradation from the effects of utility cuts, the City of Coos Bay imposes a 3-year moratorium on cutting into all new pavement surfaces. This will include overlays, inlays, reconstruction, and new construction of at least a half street or greater.

Poorly repaired utility trench cuts can significantly alter and degrade pavement surfaces adjacent to the actual trench line. The City of Coos Bay is implementing this policy to reduce the negative impacts of the trench cut.

Public interest in the integrity, ride-ability and appearance of new street surfaces is significant. Residents don't appreciate new streets being dug up by utility trenches. However, in the event of an emergency or a new development, it will occasionally be necessary to cut into a street that has been paved within the past three years. This policy establishes the basis and process for determining the level of repair and replacement for utility cuts for **both** old and newly paved streets.

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City of Coos Bay Street Cut Policy

I. Definitions

“Arterial street” means a street of considerable continuity which is used primarily for through traffic and travel between large areas. This includes all state highways and major routes leading into and through the city. Arterial streets in the City of Coos Bay are identified in the City’s Transportation System Plan.

“City” means the city of Coos Bay.

“Collector street” means a street penetrating neighborhoods, collecting traffic from local streets in the neighborhood and channeling it into the arterial system. Collector streets in the City of Coos Bay are identified in the City’s Transportation System Plan.

“Compaction” means restoration and backfill of a utility trench with appropriate back fill material that is compacted in lifts using the industry standard equipment to tamp the backfill material to the proper density.

“Department” means the public works department.

“Director” means the public works director or his/her designee.

“Excavation” means removal of topsoil, gravel, sand, rock or any other type of soil material. Also includes removal of roots.

“Full depth” means pavement depth top to base of pavement or thickness of pavement

“Keyhole” means a technology for core drilling; used to drill a plug in the asphalt when checking the depth of existing utilities.

“Local Street” means a street which is primarily to provide direct access to abutting property and for local traffic movement. Local streets in the City of Coos Bay are identified in the City’s Transportation System Plan.

“Moratorium street” means any street pavement surface that has been constructed, reconstructed, paved, or overlaid (including asphalt, chip seal, slurry seal, or similar process/material) by City forces, under City contract, or under permit shall not thereafter be cut or opened for a period of 3 years.

“Neighborhood route” means a street that is generally longer than a local street and provides connectivity to collectors or arterials. Neighborhood routes have greater connectivity and generally have more traffic than local streets and are used by residents in the area to get into and out of the

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neighborhood. Neighborhood routes in the City of Coos Bay are identified in the City's Transportation System Plan.

“Non-moratorium” street means any street that was constructed, reconstructed, or paved by City forces, under City contract, or under permit more than 3 years prior to time of application for a utility permit.

“ODOT Specifications” means the 2015 Oregon Standard Specifications for Construction or latest edition.

“PCI” means Pavement Condition Index based on the Coos Bay *Final Report June 2015 Pavement Condition Survey and Asset Management Plan* (or as updated). The PCI values in the report shall be reduced by one (1) point for each year after June 2015. For example, a street reported having a PCI value of 57 in 2015 will have a value of 53 on July 1, 2019. Note, streets that have been resurfaced since June 2015 will have their PCI revised by staff or City consultant.

“Permitee” means the person who submits an application for and receives a permit to obstruct and/or conduct construction, installation or maintenance operations in the public right-of-way.

“Person” means a natural person; a corporation, partnership, limited liability company; or any other entity in law or fact.

“Potholing” means the practice of digging a test hole to expose underground utilities to ascertain the horizontal and vertical location of the facility.

“Public improvement” means any street, sidewalk, curb, gutter, sewer line or other public improvement which is located in a public right-of-way and which will be dedicated or otherwise transferred to the city at the time the improvement is completed, or any other improvement over which the city has regulatory authority.

“Public rights-of-way” (ROW) means any real property owned by the city that is used for the free and unimpeded passage of the public; any lesser interest in real property held by the City which contains a grant for the free and unimpeded access by the public across such property. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, public trails and paths, and all other easements which provide the public with a right of access or give the City the right to construct, maintain, repair and operate a public improvement. As used in this policy, public rights-of-way includes subsurface and air space over the property.

“Qualified professional” means a licensed contractor, licensed professional engineer, or utility employee with significant applicable experience to 1.) Prepare a street or surface repair plan in conformance with the requirements of this policy; and 2.) Ensure that repair work done in the ROW meets the requirements of this policy.

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“Service lateral” means pipe connecting a building or property to the City’s wastewater or stormwater main. The purpose for which is to provide wastewater/stormwater service to the building or property.

“Sewer permit” means a City of Coos Bay Sewer Connection/Sewer Cap/Sewer Repair Permit obtained to connect or repair a service lateral.

“Street” means any part of the full dedicated width or length of a public street, alley, place or easement.

“Travel lane” means the traveled area of the street established based on striping, or where there is no striping, shall be twelve feet (12’ - 0”) in width.

“Utility” means a person, firm, corporation, company, board, or commission, whether public or private, which owns, possesses, or maintains over, on, or under the public streets, alleys, places and easements within the City any poles, wires, cables, conduits, pipelines or other fixtures. “Utility” does not mean privately owned water, sanitary sewer, or storm drainage laterals connecting an individual building to a Coos Bay/North Bend Water Board water main or to a City of Coos Bay sanitary sewer or storm drainage main.

“Utility Permit” means a permit to install franchised utility mainlines (pipe, conduit, wire, or similar conveyance) and the service connections to the franchise utility mainline infrastructure within the City of Coos Bay right-of-way or properties.

II. Introduction

To ensure that City streets are functional and to provide reasonable regulation of excavations this policy is authorized by and further clarifies the Coos Bay Municipal Code, Chapters 12.20 (Regulations of Public Rights of Way) and 12.25 (Utility Use of Streets). No person or utility shall excavate or cause an excavation within any public right of way until the department has issued an applicable City permit for such excavation to the person/ utility. Prior to any work being performed (this can include but is not limited to excavation, cut, open trench, use of no dig/trenchless technology, bore pit, pipe bursting, etc.) within a City street and/or right-of-way (ROW) the person/utility shall:

- 1) Submit the appropriate permit application, supporting documents, and for service laterals, the necessary fee(s) to the City.
- 2) Receive permit approval, coordinate with City and other applicable agencies’ staff, and commence work. A bond will be required before issuance of permits involving service laterals.
- 3) Be responsible to coordinate all non-City utility issues and for quality of work performed by excavators and pavers to ensure all City policies, standard and details are met.

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- 4) Be responsible for performance, maintenance and repair of their utility/lateral trench for the warranty life of the trench (see section XIV). The person/utility is responsible for restoration to the pavement surface above due to installation, repair, or failure of the utility infrastructure, lateral, trench and trench material for the warranty life of the trench.

When determining conditions of approval for the permits to perform cuts for utility or lateral installation, repair, relocation, or replacement, Department staff will consider location of work, pavement age, Pavement Condition Index (PCI), the street classification(s) (arterial, collector, neighborhood/local), disturbance to curb and sidewalk, traffic and pedestrian control, traffic and pedestrian detours, need for public notifications, quality control, and timing of any planned City improvements to the road. The Department has the right to deny a permit or issue a stop work order for non-compliance.

III. Moratorium Street (Exception Process)

The City will strive to notify utilities in advance of planned City road improvement projects to allow adequate time for utilities to install, extend, replace, repair utility infrastructure in advance of the City projects. After any street has been constructed, reconstructed, paved or overlaid by City forces, under City contract, or under permit, the pavement surface shall not thereafter be cut or opened for a period of 3 years. It is understood that field conditions may warrant an exception to this Policy. However, the exception process in NO WAY obligates the Director to allow cutting or opening the moratorium street, and any such decisions are at the Director's discretion.

A utility desiring to perform work in moratorium streets shall schedule a pre-application meeting with Department staff prior to submittal of a permit application. If an exception is granted, the Department will make a concerted effort to protect the integrity of the pavement structure, and to ensure a high quality replacement patch or overlay. When granting exceptions to this policy, the Director may impose conditions determined appropriate to insure the rapid and complete restoration of the street and the surface paving.

