

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Revised and Updated CIP Program  
**DEPARTMENT:** City Manager's Office  
**PRESENTED BY:** Steven C. Burkett, City Manager and Arthur E. Maronek, Interim Public Works Director

**PROBLEM/ISSUE STATEMENT:** During the review of the 2002 Budget, the City Manager recommended that staff review and bring back proposed revisions to the six-year Capital Improvement Program (CIP) and the 2002 Capital Budget. This was necessary because of the following problems:

1. The current CIP project schedules are unrealistic, and did not include sufficient time for important pre-design and design elements.
2. The financial environment is changing because of legislative changes and the slow economy. This will require a revised financial plan.
3. Because of insufficient planning and management of some of our current projects, we have encountered unanticipated costs and delays.

**ALTERNATIVES ANALYZED:** Realistically, there are no options to this review and revision of our Capital Improvement Program. The problems mentioned above make it impossible to maintain our current schedule and financial plan. In order to avoid continuing problems with the schedules and budgets of our current and future projects it, is necessary to make these revisions.

**FINANCIAL IMPACT:** The revised CIP has increased the cost estimates for several projects. This is the result of more conservative and realistic project estimates, and the inflationary impact of longer schedules. We have also reduced our estimated revenue for the six-year financial plan. This results in a need to reprioritize our projects and place some in an unfunded status. There is also a need to reexamine our assumption of long-term debt in the Stormwater Management fund. Finally, we have proposed amendments to the 2002 Capital Budget.

**RECOMMENDATION**

No action is required, this staff report is intended for Council discussion at this time. Staff recommends that, in the near future, Council adopt the proposed 2002 Capital Budget Revisions, and direct staff to proceed with the preparation of a revised six-year CIP which will be scheduled for review and approval by the Council in the summer of 2002.

Approved By: City Manager  City Attorney N/A

**This page intentionally  
left blank.**

## **INTRODUCTION/BACKGROUND:**

As you recall, during the 2002 Budget discussions I requested that the City Council adopt the proposed 2002-2007 Capital Improvements Program and the 2002 Capital Budget. However, I also requested that the Council allow me to do a complete review of CIP project schedules and estimated costs and bring my recommendations to you in February. This memo and its attachments are submitted in fulfillment of my commitment to you to submit my recommendations this month.

It was apparent in November 2001 that our proposed Capital Improvements Program was overly aggressive and included schedules for the various projects that were unrealistic. Additionally, our financial projections have been changing during the last two months because of the slowdown in the economy. During the last two months, staff has reviewed thoroughly the projects the City Council has identified as your top priority projects. Those projects are:

- Aurora Corridor including the Interurban Trail
- North City Project
- Ronald Bog Drainage Project
- Third Avenue NW Drainage Project

We have developed new proposed schedules for each of those projects, as well as their current status, knowns and unknowns, and new cost estimates. We have also reviewed the projected financing for the six-year CIP and, in this report, outline our conclusions and recommendations based on that review. My purpose is to provide the City Council with all of the information needed to review your top priority projects at the February 19 Workshop, and to recommend modifications to the CIP and to the adopted 2002 Budget.

## **PROJECT UPDATE:**

Attached you will find a detailed analysis of each of the five high-priority capital improvement projects (Attachment A). In most cases, the project schedules previously included in the CIP were simply unrealistic, and did not take into account all of the elements and time frames required to plan and implement a successful capital project. As a result of our review, the time frame for planning, design and construction of these projects had to be extended. We have also prepared new cost estimates for the projects based on current information and projected inflation. In almost all cases, estimated project costs are higher than the current CIP estimates. In some cases, we have extended the estimated beginning of construction by two years.

I realize all of us, including staff, Council and residents who are interested in specific projects, will be disappointed by extending the timelines for these projects. However, in my view, the alternative is unacceptable. We cannot continue to pretend that our projects will not require the same steps and time requirements typical of public works projects in the Seattle region. My approach as City Manager is to recommend project schedules and budgets that I believe are relatively conservative in their nature. I expect

you to hold me accountable for schedules and budgets; therefore, it is important that I under promise and over deliver. I am not willing to recommend to you schedules that are based upon best-case scenarios, or based upon shortened time frames for elements of the projects over which we have no control. Examples of project elements that are outside of the City's control are extensive environmental review and permitting requirements by agencies such as the U.S. Army Corps of Engineers or the National Marine Fisheries Service, right-of-way acquisition from unwilling sellers, and reviews and approvals that are required by other governmental or grant funding agencies such as WSDOT, the State Transportation Improvement Board, and FHWA.

### **CIP Project Updates – Why the Changes?**

#### **Methods Used in the Past:**

- In a number of cases, previous capital improvement project (CIP) estimates and schedules were based on planning-level information. Sometimes, that planning-level information did not include feedback from other governmental agencies with jurisdiction.
- Planning-level documents were considered adequate to immediately proceed with final design, without engineering work to verify the feasibility of all of the project's elements, the project costs, and the schedule.
- CIP project estimates did not consistently include the impacts of inflation. Some projects were not updated each year.
- Aggressive project schedules were used, based on best-case assumptions, in order to meet community expectations. Actual CIP project implementation is rarely best case in this imperfect world.
- Some project schedules did not include all of the time needed to process project documents through the various internal and external reviews and approvals that all CIP projects are required to complete.
- Standard contingency percentages were used to deal with project unknowns, when the number of unknowns can vary significantly from project to project.

**Results in the Past:** The combined result of past methods to estimate and schedule CIP projects is that projects have not been completed as expected in terms of schedule. In some cases because we were attempting to meet self-imposed schedules, we cut corners and moved projects to construction before they were ready. This has resulted in unanticipated costs and delayed completion of several projects.

#### **Methods Used for the 2002 CIP Update:**

- Each project in the adopted 2002 Capital Improvement Program was displayed on one page for ease of review. Each project's one-page display includes the following information:
  1. Project Scope of Work
  2. Project Benefits
  3. Total Cost Estimate by Project Phase, in 2001 dollars.
  4. Environmental Documentation and Permits Required.
  5. Project Knowns.
  6. Project Unknowns.
  7. Contingency percentages by project phase. (Larger contingencies are also shown by dollar amount in #3 above, the Total Cost Estimate in 2001 dollars.)

8. Inflation percentages by project phase.
9. Prior year expenditures.
10. Inflated project costs by phase and year, and the inflated total cost.
11. The project's schedule by phase, year and month.

In addition, a project narrative and/or a detailed discussion of project unknowns was attached. With this combined information, the City Manager and City Council are provided with, in summary form, all of the information that Public Works Department staff considered in updating the project. In addition, the Finance Department is provided with all the information they need for financial planning and budgeting.

- Planning-level documents were not regarded as sufficient to proceed with final design. A pre-design phase was added to those projects that were not already in final design or under construction, to ensure that CIP projects can be implemented successfully, that cost estimates are realistic, and that project schedules can be met.
- CIP project unknowns are specifically identified, along with the environmental documents and permits that will be required. Individual project cost estimates and schedules were developed that include the following:
  - ✓ number of unknowns that will have to be resolved,
  - ✓ amount of environmental work that will have to be done,
  - ✓ number and type of permits that will need to be applied for, and
  - ✓ the amount of time for permit processing that has been established by the responsible City department or external state or federal agency.
- Typical times required to implement the City of Shoreline's CIP projects were considered, from pre-design through the completion of construction. Steps in the implementation of a project, such as project financing, consultant selection, community meetings, internal and external reviews, City Council approvals, and public bidding all take time. Complex major projects take more time, and simpler projects require less time, but process time requirements have to be included in all project schedules. Assumptions that such requirements will be suspended for any particularly desirable or popular project are not valid, and were not used.
- Since CIP projects vary significantly in their scope, complexity and location, the amount of contingency to include was calculated for each individual project by phase (pre-design, design, construction). More difficult and complex projects, and projects with a number of unknowns, require larger contingencies. Note: Outside grant funding agencies prefer conservative CIP project estimates and schedules.
- Inflation was applied to each project phase according to the schedule for that project, using the historical percentages for inflation of the Washington State Department of Transportation (WSDOT) Construction Cost Index (CCI) and the Federal Bureau of Labor Statistics Consumer Price Index (CPI) for the Seattle-Tacoma area.

