



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** November 14, 2016

SUBJECT: Discussion of a proposed contract amendment with the Trinity River Authority for the rehabilitation of the Walker-Calloway Branch Outfall System

PRESENTER: Mike Curtis

GENERAL DESCRIPTION:

The Walker-Calloway Branch outfall lines were constructed in the early 1970's to serve the cities of North Richland Hills (NRH) and Hurst. The outfall line is owned and operated by the Trinity River Authority (TRA). It consists of two separate 24" and 27" diameter sewer lines labeled Walker Branch and Calloway Branch serving different areas and connecting into a single 42" line labeled Walker-Calloway Branch which transports the wastewater to an existing 96" Fort Worth Truck line (see attached map). The cities of North Richland Hills and Hurst are contracted with TRA to maintain and operate this outfall system. For naming purposes the entire system is called the Walker-Calloway Branch Outfall System but will be referenced as the Walker-Calloway Outfall. TRA is informing the cities that the system is in very poor condition and needs to be replaced. The estimated cost to replace the Walker-Calloway Outfall lines is approximately \$18.4 million.

TRA has made this determination through an assessment study performed by one of its engineering consultants. In December of 2011, the system experienced a line collapse which required an emergency repair. Additional failures occurred in 1991, 2006 and 2008. These failures, and TRA's concern over the integrity of the system, resulted in TRA retaining the RJN Group Inc. to conduct a condition and preliminary capacity assessment. The results of the assessment indicated that most of the system had less than 10 years of remaining useful life and some segments did not have the capacity to handle the projected peak wet weather flows.

Based on the Evaluation/Capacity Report and the Preliminary Design Study, TRA is recommending that the project be constructed in 7 phases. The table below is a summary of each phase and estimated total cost per phase. The total cost estimate does factor in a 4% annual escalation to account for the inflation during the phasing, which is estimated to continue through 2023. The cost also includes design, easement and construction costs estimated for the total project.



Walker-Calloway Branch Outfall System Recommended Improvements			
Construction Phase	Begin Date	Summary of Recommended Improvements	Total Estimated Capital Cost
1	4/2017	Install 2,785 LF of 42" pipe, 1356 LF of 36" pipe, and 176 LF of CIPP liner in existing 42" pipe	\$ 5,5515,000.00
2	5/2018	Install 1,986 LF of CIPP liner in existing 42" pipe	\$ 1,992,000.00
3	8/2019	Install 2,217 LF of CIPP liner in existing 27" pipe and install 1,786 LF of 30" pipe	\$ 3,079,000.00
4	9/2020	Install 4,042 LF of CIPP liner in existing 27" pipe	\$ 1,823,000.00
5	10/2021	Install 1,847 LF of CIPP liner in existing 33" pipe, install 262 LF of 33" pipe, and install 1,974 Lf of CIPP liner in existing 27" pipe	\$ 2,116,000.00
6	9/2022	Install 1,130 LF of CIPP liner in existing 24" pipe and install 1,218 LF of 24" pipe	\$ 2,236,000.00
7	10/2023	Install 2,915 LF of CIPP liner in existing 24" pipe	\$ 1,634,000.00
Total Phased Cost			\$ 18,395,000.00

The cost for the project would be divided between the cities of Hurst and North Richland Hills based on the amount of flow contributed by each city. Since 80% of the flow is from North Richland Hills, the cost of the project is split 80/20 with NRH paying 80% of the total cost.

The current agreement between North Richland Hills, Hurst and TRA does not allow TRA to issue debt for these improvements; therefore, an amendment to the agreement is necessary. Most of the amendment covers typical contract items that are standard and do not create any concerns, but there are some requirements that TRA is asking in the amendment that staff needs direction from Council before bringing it to Council for consideration. The key one is that TRA is requiring NRH and Hurst to allow TRA to issue debt for the Walker-Calloway improvements on behalf of both cities without needing approval from either city on the amount of debt issued or timing of the issuance.

Staff will present these key amendment points to Council during the Work Session.