IV. Permits for Non Moratorium Streets and Moratorium Streets with Approved Exception

- 1) No excavation or tunneling shall be performed under any area within public rights-of-way prior to first obtaining the applicable permit from the City (permits for emergency work may be issued after the fact per this policy). Utility and sewer permits are managed through the City of Coos Bay Public Works Department (541-269-8918). Supporting documents may include a scope of work, re-striping plan, erosion and sediment control plan, traffic control plan, etc. as necessary. Online applications can be made at: www.coosbay.gov (on the Public Works Department page) or you may pick one up at the Public Works Department, City Hall, 500 Central Avenue, Coos Bay, OR.
- 2) Applications for utility permits shall be made on forms provided by the City. The applicant shall describe the purpose, location, and size of the anticipated utility construction project (work), the name of the person/firm performing the actual work, and the name of the

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person/firm for whom the utility work is being performed. The application shall be endorsed by the person/firm for whom the work is being performed or the person's/firm's agent. By signing the application, it is understood that the person/firm performing the utility work will comply with the requirements of this policy and any conditions imposed upon the work. Applicants for permits to work in moratorium streets shall first schedule a pre-application meeting with the Department staff prior to submitting an application.

- 3) The appropriate sewer permit fees are due at the time of application for the permit to install, repair or maintain a service lateral. The permit fee is per current City Council fee schedule resolution. Online applications can be made at: www.coosbay.gov (on the Public Works Department page) or may be picked up at the Public Works Department, City Hall, 500 Central Avenue, Coos Bay, OR. A bond is due prior to issuance of the permit. The bond may be a cash deposit, performance bond, or other security acceptable to the city attorney, to insure proper restoration of the ROW. The applicant risks forfeiture of the bond should they fail to call for City inspection of connection before back filling. The security shall be released by the City upon final inspection and approval of the permit. If the ROW is not restored in accordance with the permit, the expense, if any, incurred by the city in cleaning up and removing material and debris and restoring the ROW shall be deducted from this security. The balance, if any, shall be returned to the person/firm posting the security after excavation is complete and the ROW has been restored to good order and condition as the property was in immediately prior to the time excavation was undertaken. The applicant shall be responsible for reimbursing the City for any expenses incurred beyond the amount of the security.
- 4) A motor vehicle and pedestrian traffic control plan shall be submitted with each utility and sewer permit application for work within the right-of-way for all excavations affecting motorists and pedestrians. The plan shall be based on the functional classification of the street(s) and the amount of traffic. The plan shall be prepared using the Manual of Uniform Traffic Control Devices (MUTCD Part 6 – Temporary Traffic Control) for guidance or reference Oregon Department of Transportation (ODOT), Traffic Control Plans Design Manual found on ODOT's website:

Depending on the impact to traffic, pedestrians, businesses or residents, public notification plans (signs, advertisements, flyers, public service announcement, etc.) may be necessary and submitted as part of the permit application. It shall be the responsibility of the utility and sewer permit applicant or the duly authorized representative to coordinate with all affected neighbors. A pedestrian detour route shall be clearly delineated whenever sidewalks are obstructed. For guidance, refer to the TM 844 at the ODOT website.

- 5) Emergency utility or service lateral repair work necessary for the immediate preservation of life or property is acceptable; provided that any person making such emergency repair work notifies the City of the emergency as soon as they call for emergency locates, then applies for

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the appropriate permit on the first working day after which the work is commenced. The ROW restoration for such emergency repairs shall be in conformance with the criteria stated in this policy. Note, work necessary to locate trouble in conduit or pipe causing the emergency situation is considered part of the emergency repairs.

- 6) When traffic conditions, safety or convenience of the public has necessitated ROW utility or service lateral construction and repair be performed as quickly as possible, as determined by the Director, the Director shall order that the permittee provide adequate personnel, equipment, and facilities on a 24-hour basis such that the utility or service lateral work be completed as soon as practicable. This may include, but is not limited to, flaggers, temporary traffic control signs and devices, lighting, etc. The permittee shall be responsible for the cost of providing the necessary personnel, equipment, and facilities.
- 7) If work is being performed within Highway 101 (including North and South Broadway and Bayshore Drive), in addition to complying with this policy, the applicant shall coordinate with the Oregon Department of Transportation (ODOT) and comply with their requirements prior to commencement of work. The utility/permittee shall provide a copy of the ODOT permit to work in its ROW to the Department.
- 8) The time for City review of a utility permit application commences once the application is considered complete. A complete application includes an accurately filled out application form accompanied by supporting documents called out in this policy (e.g. traffic control plan, engineered plans, etc...) and applicable fees. The time necessary for the review will depend upon the complexity of the work proposed and/or where the project is located (e.g. in the pavement of an arterial street versus outside the pavement along a low volume residential street). Review of permits for lateral hook-ups will typically take **3** working days, while the city staff will endeavor to complete review of permits for more complex permits **in 10 working days**. Should the city need to use the services of outside professionals to review the application materials, **15 working** days may be necessary.

V. Street and Surface Repair Plan

- 1) Street and Surface Repair Plans for arterial and collector **moratorium** streets; should an exception be approved to cut into a moratorium street, the applicable permit application to cut into moratorium streets shall be accompanied by a street or surface repair plan prepared by a qualified professional. The Director may require the plan be prepared by a qualified licensed engineer for complex situations. Said plan, at a minimum, shall include street or surface repairs consistent with this policy and conditions, if any, imposed by the Director during the pre-application meeting along with a location map for the original installation or relocation of the wires, pipelines or conduits. In the case of utility pipelines and conduits, the utility shall also provide a profile map and cross-sections in addition to a location map.

Pavement cuts shall be full depth and extend 2 feet (2' 00") beyond the nominal trench edge longitudinally and transversely. Sawcutting beyond the minimum of 2'0" may be required as

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field conditions dictate. There shall be no gaps less than four feet (4' 00") from curb or gutter. Sawcuts shall be parallel or perpendicular to the travel lanes. No jagged, broken or undermined edges. See attached details and Coos Bay Municipal Code (CBMC) Title 18 (Coos Bay Engineering Standards). Pavement repair/replacement shall extend the full width of all established travel, bike, parking, and turn lanes on either side of the trench. Milling or grinding may be employed, as necessary, outside the full depth asphalt removal limits to achieve full patch/repair limits. Minimum depth of milling or grinding shall be two inches (2").

The permittee shall be responsible for back filling the trench and making the pavement repair in compliance with City standard and specifications. All materials shall meet the City's specifications. In the absence of City specifications, use the current edition of ODOT's "Oregon Standard Specifications for Construction." For moratorium arterial and collector streets, the permittee shall employ third party construction inspection and material testing services to ensure conformance with City specifications. Results shall be provided to the City. Failure to adequately meet minimal standards shall result in re-excavation and re-work of the trench and resurfacing to the satisfaction of the City. If the applicant fails to rectify the problem, the director may cause the resurfacing to be done, and the costs therefore assessed against the applicant.

If the Director determines that final repaving of the street is not appropriate at that particular time for reasons relating to weather or other short term problems, the Director may grant a delay until proper conditions allow for repaving. Temporary repair guidelines in Section X of this policy will be followed.

Reference shall be made to the attached details, all referenced details called out within the attached details, and to applicable City of Coos Bay engineering standards and details.

- a) Trench backfill material shall be 1" - 0 or ¾" - 0 crushed aggregate meeting ODOT Class B specifications found in the ODOT Specifications for Construction sections 00641 and 02630.
- b) Refer to the applicable General Standard Details found in Coos Bay Municipal Code Chapter 18 for suitable backfill material.
- c) 12-inch minimum of aggregate base course material per ODOT Specifications section 00641 and 02630 shall be used on City streets.
- d) Backfill and base materials shall be compacted in 12" maximum lifts, including the pipe zone. Methods for compaction in the pipe zone shall be in conformance with pipe manufacturers' specifications/recommendations.
- e) Backfill sub-base and base materials shall be compacted in accordance with ODOT Specifications section 00641.24.

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- f) Backfill and sub-base compacted to 95% of maximum dry density as defined by a Standard Procter Test.
 - g) All existing AC pavement shall be sawcut immediately prior to repaving. 2-foot cutbacks of existing asphalt shall be made on undisturbed soil. Clean square cuts shall be applied with tack to all asphalt joints.
 - h) ODOT Specifications spec Hot Mixed Asphalt Concrete (HMAC) shall be installed in lifts to match the existing pavement thickness in 2" lifts. Replacement HMAC minimum thickness is 4 inches (2 – 2 inch lifts) or the thickness of the removed asphalt, whichever is greater. Minimum asphalt density is 90% in lower lifts and 92% of maximum specific gravity in top lift. The City inspector may exercise professional judgment in allowance for variation to these maxima but in no case more than a 2% variation.
 - i) Joints between the existing and new asphalt pavement shall be filled with joint sealer meeting ODOT Specifications requirements.
- 2) Street and Surface Repair Plans for **non-moratorium** streets with a PCI greater than or equal to 56, and local/neighborhood **moratorium** streets for which an exception has been approved; the applicable permit application for work required to trench or excavate shall be accompanied by a street or surface repair plan prepared by a qualified professional. The City reserves the right to require plans be prepared by a licensed professional engineer when, in the opinion of the Director, field conditions or the magnitude of trench repair dictates. The applicant shall ensure all placed materials conform to City specifications and shall provide proof of conformance at the City's request.