Future Results: CIP projects will be completed within the budgets and schedules in the City of Shoreline's adopted Capital Improvement Program. The projects will take longer than previously expected to move from concept to construction. Our financial plan will be realistic and reasonably conservative and include only projects we can afford.

## **IMPROVEMENTS TO THE CIP PROCESS:**

In my memo to the Council of December 28, 2001, regarding CIP and project evaluation, I outlined several steps that would be taken in order to improve our organizational performance for our Capital Improvement Projects. The attached review and analysis of our major projects is the most significant of these steps; however, we have identified the following changes that are required:

- The roles and responsibilities of current department staff have been realigned to match demonstrated competencies and experience. This has been difficult since we currently have four vacant positions – the Public Works Director, the City Engineer, the Aurora Corridor Project Manager, and a Project Manager position. Obviously these vacancies will reduce our staff capacity to move forward with the CIP; however, our three remaining project managers have been assigned new projects and I am confident in their ability to plan, guide and implement the projects.
- I will be bringing to the City Council at the February 25 meeting a proposal to contract with a private engineering firm to backfill some of these vacancies. In the next months this engineering firm will perform the functions of our City Engineer, and will assist us in developing project management policies, procedures and reporting mechanisms to ensure that project schedules and budgets are maintained. The contract city engineering firm will also handle project management for some specific projects and, in combination with the new Public Works Director, will help us lead and mentor our project management staff. (See Attachment B - Scope of Services.)
- Now that we have completed the review of all projects we will begin the development of a comprehensive CIP project manual of policies and procedures. We will also review our current CIP project permit and code compliance verification process, and develop changes to that process.

## **CURRENT CIP PROJECTS:**

As you know, we currently have several park projects underway. Attached is an update on the estimated completion dates for those projects (Attachment C). Although we have had some unanticipated costs and these projects are behind schedule, each of these projects represents dramatic improvement in the quality of facilities provided to our residents. The Richmond Highlands Recreation Center, which will be opening this month, will be heavily used. The improved quality and functionality of the building will help instill a sense of community pride in the youth and adults that will regularly use this facility. The Shoreview Park improvements take that park to a completely new level. The Paramount Park improvements will provide a long-awaited skate facility and, when Phase Two improvements are completed next year, that park will be a tremendous asset to the Paramount neighborhood.

## **LONG-RANGE FINANCING ISSUES – SIX-YEAR CIP:**

As part of the update to our CIP we have reviewed both the short-term (2002 Budget) and the long-term (2002 – 2007 CIP) financial impacts. (See Attachment D) Based on revised schedules and costs the 2002 capital expenditures will decrease from the

adopted budget of slightly more than \$13.7 million to \$5.6 million. Overall the 2002 – 2007 capital expenditures will decrease from the adopted level of \$110.7 million to \$79.6 million. At the same time that expenditures have been reduced, as a result of changed project schedules or elimination of some projects, projected project resources have been reduced from \$118.7 million to \$81.4 million. The decrease in resources is primarily the result of elimination of I-695 backfill in 2003 (\$1 million) and a thorough review of the grant assumptions linked to the Aurora Avenue project.

The City has three capital funds that focus on primary areas:

- General Capital – parks and facilities;
- Roads Capital – transportation and pedestrian improvements; and,
- Surface Water Capital - projects involving our surface water system.

In order to simplify the explanation of the financial changes resulting from the CIP update, the details will be reviewed within each fund.

### **General Capital**

The overall General Capital expenditures vary only slightly from the adopted CIP, but there have been some project changes. The 2002 anticipated expenditures have actually increased by \$19,000. This is primarily a result of some anticipated 2001 expenditures being delayed until 2002 and the delay in schedule of three projects: Richmond Beach Saltwater Park, Cromwell Park, and Shoreline Community College Sports Fields. All of these projects will remain funded in the CIP, but will commence in years later than originally estimated.

The overall six-year plan for the General Capital Fund will increase slightly from \$21.6 million to \$22.3 million. This increase in cost is primarily a result of more consistent inflation and contingency planning within the individual projects. Although the expenditures increased slightly, projected resources decreased by \$1 million, primarily a result of the anticipated elimination of I-695 backfill in 2003. In order to maintain the financial balance of the fund over the long-term, the scope of two park projects have changed in the projected 2002 – 2007 CIP. Both the Ronald Bog and Twin Ponds Park projects have funding for preliminary design, but not for construction in the revised CIP.

## Roads Capital Fund

The 2002 – 2007 projected expenditures in the Roads Capital Fund are being reduced from \$81.9 million to \$50.4 million, with the 2002 budget being reduced from \$9.4 million to \$3.2 million. The major 2002 changes include the following:

<u>Project</u>	<u>Adopted 2002</u>	<u>Revised 2002</u>	<u>Difference</u>
<b><u>Pedestrian / Non-Motorized Projects:</u></b>			
Interurban Trail	2,658,000	-	(2,658,000)
Interurban Trail South Segment		225,000	225,000
Feasibility Study Interurban Trail Pedestrian Bridge		50,000	50,000
Curb Ramps Program	100,000	100,000	-
Annual Pedestrian Improvements Program	393,000	-	(393,000)
<b><u>System Preservation Projects</u></b>			
Annual Overlay Program	700,000	700,000	-
Annual Sidewalk Repair Program	100,000	100,000	-
Richmond Beach Overcrossing 167AOX	35,000	30,172	(4,828)
<b><u>Safety / Operations Projects</u></b>			
Transportation Improvements CIP Project Formulation	40,000	40,000	-
15th Avenue NE @ NE 165th Street	-	-	-
Neighborhood Traffic Safety Program	160,000	160,000	-
Aurora Avenue North	3,035,000	-	(3,035,000)
Aurora Avenue North - N. 145th to N. 165th		1,325,000	1,325,000
15th Avenue NE Access and Safety Improvements	83,000	-	(83,000)
North City Business District Improvements	1,386,044	340,000	(1,046,044)
15th Avenue NE Pedestrian Crosswalks	225,000	-	(225,000)
175th Street Sidewalks NE/S of Meridian Avenue Intersection	191,175	41,819	(149,356)
1st Avenue N.E. Sidewalks	134,350	31,970	(102,380)
Richmond Beach Road @ 3rd Ave.		11,673	11,673
<b><u>General</u></b>			
Roads Capital Contingency	200,000	-	(200,000)
<b>Total Expenditures by Year</b>	<b>9,440,569</b>	<b>3,155,634</b>	<b>(6,284,935)</b>



Over the full six-year CIP there are several projects for which the schedules have changed. The following table compares the adopted CIP expenditures for 2002 - 2007 to those being projected as a result of the CIP update and a comparison of the projected project period.

Project	Budget		Program Length	
	Adopted 2002 thru 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007	Revised 2002 thru 2007
<b>Pedestrian / Non-Motorized Projects:</b>				
Interurban Trail	7,618,500	-		2000-2005
Interurban Trail South Segment		1,325,000		2000-2003
Feasibility Study Interurban Trail Pedestrian Bridge		50,000		2002
Curb Ramps Program	600,000	600,000	On-going	On-going
Annual Pedestrian Improvements Program	2,358,000	-	On-going	Eliminated
<b>System Preservation Projects</b>				
Annual Overlay Program	4,200,000	4,200,000	On-going	On-going
Annual Sidewalk Repair Program	600,000	600,000	On-going	On-going
Richmond Beach Overcrossing 167AOX	1,198,000	1,795,000	2000-2005	2000-2006
<b>Safety / Operations Projects</b>				
Transportation Improvements CIP Project Formulation	240,000	240,000	On-going	On-going
Neighborhood Traffic Safety Program	960,000	960,000	On-going	On-going
Aurora Avenue North	47,960,000	-		
Aurora Avenue North - N. 145th to N. 165th		28,207,660		2000-2006
Aurora Corridor Project - N. 165th to N. 205 <sup>th</sup> (Preliminary Design)		3,577,340		2004-2007
15th Avenue NE Access and Safety Improvements	933,000	1,770,000	2000-2003	2000-2006
North City Business District Improvements	3,906,044	3,757,000	2000-2005	2000-2005
15th Avenue NE Pedestrian Crosswalks	225,000	365,000	2000-2002	2000-2006
North 175th Street	6,678,000	-	2005-2007	Unfunded
North 160th Street @ Greenwood Avenue North	1,501,000	-	2005-2007	Unfunded
Dayton Avenue North @ Carlyle Hill Road	1,382,000	-	2005-2007	Unfunded
175th Street Sidewalks NE/S of Meridian Avenue Intersection	191,175	150,285	2001-2002	2001-2003
1st Avenue N.E. Sidewalks	134,350	190,205	2001-2002	2001-2004
Richmond Beach Road @ 3rd Ave.	-	11,673		2002
<b>General</b>				
Roads Capital Contingency	1,200,000	-	On-going	Eliminated
<b>Reserve For Future Projects</b>				
Interurban Trail		1,077,792		
North City Business District Improvements		282,004		
Aurora Avenue North 165th-172nd Pre-Design/Design		1,253,660		
<b>Total Expenditures by Year</b>	<b>81,885,069</b>	<b>50,412,619</b>		