The applicant shall provide a pavement repair and replacement plan with the permit application. The plan shall include proposed pavement cut and trench cut dimensions. The City will review the plan for conformance with attached details, all referenced details called out within the attached details, and CBMC Title 18 (Coos Bay Engineering Design Standards). Pavement restoration/repair shall extend beyond the wheel path to the middle of the travel lane of the lane impacted by the trench cut. Pavement cuts shall be full depth and extend one foot (1'0") beyond the nominal trench edge longitudinally and transversely. There shall be no gaps four feet (4'0") or less from curb, gutter (if present), or edge of pavement where there is no curb. The paving area may require extended saw-cutting beyond either end of the trench in addition to the minimum of 1'0" depending on the conditions. Milling or grinding shall be employed as necessary. Minimum depth of milling or grinding shall be two inches (2").

If the Director determines that final repaving of the street is not appropriate at that particular time for reasons relating to weather or other short term problems, the Director may grant a

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- a) Trench backfill material shall be 1" - 0 or ¾" - 0 crushed aggregate meeting ODOT Class B specifications found in the ODOT Specifications sections 00641 and 02630.
- b) Refer to the applicable General Standard Details found in Coos Bay Municipal Code Chapter 18 for suitable backfill material.
- c) 12-inch minimum of aggregate base course material per ODOT Specifications section 00641 and 02630 shall be used on City streets.
- d) Backfill and base materials shall be compacted in 12" maximum lifts, including the pipe zone. Methods for compaction in the pipe zone shall be in conformance with pipe manufacturers' specifications/recommendations.
- e) Backfill sub-base and base materials shall be compacted in accordance with ODOT Specifications section 00641.24.
- f) Backfill and sub-base compacted to 95% of maximum dry density as defined by a Standard Proctor Test.
- g) All existing AC pavement shall be sawcut immediately prior to repaving. 1-foot cutbacks of existing asphalt shall be made on undisturbed soil. Clean square cuts shall be applied with tack to all asphalt joints.
- h) ODOT Specifications spec Hot Mixed Asphalt Concrete (HMAC) shall be installed in lifts to match the existing pavement thickness in 2" lifts. Replacement HMAC minimum thickness is 4 inches (2 - 2 inch lifts) or the thickness of the removed asphalt, whichever is greater. Minimum asphalt density is 90% in lower lifts and 92% of maximum specific gravity in top lift. The City inspector may exercise professional judgment in allowance for variation to these maxima but in no case more than a 2% variation.
- i) Joints between the existing and new asphalt pavement shall be filled with joint sealer meeting ODOT specifications.

The permittee shall be responsible for back filling the trench and making the pavement repair in compliance with City standard and specifications. All materials shall meet the City's specifications. In the absence of City specifications, use the current edition of ODOT's "Oregon Standard Specifications for Construction." Failure to adequately meet minimal

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standards shall result in re-excavation and re-work of the trench and resurfacing to the satisfaction of the City. If the applicant fails to rectify the problem, the director may cause the resurfacing to be done, and the costs therefore assessed against the applicant.

- 3) Street and Surface Repair Plans for **non-moratorium** streets with a PCI < 56; the applicable permit application for work required to trench or excavate shall be accompanied by a street or surface repair plan. The City reserves the right to require plans be prepared by a licensed professional engineer when, in the opinion of the Director, field conditions or the magnitude of trench repair dictates. The applicant shall ensure all placed materials conform to City specifications.

Where utility construction impacts pavement more than 3 years old with a PCI < 56, the applicant shall provide a pavement repair and replacement plan with the permit application. The plan shall include proposed pavement cut and trench cut dimensions. The City will review the plan for conformance with applicable details. Pavement restoration/repair shall extend beyond the wheel path to the middle of the travel lane of the lane impacted by the trench cut. Pavement cuts shall be full depth and shall extend at least a half foot (0'6") beyond the nominal trench edge longitudinally and transversely. The paving area may require extended saw-cutting beyond either end of the trench in addition to the minimum of 0'6" depending on the conditions. Milling or grinding shall be employed as necessary. Minimum depth of milling or grinding shall be two inches (2").

If the Director determines that final repaving of the street is not appropriate at that particular time for reasons relating to weather or other short term problems, the Director may grant a delay until proper conditions allow for repaving. Temporary repair guidelines in Section X of this policy will be followed.

Reference shall be made to the attached details and to applicable City of Coos Bay engineering standards and details.

- a) Trench backfill material shall be 1" - 0 or ¾" - 0 crushed aggregate meeting ODOT Class B specifications found in the ODOT Specifications sections 00641 and 02630.
- b) Refer to the applicable General Standard Details found in Coos Bay Municipal Code Chapter 18 for suitable backfill material.
- c) 12-inch minimum of aggregate base course material per ODOT Specifications section 00641 and 02630 shall be used on City streets.
- d) Backfill and base materials shall be compacted in 12" maximum lifts, including the pipe zone. Methods for compaction in the pipe zone shall be in conformance with pipe manufacturers' specifications/recommendations.

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- e) Backfill sub-base and base materials shall be compacted in accordance with ODOT Specifications section 00641.24.
- f) Backfill and sub-base compacted to 95% of maximum dry density as defined by a Standard Procter Test.
- g) All existing AC pavement shall be sawcut immediately prior to repaving. 0.5-foot cutbacks of existing asphalt shall be made on undisturbed soil. Clean square cuts shall be applied with tack to all asphalt joints.
- h) ODOT (latest version of Oregon Standard Specifications for Construction) spec Hot Mixed Asphalt Concrete (HMAC) shall be installed in lifts to match the existing pavement thickness in 2" lifts. Replacement HMAC minimum thickness is 4 inches (2 – 2 inch lifts) or the thickness of the removed asphalt, whichever is greater. Minimum asphalt density is 90% in lower lifts and 92% of maximum specific gravity in top lift. The City inspector may exercise professional judgment in allowance for variation to these maxima but in no case more than a 2% variation.
- i) Joints between the existing and new asphalt pavement shall be filled with joint sealer meeting ODOT specifications.

The permittee shall be responsible for back filling the trench and making the pavement repair in compliance with City standard and specifications. All materials shall meet the City's specifications. In the absence of City specifications, use the current edition of ODOT's "Oregon Standard Specifications for Construction." Failure to adequately meet minimal standards shall result in re-excavation and re-work of the trench and resurfacing to the satisfaction of the City. If the applicant fails to rectify the problem, the director may cause the resurfacing to be done, and the costs therefore assessed against the applicant.

- 4) When the owner of an owner occupied single family residential property makes necessary repairs to or necessary replacement of a failed or failing sanitary sewer lateral, the following shall apply to that portion of the sewer lateral trench that cuts a City maintained street within a City right-of-way:
 - a) The City will place, or have placed, the pavement topping the trench in accordance with this policy.
 - b) Upon completion of replacement/repair of the sanitary sewer lateral and proper back filling, per this policy, the applicant shall bring the road base material even to the top of the adjacent asphalt (minimum 6" compacted approved aggregate material).
 - c) The applicant shall be responsible for maintaining the trench and base material until such time as the City is able to place, or have replaced, the pavement. The City will make every

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attempt to place the pavement in a timely manner. However, the time necessary could be as much as 90 days.

The Warranty Requirements in Section XIV shall apply to the applicant except those related to the performance of the asphalt resulting from poor asphalt placement. The applicant will be responsible for failure of the asphalt patch in accordance with the Warranty Requirements should its failure be due to trench failure.

VI Manner of Excavation for Moratorium & Non Moratorium Streets

- 1) The permittee shall perform utility construction in the ROW in such a manner so as to avoid unnecessary inconvenience or annoyance to the general public and occupants of neighboring properties. The permittee shall take appropriate measures to reduce, to the fullest practicable extent, noise, dust and unsightly debris. Between the hours of 6:00 p.m. and 7:00 a.m., the utility shall not, except in case of emergency, use any tool, appliance or other equipment producing noise of sufficient volume to disturb the peace or repose of occupants of neighboring properties.
- 2) No permittee shall perform any utility or service lateral construction or repair work at variance with, or in any way contrary to, the terms of their permit issued therefore. All trenches must be braced/shored in a manner consistent with OSHA requirements. Excavation shall not at any point extend underneath or beyond the width of the opening at ground level.
- 3) No damage or injury shall be done to pipes, cables or conduit in making excavation. Notice shall be given to all persons maintaining pipes, cables or conduit which are or may be endangered or affected by the excavation prior to the time excavation commences.
- 4) Damage or injury to any vegetation, tree or shrub or the roots thereof, shall be avoided. No root greater than three (3) inches in diameter shall be cut. If damage occurs, the permittee will be required to replace. Prior to any removal of a tree in the ROW, approval must be obtained through the City of Coos Bay Tree Board unless the work is an emergency. Any tree removed will be replaced at the expense of the permittee and may be planted, with concurrence of the Tree Board, at another location.
- 5) The permittee shall adequately barricade the area under construction, and shall install sufficient warning devices to protect the public.
- 6) All permittees shall call (811) or (1-800-332-2344) to utilize the Oregon Utility Notification Call Center (OUNCC) for locate requests, marking, positive response, etc. prior to excavation and with proper request times (i.e. 48-hours in advance). Permittees shall exercise appropriate caution to avoid damage and ensure safety. All permittees are subject to federal regulations, State of Oregon statutes, Coos Bay Municipal Code, Coos Bay Engineering Design Standards for adherence to excavation rules and penalties.

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- 7) Prior to commencing work, appropriate traffic control shall be installed and implemented by the permittee in accordance with the approved traffic control plan pursuant to the Manual of Uniform Traffic Control Devices (MUTCD Part 6 –Temporary Traffic Control) guidance or ODOT Traffic Control Plans Design Manual. If a public notification plan is required per Section IV 4, it will be implemented.
- 8) All excavated native material not meeting trench backfill standards shall be disposed of properly.
- 9) It shall be the responsibility of the permittee to employ good housekeeping on the project site from start to finish of construction. Additionally it shall be the responsibility of the permittee to employ temporary sediment and erosion control throughout the duration of construction.
- 10) All asphalt cuts shall be sawcut to create a clean and straight edge.

VII. Final Asphalt and Striping Restoration

Upon completion of the utility and service lateral work, the permittee shall restore pavement (per V above) and striping to the dimensions and methods in the permit and approved street and surface repair plan. Any alternate material shall first be approved by the Department prior to placement. Under no circumstances shall the permittee attempt to skin patch on top of existing asphalt. Removed traffic markings or striping shall be restored using what was in place originally; see ODOT Specifications sections 00860 and 00865 and consult Department staff for material specifications. Temporary traffic markings or other means acceptable to the Department shall be used to maintain traffic safety until original striping and markings are restored.

VIII. Gravel Streets

When trenches are excavated in streets or alleys that have only a gravel surface, the permittee shall replace such surfacing on a satisfactory compacted backfill with gravel conforming to City specification aggregate base course. Gravel replacement shall be one (1) inch greater in depth to that which originally existed, but not less than four (4) inches. The surface shall conform to the original street grade. Where the completed surface settles, additional gravel base shall be placed and compacted by the applicant within fourteen (14) days after being notified by the City, to restore the roadbed surface to finished grade (see section XIV for warranty period). Some streets may have been treated with a special surface treatment to control dust and/or bind the aggregates together. In these cases, the permittee is responsible for installing the gravel surface using the same surface treatment that existed prior to the excavation work or a substitute acceptable to the Department. The Department shall note on the permit what, if any, surface treatment will be required.

IX. Driveway, Curbing & Sidewalk Restoration

Where excavations impact a driveway, curbing, sidewalk or signs, restoration of the same shall be in conformance with City standards. The permittee shall reference all applicable City of Coos Bay

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technical standards and details to restore these facilities. Directional drilling methods may be used to cross under a driveway, curb or sidewalk; however, there will be no tunneling or jetting for this purpose. When necessary to remove sidewalk sections, the concrete shall be removed to neatly sawed edges to full depth for sidewalks, curb, and gutter. The sawcuts shall be in straight lines either parallel to the curb or perpendicular to the alignment of the sidewalk or curb. Any removal shall be done to the nearest joint. Replaced sections may require doweling connections if required by the Department. Concrete provided for restoration shall be from a drum mix. The permittee shall contact Department staff to schedule an inspection of the forms prior to placement of concrete to confirm that the restoration follows City guidelines and standards.

X. Temporary Repair

Where construction and repair activities require a trench to be backfilled or covered for any reason, including restoring traffic, resuming construction, or awaiting asphalt restoration, the permittee shall safely maintain the trench and all traffic control until the following temporary pavement repairs are made on a suitable base in a safe manner. For local and neighborhood streets up to 45 days, use 6" compacted approved aggregate material; for > 45 days, discuss with Department staff for approved material. For arterial and collectors, less than 24-hours – 6" compacted approved aggregate material; 1 - 45 days – 6" compacted approved aggregate material topped by 1" cold patch asphalt; > 45 days, discuss with Department staff for approved material. Steel plates may be used under certain circumstances up to 30 days with prior approval from the City. All plates need to be tacked down to the existing asphalt to prevent the plate from moving. This can be accomplished by adding asphalt to the edges of the plate or using spikes to nail it to the pavement. Depending on the type of street and weather conditions the City reserves the right to determine the type of temporary asphalt repairs required at that time.

XI. Concrete Street Restoration

Restoration requirements for concrete streets shall be determined on a case by case basis in consultation with Department staff. Concrete pavement, driveways, streets, and alleys shall be removed to neatly sawed edges (using a concrete saw) cut to full depth. For a utility-cut, the repair section needs to be kept at least 2 feet away from an existing joint or pavement edge. If the repair would fall within 2 feet of a joint or edge, extend the repair to joint or edge. The width of the concrete cut shall extend 12 inches (1 foot) beyond each side of the excavation. This is to allow a shoulder of at least 12 inches of subgrade on each side of the trench to minimize undermining of the existing concrete and to help support the concrete patch. Need for dowels, keyways, or tie bars shall be determined on a case by case basis considering the condition of existing and adjacent slabs. At a minimum, replacement concrete slabs to be installed upon completion of the trench shall be as listed in the latest edition of ODOT/APWA Standard Section 00756 (Plain concrete Pavement). Any alternate material shall be first approved by the Department prior to placement. New concrete shall be applied to the same thickness as existing conditions. Care shall be made not to undermine the existing panels. All joints shall be sealed with material approved by the City. Asphalt over concrete road cuts shall be discussed with Department staff before beginning work (except in the case of an emergency situation).

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XII. Worksite Safety and Access

Any permit holder conducting utility or service lateral installation, repairs, and excavation shall take reasonable actions and precautions to ensure that such work does not endanger people or property. The work shall be in such a manner as to minimize the interference with the free and proper use of public streets, alleys, sidewalks, bridges, etc. The work shall not hinder with the operation of any other utilities. The permittee is responsible for following all Federal and Oregon OSHA requirements.

XIII. Exceptions

Valve and manhole repairs shall be exempt from the patching requirements of this policy. Valve and manhole patching requirements shall be per the City's engineering standards. All warranty and construction requirements shall be met. No longitudinal construction joints shall be allowed in the wheel path.

Potholing to find utilities, along with key holing, shall be allowed. To be exempt from this policy, cuts shall be a maximum of two-feet square (2'-0") with no longitudinal joints in the wheel path and shall be backfilled with approved fill from six inches above the utility to six inches below bottom of asphalt. Round vs. square cuts are preferred.

XIV Warranty Requirements

- 1) Permittees shall be responsible for the performance of their trenches in the ROW and their trench cut pavement repairs for three (3) years for moratorium streets and one (1) year for non-moratorium streets. Permittees shall be responsible for repair to failing or failed trenches and trench cut pavement repairs during the warranty period.
- 2) All curbs, sidewalks and structures damaged by the failure of permittees' trench or trench cut repair shall be repaired by the responsible permittee.
- 3) All warranty work requires permittee meet specification and testing requirements required in section V, as applicable.
- 4) The following defects identified by City staff shall be covered by the warranty:
 - i) Sunken pavement patches greater than or equal to one-fourth inch as determined by the ODOT straight edge method.
 - ii) Poor workmanship.
 - iii) Failure to meet compaction per standards in this policy.
 - iv) Sunken or damaged curb and sidewalks in excavation work area.
 - v) Sunken or damaged catch basins in excavation work area.
- 5) Notice of Warranty Repairs:

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- i) If emergency warranty repairs are needed due to safety concerns, the permittee shall have twenty-four hours in which to make safe and start such repairs from time of verbal notice by the City.
- ii) For non-emergency repairs on arterial/collector roads the permittee shall have forty-eight hours in which to make safe and start such repairs.
- iii) Residential streets, the utility shall have up to seven days to make such repairs.

XV. No Dig/Trenchless Technology

To minimize damage to road surfaces and other surface infrastructure, implementation of no dig/trenchless technology is the preferred method for most utility work.