As can be seen from the table above, three of the projects originally included in the adopted CIP are now considered unfunded: North 175<sup>th</sup> from Meridian to Aurora, Dayton Ave N. at Carlyle Hill, and North 160<sup>th</sup> St. at Greenwood Avenue. These projects are old projects from King County and were considered by staff to be low in their priority. Based on the revised cost and grant estimates of the projects in this fund, there was not adequate resources to do all the projects in the adopted CIP. Also the revised CIP eliminates the annual \$200,000 contingency since the revised project estimates should contain adequate contingencies on a project by project basis.

Some of the major project changes include:

- **Interurban Trail:** The scope of this project has changed to include only the south segment (145<sup>th</sup> to 165<sup>th</sup>) and funding for a feasibility study for the pedestrian bridge. Significant right-of-way issues, along with too many project unknowns, make it impossible to project with any certainty the future costs of additional segments. It should be noted that to fund future segments, significant grant revenues will need to be available.
- **Aurora Avenue North:** The scope of this project has changed to include only the first phase of the project, 145<sup>th</sup> to 165<sup>th</sup>, and pre-design and design phases for the 165<sup>th</sup> to 205<sup>th</sup> segment. The overall expenditures for the Aurora Avenue North improvements in the revised CIP is \$31.8 million, with \$16.2 million funded with grant revenues.
- **North City Business District:** The North City Business District scope has changed to include the other two projects along 15<sup>th</sup> Avenue NE that are within the North City Business District Improvements project. The updated and combined North City/15<sup>th</sup> Avenue NE corridor project is programmed for the design and construction phases of North City. Even though this is the case, we will need to reevaluate the projected costs after the pre-design and design phases are complete, as the projected cost is a very preliminary estimate.
- **Annual Pedestrian Improvements Program:** In the current CIP this project anticipates \$300,000 per year in grants, and \$93,000 annually in City matches. In the revised CIP we have eliminated this project. We will however continue to apply for grants for this program. If we are awarded grants we will program City Matches from our CIP Reserve.
- **Additional Reserve for Interurban Trail, Aurora Avenue North, and North City Business District:** These three projects are the highest priority projects for the City. For this reason, the revised CIP includes a reserve of \$2.6 million for future phases of these projects. Until completion of the pre-design and design phases of these projects the total resources needed to complete the projects will not be known. This reserve will not be adequate to fully fund all these projects, but the reserve prevents other projects from taking a priority position based on current resources, and also serves as a source of reserved matching funds for state and federal grants.

### **Surface Water Capital Fund**

The Surface Water Capital Fund relies on a portion of surface water fees to provide funding for capital improvements to the City's system. Demands to respond to legislative changes (ESA, Clean Water Act, etc.) have increased the cost of day-to-day maintenance and operation of the City's surface water system. At the same time, revenues from surface water fees have remained relatively flat, surface water fees have remained the same as those adopted by King County in 1991, and the number of properties paying fees have also remained essentially the same. As a result, the City is at a point that it must prioritize between on-going operations and the few capital projects that can be sustained under the current rate structure.

The update of the CIP has resulted in significant revisions to the cost and schedule of the Ronald Bog and 3<sup>rd</sup> Avenue drainage projects. The adopted CIP had estimated the cost of the Ronald Bog project at \$4 million for 2002 – 2007. The revised estimate for this project is \$5.9 million for the same period. The original estimate for 3<sup>rd</sup> Avenue was

\$2 million and now that estimate has been increased to \$3.6 million. The primary funding for these projects is a combination of surface water fees and public works trust fund loans that must be repaid from surface water fees. Because of the limited revenue available to fund these projects, it is now apparent that we cannot afford to do both within our current rate structure.

In order to balance the fund over the 2002-2007 planning period, I am recommending that we provide full funding for the Ronald Bog project and funding for the pre-design and design phases of the 3<sup>rd</sup> Avenue project. During the pre-design phase of both projects we should get more definite information on the cost, possible alternatives, and feasibility of the projects. The design phase of the Ronald Bog project should be completed in 2004 and the design phase for 3<sup>rd</sup> Avenue will be completed in 2005. Based on the information gained during pre-design and design we will be able to reevaluate the projects to determine if changes need to be made.

One of our primary concerns with the funding of the projects is the commitments that we have made with the Public Works Trust Fund Loans. The current close-out date for both projects is 2005. Based on our revised schedules, we would not close-out both projects until 2007. We are in contact with the Public Works Trust Fund Loan Board (PWTFLLB) regarding a possible extension of the close-out dates. One of the primary tasks that the contract City Engineer will be performing is a review of these two drainage projects to determine if the schedules can be accelerated. If there are circumstances beyond the control of the City that will not allow us to meet the original time frames, we will be in a position to make a formal petition to the PWTFLLB to extend the close-out dates. If we do need to make such a petition in the future, and if the PWTFLLB is not able to extend the dates, then our ability to proceed with the projects will need to be reevaluated.

Even with the change in scope of 3<sup>rd</sup> Avenue to exclude funds for construction, there were not adequate resources to fund needed surface water projects. For that reason, I am recommending an increase in surface water fees effective in 2003. In December 2001, King County raised their residential surface water fee by 20%, from \$85 to \$102 per parcel per year. Surface water fees for non-residential customers increased by greater percentages ranging from 21 to 32%. In making this increase in fees, King County described many of the same reasons for increasing their fees as are being experienced by the City of Shoreline: the impacts of inflation, unfunded needs for maintenance, operations, and infrastructure improvements, and federal and state legislative changes. I am recommending that, at a minimum, we adopt the rates that King County recently adopted.

If the City were to adopt the same increase in surface water fees as King County, we would anticipate an increase of approximately \$400,000 in annual surface water revenues. In order to provide for the completion of the Ronald Bog project and the initial phases of the 3<sup>rd</sup> Avenue project we have programmed in this additional revenue starting in 2003.

I am also recommending that at the same time, staff do a review of surface water program needs for both the short and long-term, in order to determine the long-term rate structure that would support our long-term needs. I anticipate bringing this information

forward as part of the 2003 budget process. It is important that we have the complete picture of what our future capital, operational, and maintenance needs will be for our surface water system.

**Summary:**

As the projects within the adopted CIP have been reviewed, both schedules and budgets have been revised. The major focus during this review has been on the top five priority projects as recognized by the Council. This review has set the foundation for updating the CIP for the 2003-2008 timeframe. This year staff will be doing this review during the spring and bringing the proposed 2003-2008 CIP to the Council during the summer in order to have the CIP adopted by the end of July. This will allow staff to role the 2003 capital expenditures into the budget planning for 2003. As we go through the update process we will continue to prioritize projects, update revenue and expenditure forecasts, and keep you informed of significant project changes.