Trenchless Technology Plan Requirements

Applicants for work in the ROW planning to use trenchless technology shall submit plans prepared by a qualified professional. Any qualified professional, as defined in this policy, experienced in trenchless utility installation may prepare plans for simple work. Typical “simple work” includes borings of 100’ or less perpendicular to street alignment and borings of 200’ or less parallel to road and sidewalk surfaces. For longer distances, the applicant shall meet with Department staff to discuss the proposed operations. The Director may require the plan to be prepared by a qualified registered civil engineer, geotechnical engineer or geological engineer licensed in the State of Oregon and require additional studies or information than those required for “simple work”. The plans for “simple work”, at a minimum, shall address/consider the following:

- 1) The proposed bore path should be planned to allow sufficient room from other utilities or structures for workers to perform maintenance or operations on adjacent utilities. There shall be a 5’ minimum horizontal and 18” vertical separation between the proposed utility and City sewers. However, additional separation may be required depending upon depth of new utility installation, environmental factors, and engineering conditions.
- 2) The locations of other utilities within or adjacent to the proposed bore path must be shown. In preparing the plan, location of other structures such as manhole covers, valve box covers, meter boxes, telephone and cable television boxes, electrical transformers, conduit, or drop lines from utility poles, pavement patches, previous locator markers, heating oil tanks, utility vaults, and sewer lateral cleanouts shall be considered.
- 3) Determine the need for traffic control and/or flaggers. Provide appropriate traffic control measures in accordance with the MUTCD & ODOT highway standards. A Traffic Control Plan shall be submitted with the utility or sewer permit application.
- 4) Include proposed potholing locations.
- 5) Include pavement restoration details (as needed) according to this policy. This includes repair of borehole entry pits and potholes.

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Drilling Fluid Handling

The trenchless technology contractor shall contain, handle, and dispose of drilling fluids in accordance industry and Oregon Department of Environmental Quality standards. Excess drilling fluid shall be confined in a containment pit at the entry and exit locations until recycled or removed from the site. Precautions shall be taken to insure that drilling fluid does not enter roadways, streams, municipal storm or sanitary sewer lines, and/or any other drainage system or body of water. Unintended surfacing of drilling fluid shall be contained at the point of discharge and recycled or removed from the site. Drilling fluids that are not recycled and reused shall be removed from the site and disposed at an approved disposal site.

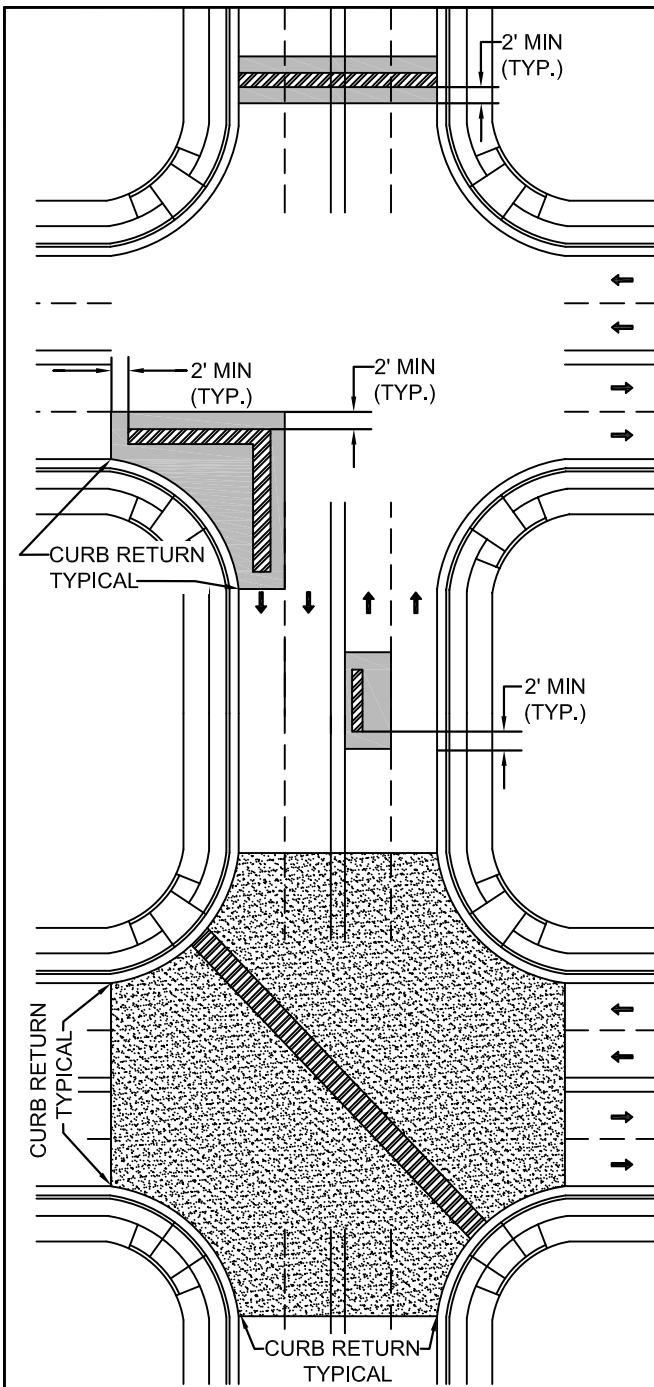
Settlement/Heaving Monitoring

Trenchless technologies shall be performed in a manner that will minimize the movement of the ground in front of, above, and surrounding the boring operation; and will minimize subsidence of the surface above and in the vicinity of the boring. The applicant shall be responsible for the repair to City infrastructure resulting from heave or settlement caused by the use of the trenchless technology. All operations shall stop immediately whenever a vertical change in elevation of 1/2 inch or more, or any surface disruption is observed. The permittee shall then immediately report the amount of settlement to the Department.




Trenchless Technology Operations Guidelines

All construction work shall be performed in accordance with City requirements. The permittee shall ensure that all cleanup and restoration is in compliance with the City requirements for right of way restoration. In some cases determined by the Department, the permittee will televise, in the presence of Department staff, the City stormwater and wastewater components within five feet parallel to boring activity or crossed by the boring activity.

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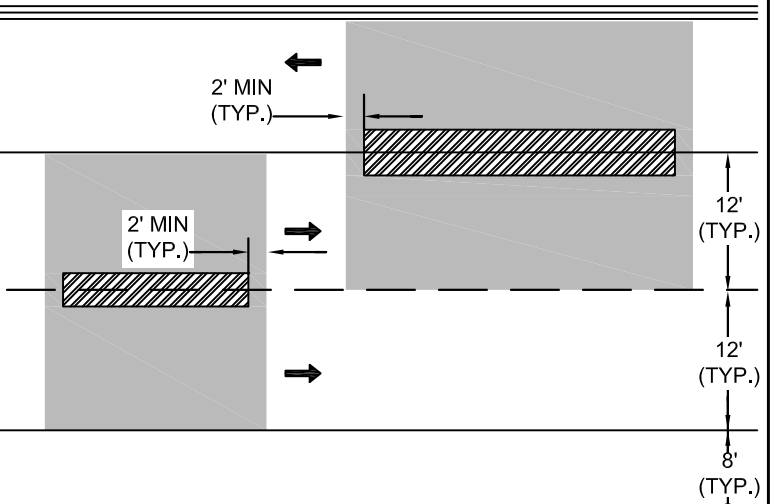
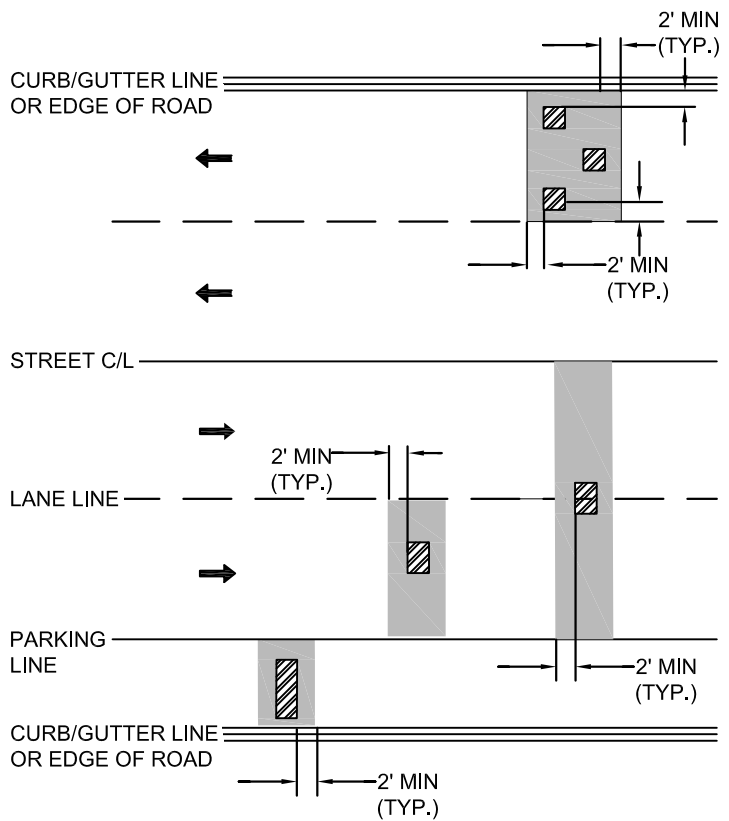


LEGEND



-  UTILITY/STREET CUT
-  CITY STANDARD RESTORATION REQUIREMENTS
-  SITE RESTORATION TO BE CONDITIONED BY PUBLIC WORKS

NOTE:

1. FOR DETAILED NOTES REFER TO DETAIL RD 1.1



LEGEND

-  TRENCH LIMITS AT THE SURFACE OF PAVEMENT.
-  WHEN PAVEMENT IS LESS THAN 3-YRS OLD, FULL-DEPTH PAVEMENT PATCH IS REQUIRED TO THESE LIMITS. NO JOINTS OR REDUCTION IN AREA ARE ALLOWED.