**ATTACHMENTS:**

- Attachment A – Project Updates/Top Five Priority Projects
- Attachment B – Contract City Engineer Scope of Work
- Attachment C – Current Project Status
- Attachment D – Revised Six-Year CIP Financial Plan

**ATTACHMENT A**

**TOP FIVE PRIORITY  
CAPITAL IMPROVEMENT PROJECT UPDATES  
DETAILED ANALYSIS**

Project Name/Number: Aurora Avenue North: N 145 to N. 165		2002	2003	2004	2005	2006	Total														
Scope of Work:		JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	(inflated)														
<p><b>Scope of Work:</b> Add business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, and sidewalks on both sides; and landscaped center median safety lane with left turn and U-turn provisions. Install traffic signals at N. 152<sup>nd</sup> Street and at N. 165<sup>th</sup>. All traffic signals will be interconnected and include pedestrian crossings. Improve transit stops with new shelters. Install new street lighting, place overhead utility lines underground. Existing storm water drainage including water quality.</p> <p><b>Project Benefits:</b> Improve the safety and mobility of pedestrians, transit users, people with disabilities, and drivers, along Aurora Avenue from N. 145<sup>th</sup> Street to N. 165<sup>th</sup> Street. Additionally, improve the economic development potential, enhance the livability of adjacent communities, and support the City's Comprehensive Plan.</p> <p><b>Total Cost Estimate (2001 \$'s):</b></p> <table border="0"> <tr><td>Pre-Design</td><td>\$1,768,320</td></tr> <tr><td>Design</td><td>\$1,178,880</td></tr> <tr><td>Right of Way</td><td>\$1,858,000</td></tr> <tr><td>Right of Way Contingency</td><td>\$929,000</td></tr> <tr><td>Construction</td><td>\$16,209,600</td></tr> <tr><td>Construction Contingency</td><td>\$3,241,920</td></tr> <tr><td><b>Total</b></td><td><b>\$25,185,720</b></td></tr> </table> <p><b>Environmental Documentation/ Permits Required:</b> NEPA approval, SEPA approval, Section 106 approval, ESA approval, NPDES General permit, Electrical permits, WSDOT Construction permit, WSDOT Channelization Plan approval, City Right of Way Use permit <b>Project Knowns:</b> 7-lane cross-section, funding availability <b>Project Unknowns:</b> Timeline for FHWA review and approval, Timeline for SCL review and approval, Environmental mitigation and additional studies that may be required, Potential litigation from environmental process, Timeline for property acquisition and whether condemnation will be necessary, Preferred alignment, Other agency permit requirements and associated timeline, Full amount of property restoration required, What is underground including subsurface conditions, pipe conditions, existing utilities and potential conflicts, Full cost to underground utilities per franchise agreements, Cost to make connections to private property <b>Contingency % by Phase:</b> ROW: 30% for condemnation/attorney fees + 20% for appraisal/negotiation as advised by WSDOT Construction: 20% for unknowns <b>Inflation Factor by Phase:</b> Design and Construction = 4%, ROW = 5%</p>	Pre-Design	\$1,768,320	Design	\$1,178,880	Right of Way	\$1,858,000	Right of Way Contingency	\$929,000	Construction	\$16,209,600	Construction Contingency	\$3,241,920	<b>Total</b>	<b>\$25,185,720</b>	<b>Pre-design Schedule</b>	\$285,000 XXXXXXXXXX					\$285,000
	Pre-Design	\$1,768,320																			
	Design	\$1,178,880																			
	Right of Way	\$1,858,000																			
	Right of Way Contingency	\$929,000																			
Construction	\$16,209,600																				
Construction Contingency	\$3,241,920																				
<b>Total</b>	<b>\$25,185,720</b>																				
<b>Design Schedule</b>	\$1,040,000 XXXXXXXXXX	\$575,660 XXXXXXXXXXXXXX					\$1,600,000														
<b>R/W Schedule</b>		\$1,102,500 XXXXXXXXXXXXXX	\$1,490,000 cccccccccccccccccc	\$608,000 cccccc			\$3,200,000														
<b>Construction Schedule</b>				\$13,982,000 XXXXXXXXXXXXXX	\$9,124,500 XXXXXXXXXXXXXXXXXX		\$23,107,000														
						<b>Grand Total (inflated)</b>	<b>\$28,192,000</b>														

## **Aurora Avenue North: N. 145<sup>th</sup> to N. 165<sup>th</sup> Street Project Update Narrative**

### **Project History:**

A comprehensive study (Aurora Corridor Multi-modal Pre-design Study) of the corridor was conducted in 1999 that evaluated a wide range of concepts, and included consideration of transportation, environmental, and economic factors. Additionally, as part of the study's community and agency involvement program, a Citizen Advisory Task Force (CATF) was created to give input and direction on design issues and options, alternatives, and evaluation criteria. The CATF, after review of evaluation results and public input, unanimously selected Alternative 2 for further development. That alternative consisted of:

- two general-purpose lanes and one business access & transit (BAT) lane in each direction
- left-turn/U-turn lane at intersections
- center median to replace the center two-way left-turn lane
- curb, gutter and sidewalk on both sides with an amenity zone separating the sidewalk from the roadway
- underground utilities
- new street lighting and new traffic signals, including signal interconnection

On August 23, 1999, Resolution 156 was adopted unanimously by the City Council as guidance in the development, design and implementation of the Aurora Corridor Project.

The purpose of this project is to improve the safety and mobility of pedestrians, transit users, people with disabilities, and drivers, along Aurora Avenue from N. 145<sup>th</sup> Street to N. 165<sup>th</sup> Street with improved channelization, access management, and pedestrian amenities, as identified in the Aurora Corridor Multi-modal Pre-design study. The improvements will address vehicular safety and roadway deficiencies, accommodate future regional and local demands on the roadway, improve economic development potential, enhance the livability of adjacent communities, and support the community goals set forth in the City's Comprehensive Plan.

### **Current Status:**

The project is in the pre-design phase and currently undergoing environmental review for a NEPA Environmental Assessment (EA) and a SEPA Environmental Impact Statement (EIS). The project is fully funded through a combination of federal, state grants and local funding. Work completed to date is as follows:

- Right-of-way survey including centerline, property lines and topography and preparation of base maps.

- Preliminary engineering including data collection, utility contacts, environmental review, urban design and landscaping concept development, and value engineering study.
- Community information and coordination including project fact sheets, newsletters, briefs, open houses, and property owner meetings.
- Initial right-of-way and property impact assessment including gathering title reports and preparation of Project Fund Estimate