NOTE:

1. FOR DETAILED NOTES REFER TO DETAIL RD 1.1



City of Coos Bay

ENGINEERING DEPARTMENT

Joint CC/LIRA Work Session Meeting September 12, 2017

Coos Bay, Oregon 97420

541-269-8918

DRAWN BY: JESSICA SPANN

REVISIONS

REVISED BY:

DATE:

**MORATORIUM
ARTERIAL & COLLECTOR
STREET AC REPLACEMENT
DETAIL**

DRAWING NO.

RD 1.0

22

DATE


SEP. 2017

NOTE:

1. THE EXISTING AC SHALL BE SAWCUT THROUGH ENTIRE AC SECTION PRIOR TO EXCAVATION.
2. WORK RESULTING IN IRREGULAR TRENCH WIDTHS OR INCIDENTAL DAMAGE TO THE ROADWAY SURFACE WILL REQUIRE ANOTHER SAWCUT AND SUBSEQUENT REMOVAL OF AC. THE SAWCUT LINE SHALL BE APPROVED BY PUBLIC WORKS DEPARTMENT PRIOR TO PERMANENT AC REPAIR.
3. IF ANY TRAFFIC MARKINGS ARE REMOVED THEY MUST BE REPLACED WITH EXISTING MATERIAL THERMOPLASTIC AND/OR TRAFFIC MARKING PAINT PROFILED METHYL METHACRYLATE (MMA) OR EQUAL TO.
4. PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED FOR INSPECTIONS, SEE PERMIT.
5. REFER TO STANDARD UTILITY TRENCH DETAIL AND STREET CUT - UTILITY STANDARD UTILITY TRENCH DETAIL FOR FURTHER DETAILS.
6. FULL DEPTH REPLACEMENT IS REQUIRED TO CURB/GUTTER LINE OR EDGE OF ROAD WHEN REMAINING DISTANCE BETWEEN EDGE OF PAVEMENT OR CURB IS LESS THAN 4-FT.
7. REFER TO COOS BAY MUNICIPAL CODE TITLE 18, ENGINEERING DESIGN STANDARDS FOR FURTHER SPECIFICATIONS.
8. MORATORIUM STREET RESTORATION REQUIREMENTS WILL BE DETERMINED ON A CASE BY CASE BASIS BY THE DIRECTOR. HOWEVER, RD 1.0 AND 1.2 ARE TYPICALLY MINIMUM REQUIREMENTS.

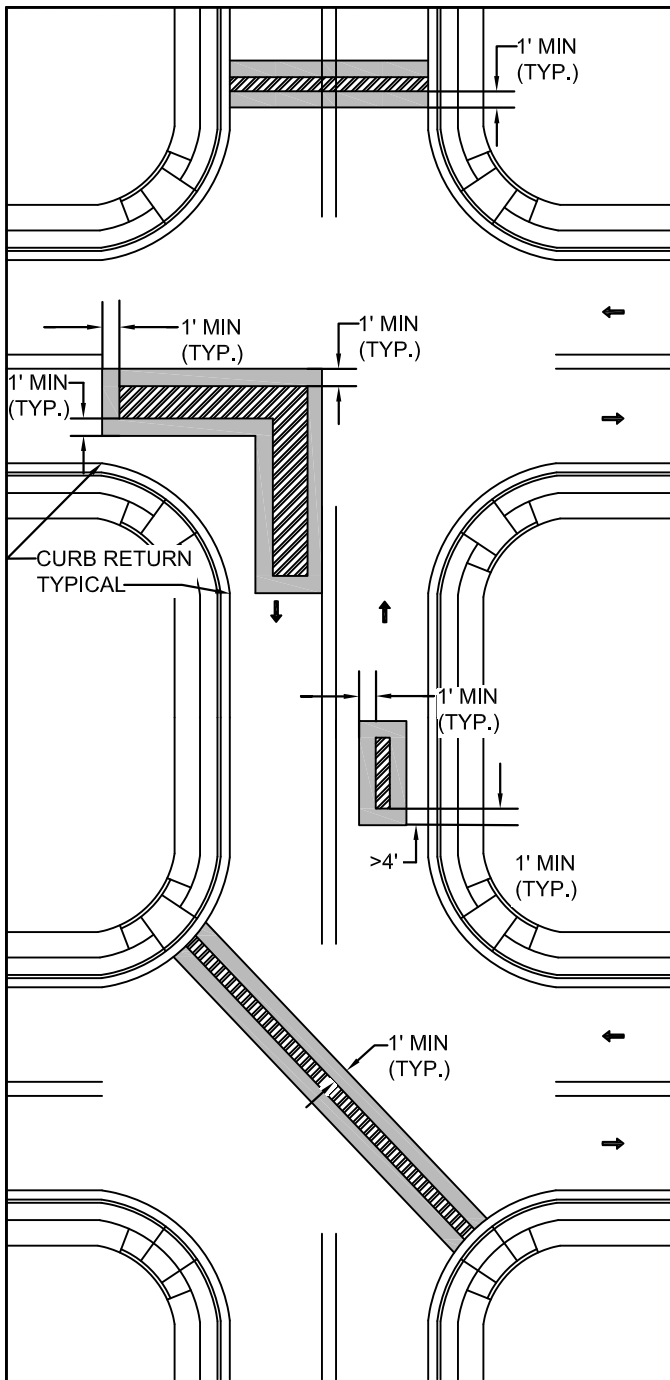
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	City of Coos Bay ENGINEERING DEPARTMENT Public Works Division Coos Bay, Oregon 97420 541-269-8918	DRAWN BY: JESSICA SPANN		AC REPLACEMENT NOTES	DRAWING NO. RD 1.1 23 DATE SEP. 2017
		REVISIONS			
		REVISED BY:	DATE:		

Joint CC/LRA Work Session Meeting September 12, 2017

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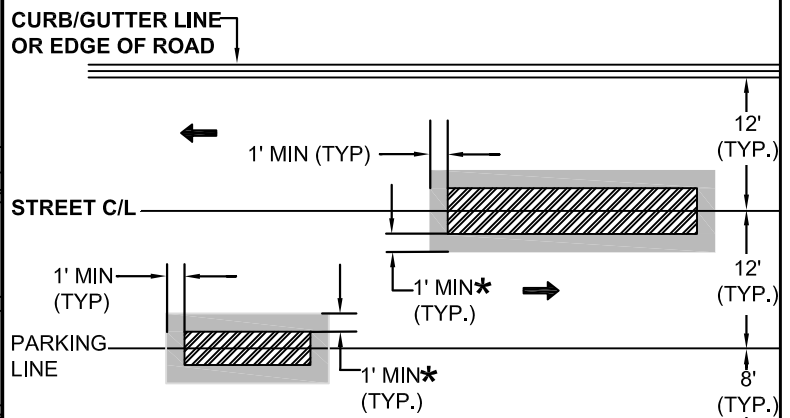
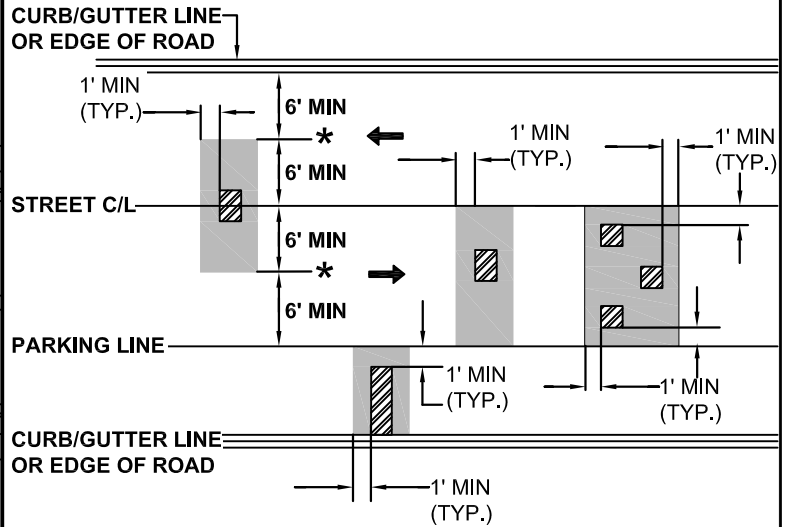