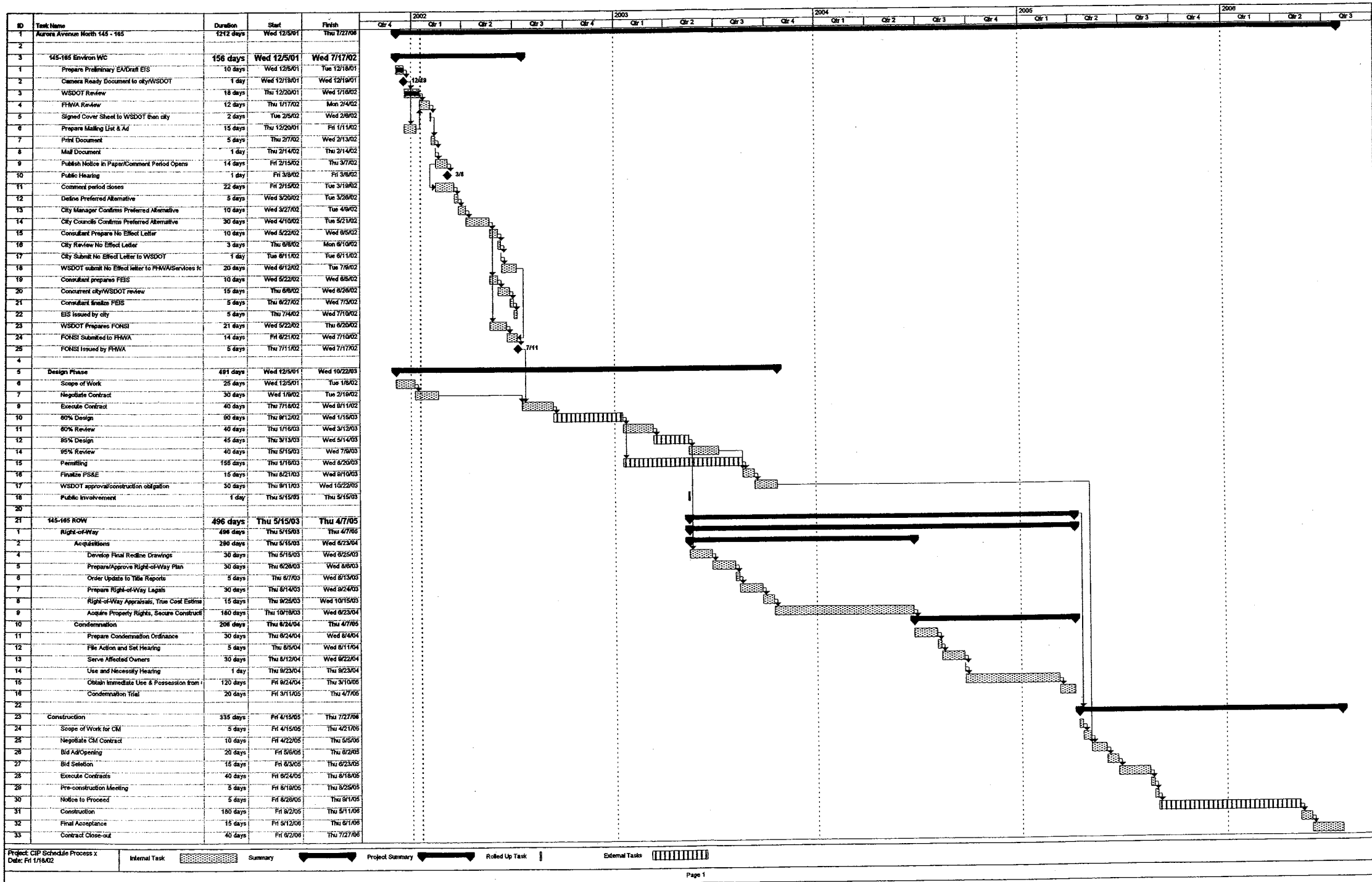
**Next Steps:**

Next Steps	Target Date
Complete environmental process including selecting the preferred alternative and resolving any legal challenges that may arise.	August 2002
Finalize scope of work and negotiate final design contract	August 2002
Begin final design.	September 2002
City Council considers alternative ways to reduce the estimated costs and schedule for acquiring right-of-way and construction easements.	4 <sup>th</sup> Quarter 2002
Finalize scope of work and negotiate contracts for appraisal, negotiation and title services.	January 2003
Begin right-of-way acquisition process.	March 2003

**Project Unknowns:**

- Preferred alternative including project alignment.
- Environmental mitigation and additional study's that may be required.
- Potential litigation that may arise from the environmental process.
- Timeline for FHWA review and approval.
- Timeline for property acquisition and whether condemnation will be necessary.
- Other agencies permit requirements and associated timelines.
- Timeline for Seattle City Light (SCL) review and approval of plans for undergrounding power.
- Timeline for SCL approval to use a portion of SCL property for roadway improvements at N 155<sup>th</sup> Street.
- Full amount of property restoration required.
- Full cost to underground utilities, and the cost to make connections to private property.





ID	Task Name	Duration	Start	Finish
1	Acorns Avenue North 145 - 165	1212 days	Wed 12/27/01	Thu 12/27/06
2	145-165 Environ WC	156 days	Wed 12/5/01	Wed 7/17/02
1	Prepare Preliminary EADraft EIS	10 days	Wed 12/5/01	Tue 12/18/01
2	Camera Ready Document to city/WSDOT	1 day	Wed 12/19/01	Wed 12/19/01
3	WSDOT Review	18 days	Thu 12/20/01	Wed 1/16/02
4	FHWA Review	12 days	Thu 1/17/02	Mon 2/4/02
5	Signed Cover Sheet to WSDOT then city	2 days	Tue 2/5/02	Wed 2/6/02
6	Prepare Mailing List & Ad	15 days	Thu 12/20/01	Fri 1/11/02
7	Print Document	5 days	Thu 2/7/02	Wed 2/13/02
8	Mail Document	1 day	Thu 2/14/02	Thu 2/14/02
9	Publish Notice in Paper/Comment Period Opens	14 days	Fri 2/15/02	Thu 3/7/02
10	Public Hearing	1 day	Fri 3/8/02	Fri 3/8/02
11	Comment period closes	22 days	Fri 2/15/02	Tue 3/19/02
12	Define Preferred Alternative	5 days	Wed 3/20/02	Tue 3/26/02
13	City Manager Confirms Preferred Alternative	10 days	Wed 3/27/02	Tue 4/9/02
14	City Council Confirms Preferred Alternative	30 days	Wed 4/10/02	Tue 5/21/02
15	Consultant Prepare No Effect Letter	10 days	Wed 5/22/02	Wed 6/5/02
16	City Review No Effect Letter	3 days	Thu 6/6/02	Mon 6/10/02
17	City Submit No Effect Letter to WSDOT	1 day	Tue 6/11/02	Tue 6/11/02
18	WSDOT submit No Effect letter to FHWA/Services to	20 days	Wed 6/12/02	Tue 7/9/02
19	Consultant prepares FEIS	10 days	Wed 6/22/02	Wed 6/26/02
20	Concurrent city/WSDOT review	15 days	Thu 6/6/02	Wed 6/26/02
21	Consultant finalize FEIS	5 days	Thu 6/27/02	Wed 7/3/02
22	EIS issued by city	5 days	Thu 7/4/02	Wed 7/10/02
23	WSDOT Prepares FONSI	21 days	Wed 6/22/02	Thu 6/20/02
24	FONSI Submitted to FHWA	14 days	Fri 6/21/02	Wed 7/10/02
25	FONSI issued by FHWA	5 days	Thu 7/11/02	Wed 7/17/02
4	Design Phase	491 days	Wed 12/5/01	Wed 10/22/03
6	Scope of Work	25 days	Wed 12/5/01	Tue 1/8/02
7	Negotiate Contract	30 days	Wed 1/9/02	Tue 2/19/02
8	Execute Contract	40 days	Thu 7/18/02	Wed 8/11/02
10	80% Design	90 days	Thu 8/12/02	Wed 1/15/03
11	80% Review	40 days	Thu 1/16/03	Wed 3/12/03
12	85% Design	45 days	Thu 3/13/03	Wed 5/14/03
14	85% Review	40 days	Thu 5/15/03	Wed 7/8/03
15	Permitting	155 days	Thu 1/16/03	Wed 6/20/03
16	Finalize PS&E	15 days	Thu 6/21/03	Wed 6/10/03
17	WSDOT approval/construction obligation	30 days	Thu 6/11/03	Wed 10/22/03
18	Public involvement	1 day	Thu 5/15/03	Thu 5/15/03
21	145-165 ROW	496 days	Thu 5/15/03	Thu 4/7/05
1	Right-of-Way	496 days	Thu 5/15/03	Thu 4/7/05
2	Acquisitions	280 days	Thu 5/15/03	Wed 6/23/04
4	Develop Final Redline Drawings	30 days	Thu 5/15/03	Wed 6/25/03
5	Prepares/Approves Right-of-Way Plan	30 days	Thu 6/26/03	Wed 8/6/03
6	Order Update to Title Reports	5 days	Thu 6/27/03	Wed 8/13/03
7	Prepare Right-of-Way Legals	30 days	Thu 6/14/03	Wed 8/24/03
8	Right-of-Way Appraisals, True Cost Estimate	15 days	Thu 8/25/03	Wed 10/15/03
9	Acquire Property Rights, Secure Construct	180 days	Thu 10/16/03	Wed 6/23/04
10	Condemnation	208 days	Thu 8/24/04	Thu 4/7/05
11	Prepare Condemnation Ordinance	30 days	Thu 8/24/04	Wed 9/14/04
12	File Action and Set Hearing	5 days	Thu 8/24/04	Wed 8/11/04
13	Serve Affected Owners	30 days	Thu 8/12/04	Wed 9/22/04
14	Use and Necessity Hearing	1 day	Thu 9/23/04	Thu 9/23/04
15	Obtain Immediate Use & Possession from	120 days	Fri 9/24/04	Thu 3/10/05
16	Condemnation Trial	20 days	Fri 3/11/05	Thu 4/7/05
22	Construction	335 days	Fri 4/15/05	Thu 7/27/06
24	Scope of Work for CM	5 days	Fri 4/15/05	Thu 4/21/05
25	Negotiate CM Contract	10 days	Fri 4/22/05	Thu 5/5/05
26	Bid Ad/Opening	20 days	Fri 5/6/05	Thu 6/2/05
27	Bid Selection	15 days	Fri 6/3/05	Thu 6/23/05
28	Execute Contracts	40 days	Fri 6/24/05	Thu 8/18/05
29	Pre-construction Meeting	3 days	Fri 8/19/05	Thu 8/25/05
30	Notice to Proceed	5 days	Fri 8/26/05	Thu 9/1/05
31	Construction	180 days	Fri 8/2/05	Thu 5/11/06
32	Final Acceptance	15 days	Fri 8/12/06	Thu 8/11/06
33	Contract Close-out	40 days	Fri 8/2/06	Thu 7/27/06

**Aurora Avenue 145<sup>th</sup> Street – 165<sup>th</sup> Street  
Right of Way Cost Estimate**

**Right of Way Costs:**

The estimated costs for right-of-way acquisition on Aurora Avenue North, from 145<sup>th</sup> Street to 165<sup>th</sup> Street, are based on professional appraisals by the Appraisal Group of the Northwest LLP. Their appraisals of the 54 potentially impacted parcels were done in May 2001, and resulted in an estimated cost of \$1,858,000 (in 2001 dollars) for “just compensation” for the property “takes” potentially needed for right-of-way acquisition.

**Basis for Estimate:**

In summary, the estimates of “just compensation” were derived as follows:

- Market value was defined as:  
*“The amount of cash, or in terms reasonably equivalent to cash, for which in all probability the property would have sold on the effective date of the appraisal, after a reasonable exposure time on the open competitive market, from a willing and reasonably knowledgeable seller to a willing and reasonably knowledgeable buyer, with neither acting under any compulsion to buy or sell, giving due consideration to all available economic uses of the property at the time of the appraisal.”*
  
- The market value of the 54 potentially impacted parcels was estimated as of the appraisal date, and the value of the “remainder” after a “take” was also estimated as of that date. The result in terms of the difference between the two estimates is an estimate of “just compensation” due to the “take”. Information used to estimate the market value of individual parcels included:

Highest and Best Use	Land Value
Damage to Remainder	Temporary Construction Easements
Improved Property Value	Effects of Acquisition
Sales Relied On	Cost to Cure
  
- After considering various models to derive land values, the appraisers used a tabular land model which included multiple and linear regression for size and date of sale. The land value model was adjusted for interest purchased, conditions affecting the sale, seller financing, and validated against land parcels for sale in the area. While there were only two parcels for sale in the area, the results from the tabular model ranged between 97% and 112% of the asking price.

- The land value of each parcel was estimated individually using a base land value table, and then adjusted for land size using a linear regression analysis with land size as the independent variable and price per square foot as the dependent variable. The base land value table was for a base lot of 50,000 square feet.

<u>Location</u>	<u>Topo</u>	<u>Median</u> <u>\$/sq.ft.</u>	<u>10%</u>	<u>Adjusted</u> <u>Final</u>
Corner	at grade	\$34.00	\$37.40	\$ 37.00
Minor corner	at grade	\$32.00	\$35.20	\$ 35.00
Interior	at grade	\$30.23	\$33.26	\$ 33.00
Interior	below grade	\$23.20	\$25.52	\$ 26.00
Interior	hilly	\$26.93	\$29.62	\$ 30.00

Adjusted land values were confirmed by conducting on-site reviews of each parcel and, based on the on-site reviews, the values of some parcels were adjusted or changed.

- Right of Way acquisition cost estimates (“just compensation”) were calculated for each of the 54 potentially impacted parcels, and included:
  - ✓ value for land by area and price per square foot
  - ✓ loss of improvements by type and size
  - ✓ easements at 67% of land value
  - ✓ damages from construction easement
  - ✓ damages from loss of building access
  - ✓ damage to signs and fences
  - ✓ damages from loss of parking and access
  - ✓ damage from loss of access to adjacent roads
  - ✓ damages from a change of access

Project Name/Number: Aurora Avenue North: N 165 to N 205		TBD	TBD	TBD	TBD	TBD	Total										
<p><b>Scope of Work:</b> Add business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, and sidewalks on both sides; and landscaped center median safety lane with left turn and U-turn provisions. Install traffic signals at N. 182<sup>nd</sup> Street and at N. 195<sup>th</sup>. All traffic signals will be interconnected and include pedestrian crossings. Improve transit stops with new shelters. Install new street lighting. Place overhead utility lines underground. Improve existing storm water drainage including water quality.</p> <p><b>Project Benefits:</b> Improve the safety and mobility of pedestrians, transit users, people with disabilities, and drivers, along Aurora Avenue from N. 165<sup>th</sup> Street to N. 205<sup>th</sup> Street. Additionally, improve the economic development potential, enhance the livability of adjacent communities, and support the City's Comprehensive Plan.</p> <p><b>Total Cost Estimate (2001 \$'s):</b></p> <table border="0"> <tr><td>Pre-Design</td><td>\$5,439,330</td></tr> <tr><td>Design</td><td>\$3,626,220</td></tr> <tr><td>Right of Way</td><td>\$10,951,341</td></tr> <tr><td>Construction</td><td>\$39,889,200</td></tr> <tr><td><b>Total</b></td><td><b>\$59,906,091</b></td></tr> </table> <p><b>Environmental Documentation/ Permits Required:</b> NEPA approval, SEPA approval, Section 106 approval, ESA approval, NPDES General permit, Electrical permits, WSDOT Construction permit, WSDOT Channelization Plan approval, City Right of Way Use permit</p> <p><b>Project Knowns:</b> lane cross-section</p> <p><b>Project Unknowns:</b> Expected start date; Availability of funding; Whether the project is designed/constructed as one or many; Type of NEPA environmental documentation required, timeline for FHWA reviews/approval, and potential litigation for environmental process; Timeline for property acquisition and timeline for construction; Preferred alignment (especially between 175<sup>th</sup> and 185<sup>th</sup>); Coordination with SCL and timeline for review and approval; Other agency permit requirements and associated timeline; Timeline for Central Sub-Area Land Use Plan; Environmental mitigation including water quality and detention; Cost to underground utilities and make connections to private property per franchise agreements.</p> <p><b>Contingency % by Phase:ROW:</b> 30% for condemnation/attorney fees + 20% for appraisal/negotiation as advised by WSDOT Construction: 30% for unknowns</p> <p><b>Inflation Factor by Phase:</b> Unknown, dependant on project start date.</p>	Pre-Design	\$5,439,330	Design	\$3,626,220	Right of Way	\$10,951,341	Construction	\$39,889,200	<b>Total</b>	<b>\$59,906,091</b>	<b>Pre-design Schedule</b>	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	
	Pre-Design	\$5,439,330															
	Design	\$3,626,220															
	Right of Way	\$10,951,341															
	Construction	\$39,889,200															
<b>Total</b>	<b>\$59,906,091</b>																
<b>Design Schedule</b>																	
<b>R/W Schedule</b>																	
<b>Construction Schedule</b>																	
<b>Grand Total (inflated)</b>																	

## **Aurora Avenue North: N. 165<sup>th</sup> Street to N. 205<sup>th</sup> Street Project Update Narrative**

### **Project History:**

A comprehensive study (Aurora Corridor Multi-modal Pre-design Study) of the corridor was conducted in 1999 that evaluated a wide range of concepts, and included consideration of transportation, environmental, and economic factors. Additionally, as part of the study's community and agency involvement program, a Citizen Advisory Task Force (CATF) was created to give input and direction on design issues and options, alternatives, and evaluation criteria. The CATF, after review of evaluation results and public input, unanimously selected Alternative 2 for further development. That alternative consisted of:

- two general-purpose lanes and one business access & transit (BAT) lane in each direction
- left-turn/U-turn lane at intersections
- center median to replace the center two-way left-turn lane
- curb, gutter and sidewalk on both sides with an amenity zone separating the sidewalk from the roadway
- underground utilities
- new street lighting and new traffic signals, including signal interconnection

On August 23, 1999, Resolution 156 was adopted unanimously by the City Council as guidance in the development, design and implementation of the Aurora Corridor Project.