LEGEND

- UTILITY/STREET CUT
- CITY STANDARD RESTORATION REQUIREMENTS

NOTE:

1. FOR DETAILED NOTES REFER TO DETAIL RD 1.1



LEGEND

- TRENCH LIMITS AT THE SURFACE OF PAVEMENT.
- WHEN PAVEMENT IS GREATER THAN 3-YRS OLD, FULL-DEPTH PAVEMENT PATCH IS REQUIRED TO THESE LIMITS. NO JOINTS OR REDUCTION IN AREA ARE ALLOWED.

* PAVEMENT RESTORATION/REPAIR SHALL EXTENDED BEYOND WHEEL PATH.

NOTE:

1. FOR DETAILED NOTES REFER TO DETAIL RD 1.1



City of Coos Bay

ENGINEERING DEPARTMENT

Joint CC/LIRA Work Session Meeting September 12, 2017

Coos Bay, Oregon 97420

541-269-8918

DRAWN BY: JESSICA SPANN

REVISIONS

REVISED BY:

DATE:

**NON-MORATORIUM STREETS (PCI ≥ 56)
AND
MORATORIUM
LOCAL/NEIGHBORHOOD STREETS
AC REPLACEMENT DETAIL**

DRAWING NO.

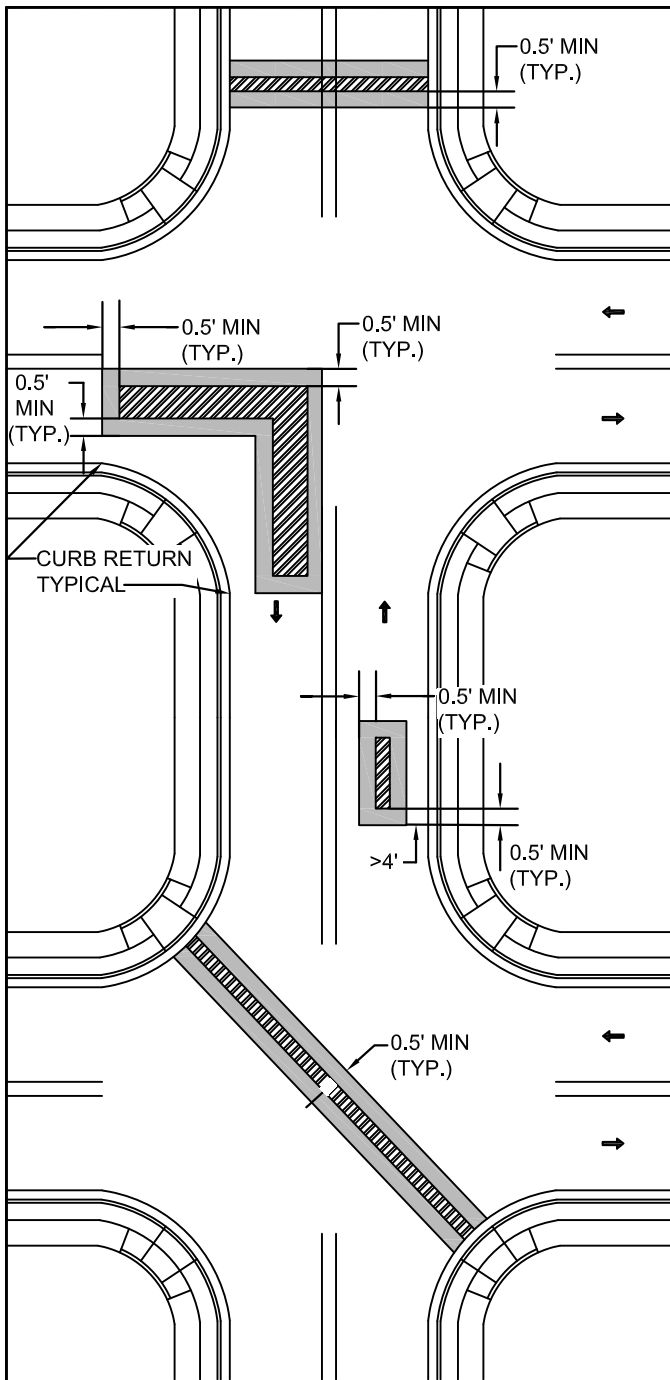
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SEP. 2017

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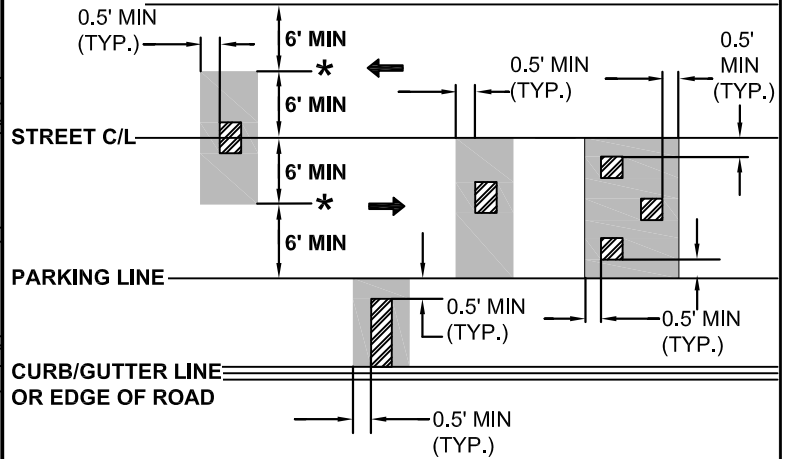
LEGEND

- UTILITY/STREET CUT
- CITY STANDARD RESTORATION REQUIREMENTS

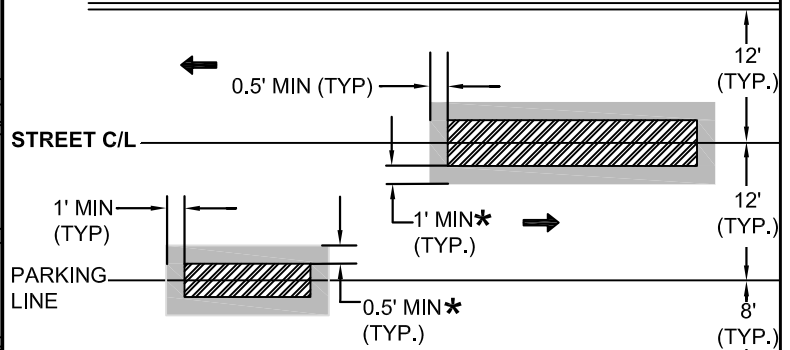
NOTE:

1. FOR DETAILED NOTES REFER TO DETAIL RD 1.1

CURB/GUTTER LINE OR EDGE OF ROAD



CURB/GUTTER LINE OR EDGE OF ROAD



CURB/GUTTER LINE OR EDGE OF ROAD

LEGEND

- TRENCH LIMITS AT THE SURFACE OF PAVEMENT.
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* PAVEMENT RESTORATION/REPAIR SHALL EXTENDED BEYOND WHEEL PATH.

NOTE:

1. FOR DETAILED NOTES REFER TO DETAIL RD 1.1



City of Coos Bay

ENGINEERING DEPARTMENT

Joint CC/LIRA Work Session Meeting September 12, 2017

Coos Bay, Oregon 97420

541-269-8918

DRAWN BY: JESSICA SPANN

REVISIONS

REVISED BY:

DATE:

**NON-MORATORIUM STREETS (PCI < 56)
AC REPLACEMENT DETAIL**

DRAWING NO.

RD 1.3

25

DATE

SEP. 2017

Excerpt from: City Council Minutes - May 19, 2015

Public Hearing to a Consider Restoration Policy for Utility and Service Lateral Installation in City of Coos Bay Right-of-Way- Approval Would Require Adoption of Resolution 15-07

Public Works Director Jim Hossley stated the Streets Taskforce expressed concerns related to utility trench failures in City streets and recommended adoption of a right-of-way restoration policy. Over the past year City staff presented the draft policy at two City Council meetings and worked with contractors and utilities believed to be most affected by the policy. Based on feedback from Council and affected parties, modifications to previous drafts were made and presented for Council's consideration. The legal basis for the City's policy was established in the Coos Bay Municipal Code (CBMC), Title 12, Chapter 12.25, Utility Use of Streets. In effort to better manage pavement degradation from the effects of utility cuts, staff recommended the City prohibit (except in emergency and case by case basis) cutting into new pavements for three (3) years after the paving was completed. The 3-year moratorium on cutting into all new pavements services included overlays, inlays, reconstruction, and new construction of at least a half street or greater.

Mr. Hossley reviewed the draft policy which provided substantial written guidance to City staff, utility owners/contractors and residents; recommended the resolution be made effective starting January 1, 2016 to allow time for utility providers and contractors to prepare for the increased costs. The proposed policy provided for two different levels of effort related to the utility permit application process. Cutting into a moratorium street would require more significant effort to obtain the permit and perform the repair work than cutting into a non-moratorium street. Mr. Hossley noted the proposed policy would result in increased requirements and effort to obtain a utility permit for excavation; resulting in increases to the cost of repairing trench cuts. The proposed policy applied to private utilities, property owners, the Coos Bay - North Bend Water Board, and the City of Coos Bay. Mr. Hossley noted the policy would result in an increase in the cost and repair and replacement projects for City drainage and sanitary sewer pipes. Mayor Shoji inquired as to the impact of the proposed change to private property owners. Mr. Hossley stated private property owners could be required to cutout and repair two feet outside of the trench repair; cuts on moratorium streets would require contracted repair of the street. Councilor Daily expressed concern about the impact and significant expense imposed on local citizens and suggested the City was negligent in the upkeep and repair of city streets.

Mayor Shoji opened the public hearing. Kortney Johnson. Coos Bay: stated he owned Johnson Rock Products; stated he found value in having minimum standards; expressed concern regarding economic impact/increased costs to homeowners; suggested proposed policy could more than double costs. Disliked the saw cut line requirements listed in moratorium street section of the policy; noted high cost requirements for compaction testing; suggested City staff inspection would be sufficient; suggested an exemption for smaller patch repairs. City Manager Rodger Craddock suggested the Council could adopt a restoration policy to replace laterals in roadway up to the property line wherein the city would take responsibility for the street repair. Robert Moore. Coos Bay: suggested a lateral repair out to the city main line should be a shared responsibility between the homeowner and the City; suggested the City should look into providing financing options for homeowners to complete required repairs. Mayor Shoji asked how the existing quality of a street played into the requirements placed homeowners. Mr. Hossley cited consideration on a case by case basis but noted there was potential for a trench repair to be of better quality than the surrounding street. Councilor Vaughan believed the City initially installed the streets; suggested the City had a responsibility to maintain and repair the streets. Councilor Daily suggested the City should improve existing road quality and only then consider implementation of the proposed policy. Ryan McCarty, Coos Bay: stated he worked for

Northwest Natural Gas; suggested the proposed policy would at least double the cost for natural gas installation; stated he would like to have a discussion with Mr. Hossley on the minimum standards. Denny Powell. Coos Bay: recommended the Council not adopt the proposed Resolution 15-07; expressed concern about the cost impact to sewer rates. No further public comments were given and the hearing closed.

Councilor Groth stated the Streets Task Force identified minimum standards as a way to increase the longevity of city streets. Councilor Daily did not think it was appropriate to apply the proposed standards to streets that were failing. City Manager Craddock suggested using the grading system for road surfaces and to apply the policy to streets deemed "good"; anything below "good" the policy would not apply. **Council consensus** was to develop a policy with a more tiered approach and one that would work in tandem with the City's transportation system policies.

**CITY OF COOS BAY
JOINT CITY COUNCIL / URA WORK SESSION**

Agenda Staff Report

MEETING DATE	AGENDA ITEM NUMBER
September 12, 2017	2.d.

TO: Mayor Benetti and City Councilors

FROM: Jim Hossley, Public Works and Community Development Director

THROUGH: Rodger Craddock, City Manager

ISSUE: Request by Possible Industrial User to Discharge to the City's Wastewater Collection and Treatment System

SUMMARY:

An industrial company has approached the City of Coos Bay asking for approval to discharge up to 0.5 million gallons per day of effluent from their facility into the City's system. This company is proposing a site located within one of the sanitary districts that the City serves.

The company has stated that they are working with DEQ to obtain a bay outfall on the selected site, but that it will take a year to obtain approval and permits. In the interim, they are proposing to discharge to the City wastewater system.

The volume of flow alone would require the City to implement a City wide pre-treatment program at considerable expense. The constituents (load) in the flows could also pose some problems for the City's treatment facilities.

This issue is very complex and at this time we do not have all necessary information. This company could generate revenue for the sanitary district, the City, and induce economic development of this area, however there are risks and items that should be considered before accepting their flows and loads. The company has asked for the City to say that it will accept the effluent so that they can start mobilizing and making economic decision (purchase property, order equipment, etc.)

ACTION REQUESTED:

After discussion of the items below, provide staff with direction how the Council would like to proceed:

- The new industry will generate revenue for the wastewater system. However, billing of this company would be the responsibility of the sanitary district. At this time, the sanitary district is in the arrears. There is no guarantee that the City will see the increased revenue.

- There is a possibility that by accepting this effluent, DEQ will mandate the City implement a pre-treatment program. Potentially, the City's existing rate payers would subsidize one company.
- The impacts of the loads associated with the effluent on the treatment system are still unclear, we need to know if accepting this effluent will cause the treatment plant any more stress or reduce the lifespan of the plant.
- With the company located outside the City limits of Coos Bay adds to the complexity of the City being able to regulate their discharge to the City system. We will likely have to create a legally binding agreement either with the sanitary district or directly with the company. We need a mechanism to hold the company accountable should their effluent cause permit violations and thereby trigger a mandated pre-treatment program.
- The company expects to eventually (within a year) get a bay outfall approval from DEQ. It is necessary to understand ramifications if they are unsuccessful in getting approval.

BACKGROUND:

An industrial company approached the City of Coos Bay asking for approval to discharge up to 0.5 million gallons per day of their effluent into the City's system. This company is proposing a site located within one of the special districts that the City serves. The company has stated that they are working with DEQ to obtain a bay outfall on the selected site, but that will take a year to obtain approval and permits. In the interim, they are proposing to discharge to the City system.

City staff requested that the company prepare a report that analyzes their flows and loads and the impact that their discharge will have on the City's collections system and wastewater treatment plant. Additionally, the City requested that they complete a Department of Environmental Quality (DEQ) Industrial User Survey (IUS). The City received the flows and loads report and staff contracted a third party review with Hemphill Engineering. Results and findings of the review were just received and can be discussed at the work session. The company completed the IUS and has submitted it to the City for review. As background, an IUS is utilized by municipalities and DEQ to determine if an industry will require a municipality to have a mandatory pre-treatment program. According to past research, it is anticipated that implementing a pre-treatment program in accordance with DEQ regulations may cost the City \$400,000 +/- . That cost is only to get the program started, there will be ongoing costs associated with maintaining the program.

Based on conversations between City staff and DEQ staff and the results of the IUS, the company is considered a significant industrial user (SIU) due to the flow rate information that they provided. DEQ has stated that if the City has evidence that the company would not impact the collection and/or the treatment plant, then the City could go through a process to de-list them as an SIU and as a result would not have to implement a citywide mandatory pre-treatment program. De-listing would be based on DEQ approval. Because this is not a common practice for DEQ, the guidelines for de-listing are not clear. It is anticipated that DEQ will provide the City with guidelines no later than September 22, 2017. However, DEQ has stated that a de-listing determination is not permanent and can be revoked. If the treatment plant is not meeting permit, DEQ can require the City to investigate. DEQ can even perform their own investigation and determine that the cause of the permit violation is a result of the de-listed company and revoke the de-listing. Revocation will mandate a citywide pre-

treatment program.

This issue is very complex and at this time we do not have all of the information. This company could generate revenue for the sanitary district, the City, and induce economic development of this area, however there are risks and items that should be considered before accepting their flows and loads. The company has asked for the City to say that it will accept the influent so that they can start mobilizing and making economic decision (purchase property, order equipment, etc.)

BUDGET IMPLICATIONS:

The cost to the City is unknown at this time. Should it be necessary to implement a City-wide industrial pre-treatment program, the cost to implement the program could exceed \$400,000. The cost of ongoing implementation of the pre-treatment program is unknown.