The purpose of this project is to improve the safety and mobility of pedestrians, transit users, people with disabilities, and drivers, along Aurora Avenue from N. 165<sup>th</sup> Street to N. 205<sup>th</sup> Street with improved channelization, access management, and pedestrian amenities, as identified in the Aurora Corridor Multi-modal Pre-design study. The improvements will address vehicular safety and roadway deficiencies, accommodate future regional and local demands on the roadway, improve economic development potential, enhance the livability of adjacent communities, and support the community goals set forth in the City's Comprehensive Plan.

### **Current Status:**

This project is currently unfunded and not programmed in the CIP. Work done to date is as follows:

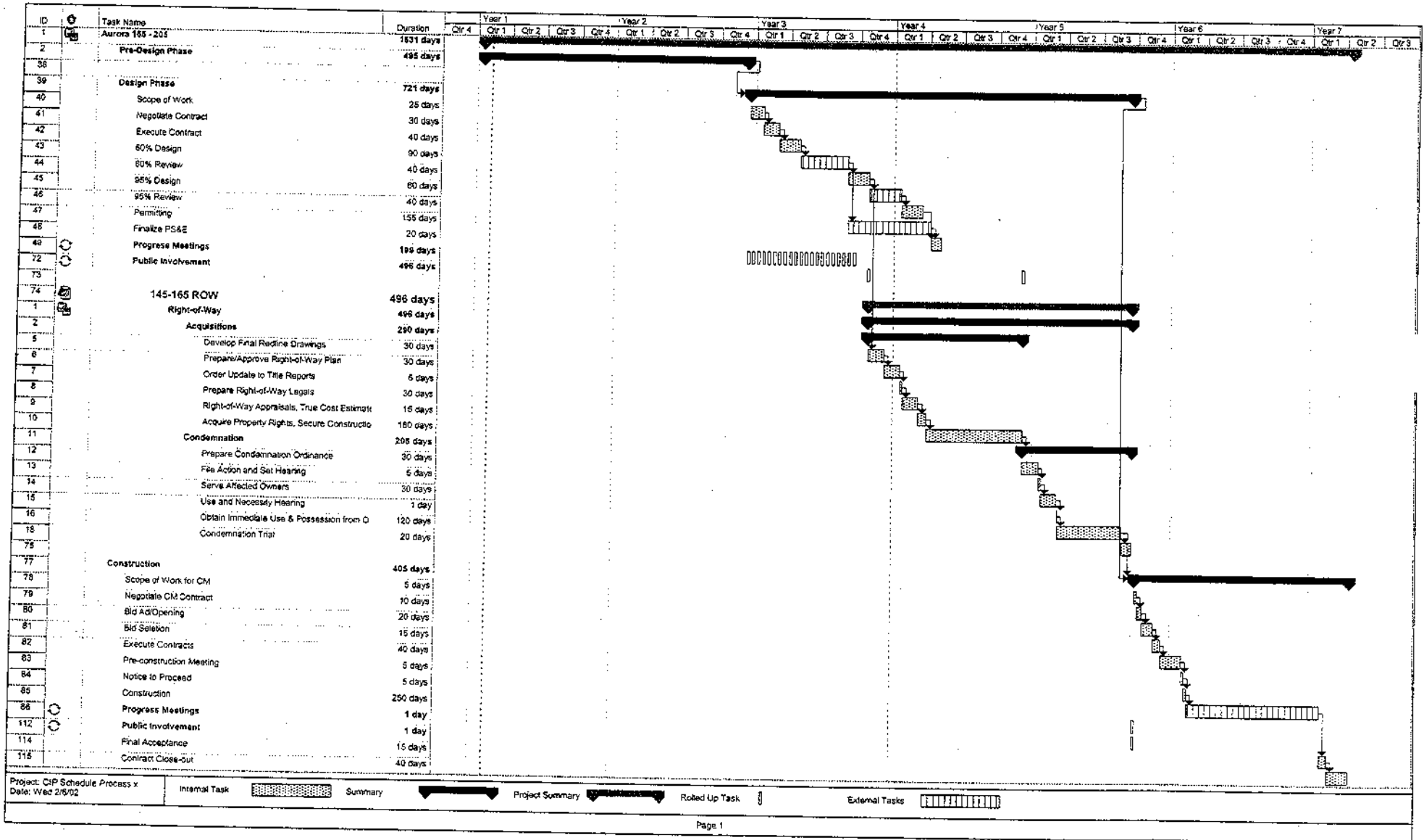
- Right-of-way survey including centerline, property lines and topography, and preparation of base maps.
- Preliminary engineering including minimal data collection, urban design and landscaping concept development, and utility contacts.
- Community information and coordination including project fact sheets, and project briefs.
- Initial property assessment including gathering title reports.

**Next Steps:**

- Identify possible funding sources. Secure funding and program project in the Capital Improvement Program.
- Once funding is secured and the project is programmed, begin the consultant selection process for project pre-design. Confirm project scope and negotiate contract.

**Project Unknowns:**

- Preferred alternative including project alignment.
- Availability of funding.
- Expected start date of pre-design.
- Whether this project will be designed/constructed as one or multiple projects.
- Type of NEPA environmental documentation required,
- Timeline for FHWA review and approval.
- Potential litigation from the environmental process.
- Timeline for property acquisition, whether there will be any whole property takes, whether condemnation will be necessary, and how much property restoration will be required.
- Level of effort required to coordinate with Seattle City Light (SCL), timeline for SCL to review and approve plans for undergrounding power, and to potentially approve the use of a portion of SCL property for roadway improvements between N. 175<sup>th</sup> and N. 185<sup>th</sup>.



**Scope of Work:**  
Construct a pedestrian/bicycle trail including a parking lot and trail head from 145<sup>th</sup> Street to 155<sup>th</sup> Street along the Seattle City Light power transmission right of way.

**Project Benefits:**  
Provide Pedestrian and Bicycle access north-south in Shoreline. The Interurban trail is the backbone of Shoreline Pedestrian and Bicycle Plan.

**Total Cost Estimate (2001 \$'s):**  
Pre-design Fee \$ 92,678\*  
PS&E \$ 196,905  
Permits \$ 20,000  
ROW \$ TBD  
Construction \$ 888,386  
Total \$1,197,969

\*. Complete

**Environmental Documentation/ Permits Required:**  
Biological Assessment – complete  
Documented CE – submitted  
SEPA Checklist – submitted  
Building Permit  
Clear and Grade – submitted(will be resubmitted)  
Retaining Wall Permit

**Project Knowns:**  
SEPA meeting complete  
SCL's Design guidelines require design  
Need to match to Seattle's plans south of 145<sup>th</sup>  
Estimated 2001 cost for north & south central segments is \$3.9M.  
Seattle City light must approve the plans and issue a permit

**Project Unknowns:**  
Final configuration of south-end trailhead  
Location of parking for trail users.  
Plans for access removal/replacement for current permit holders  
Size and final location of drainage facilities that are adequate to carry reservoir outflows.

**Contingency % by Phase:**  
Construction at 15%

**Inflation Factor by Phase:**  
Construction at 6% Design at 3.3%

	Years	2002												2003												Total (inflated)
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
<b>Pre-design Schedule</b>	\$92,678																									\$92,678
<b>Design/Pre-design Schedule</b>																										\$213,377
<b>R/W Schedule</b>																										
<b>Construction Schedule</b>																										\$1,100,000
																										\$1,100,000
<b>Grand Total (inflated)</b>																										\$1,400,000

24



## Interurban Trail Project – South Segment

### Project Unknowns:

1. The “Shoreline Interurban Trail, Preliminary Design Report, Final Draft” dated May 2001 was regarded as equivalent to 30% design. A consultant design contract was recommended and approved to proceed immediately to 60% design, without a pre-design phase. However, a letter received two months earlier from Seattle City Light (SCL) on 3-29-2001, defined the Design Report as “conceptual ideas” only, and reserved their approval or disapproval of all elements of the Interurban Trail project to the future review of detailed plans. The imbalance between “conceptual ideas” and “equivalent to 30% design” was not addressed.
2. In the 3-29-2001 letter, Seattle City Light (SCL) asked that the final draft of the preliminary design report show existing power poles and other utilities in relation to the trail alignment. This was not done. That letter also stated SCL’s requirement that any digging should not come within ten (10) feet of any poles, guy wires and conduits. The “60% plans” submitted by the consultant and circulated for external review by the project manager do not meet this requirement. The “60% plans” would require power pole relocation in a number of locations, increasing construction costs and the construction schedule.
3. The 3-29-2001 letter from SCL also expressed concerns that the “extensive improvements” planned for the south trailhead at 145<sup>th</sup> Street “may interfere with SCL maintenance and future SCL facilities. SCL must have utility vehicular access at all times.” While minor changes to the south trailhead were made on the “60% plans”, the issue of “extensive improvements” was not addressed, and requirements for ensuring access and a 10-foot of clearance around power poles were also not met.
4. In a letter dated 10-17-2001, SCL provided permit numbers, names, and addresses for the four (4) existing 30-day permit holders for use of the transmission right-of-way. SCL also requested a letter from the City of Shoreline that “requires City Light to cancel/terminate the ... permits as they are purportedly not compatible with the proposed usage of the Interurban Trail project.” A response to that request has not been sent. Alternative ways to deal with the impacts on the four (4) permit holders (and non-permitted use by abutting property owners) have not been developed, including a shopping center adjacent to the transmission right-of-way that uses the right-of-way for employee parking, business deliveries, and solid waste pickup.
5. By letter dated 11-8-2001, SCL commented on the “60% plans”. One of the comments was as follows: “No vehicle access (other than for SCL and City maintenance vehicles) is to be allowed along the entire length of the right-of-way corridor once the trail is completed and in use.” This requirements has not been incorporated in the 60% plans.

6. By letter dated 12-14-2001, the City of Seattle Transportation Department (SeaTrans) stated: "Our main concern is that the design of the intersection (North 145<sup>th</sup> Street, Linden Avenue North, and the south trailhead) creates a safe transition from the off-road trail to the on-road bike lanes. The current design, unfortunately, does not meet this criterion. ... There is a relatively easy way to create a safe transition from the trail to the bike lanes. ... Our suggestion is to split the trail approximately 150 to 200 feet north of North 145<sup>th</sup> Street. ... We realize that there has been some public "buy-off" of the current design. In this case, however, we believe there is an overriding safety issue that must take precedence. ... Since this is a readily solvable problem, we believe that we have no choice but to insist (emphasis added) that the design be changed...." The "60% plans" for the south segment do not address this safety concern. Meeting this safety concern requires redesign of the south trailhead.
7. During an on-site walk of the Interurban Trail's south segment on January 4, 2002, SCL staff suggested moving the trail alignment to the west and ten feet away from the existing steel transmission towers. Their reasoning was: "The steel towers are not going to move in the future, while all other poles and other facilities in the right-of-way are subject to change." SCL subsequently provided a drawing of the suggested alignment for the City of Shoreline to consider. If the south segment of the trail is placed in SCL's suggested location, the likelihood of conflicts with SCL's plans for additional transmission towers would be effectively removed, along with the need for and expense of future trail relocation and reconstruction.

In light of the facts summarized above, staff is planning to proceed as follows:

- Move the alignment of the south segment of the Interurban Trail to the west side of the transmission right-of-way, as suggested by SCL.
- Change the south trailhead to the split configuration that SeaTrans insists must be used for public safety. This requires relocating most of the design elements in the south trailhead, and removing parking at that location. (These changes would help protect the community garden and the historic apple tree.)
- Develop a joint-use parking lot alternative for the public parking relocated from the south trailhead, and for the shopping center adjacent to the trail, and take both the redesigned south trailhead and the proposed new parking lot to SCL for review and approval at the concept level.
- If concept-level approval is obtained from SCL, meet with the shopping center's owners and businesses for a win-win solution of a joint-use parking lot for trail users and business parking, deliveries and solid waste pick-up. In addition, include the revised south trailhead and joint-use parking lot in the preparation of updated and revised 60% plans for the south segment of Interurban Trail.
- Provide reasonable, alternative access for the property owners that will lose access to the transmission right-of-way when the south segment of the Interurban Trail is constructed.
- Provide an updated status report, cost estimate and schedule for the Interurban Trail Project after future site walks of the other trail segments with SCL staff.

Project Name/Number:		Prior Years	2002	2003	2004	Total
North City Business District Improvements Project/ 15 <sup>th</sup> Ave NE Corridor Pre-Design			JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	
<b>Scope of Work:</b>						
<p>Improve 15<sup>th</sup> Ave NE between NE 145<sup>th</sup> St and NE 196<sup>th</sup> St, and coordinate the three separate projects of:</p> <ul style="list-style-type: none"> <li>• North City Business District Improvements Project</li> <li>• 15<sup>th</sup> Ave NE Access and Safety Project</li> <li>• 15<sup>th</sup> Ave NE Pedestrian Crossings Project</li> </ul> <p>Combined pre-design of the three projects will reduce costs by and estimated \$134,000, improve the quality of results, and accelerate the schedule for all three projects.</p> <p>Pre-design engineering would consist of topographic base maps, preliminary layouts of alternatives, community and neighborhood meetings, design and construction recommendations, design and construction cost estimates, and draft and final pre-design reports. Pre-design work would ensure a fully functional and safe roadway which allows needed improvements to be made through the termini of each separate project, and through the 15<sup>th</sup> Ave NE corridor from NE 145<sup>th</sup> to NE 196<sup>th</sup>. Improvements may include landscaping, new sidewalks, reconstructed sidewalks, curb extensions, curb ramps, new traffic signals or signal modifications at 150<sup>th</sup>, 155<sup>th</sup>, 160<sup>th</sup>, 175<sup>th</sup>, 177<sup>th</sup>, and 180<sup>th</sup>; pedestrian crossings at 146<sup>th</sup>, 147<sup>th</sup>, 148<sup>th</sup>, 152<sup>nd</sup>, 176<sup>th</sup>, and 178<sup>th</sup>; traffic mitigation in various locations, pavement markings, street lighting and traffic signage. The scope of improvements will be discussed with the adjacent property owners and businesses in the 145<sup>th</sup>-155<sup>th</sup> Business District, the North City Business District Association, and the neighborhood. Following the completion of coordinated pre-design for the three projects in the 15<sup>th</sup> Ave NE corridor, design and construction of the three projects would proceed separately.</p> <p><b>Project Benefits:</b> Encourages economic re-development, improves pedestrian and vehicle safety, improves access, reduces the costs and schedule of independent projects and improves results.</p>		<p><b>Predesign (Combined) Schedule</b></p> <p><b>Design (NCBD only) Schedule</b></p> <p><b>R/W (NCBD only) Schedule</b></p> <p><b>Construction (NCBD only) Schedule</b></p>	<p>\$340,000 xxxxxxxxxxx</p>	<p>\$360,000 xxxxxxxxxxx</p> <p>\$390,000</p> <p>xxx</p>	<p>\$2,667,000 xxxxxxxxxxx</p>	<p>\$340,000</p> <p>\$360,000</p> <p>\$390,000</p> <p>\$2,667,000</p>
					<b>Grand Total</b>	<b>\$3,757,000</b>
<p><b>Total Cost Estimate (2001 \$'s):</b></p> <p><b>Note:</b> \$3,757,004 in City funds has been reserved for the design and construction phase of the North City Business District Improvements project.</p>		<p>Pre-design \$340,000</p> <p>Design \$360,000</p> <p>ROW \$390,000*</p> <p>Construction \$2,400,000*</p> <p>Construction Contingency \$340,000*</p> <p>Construction Administration \$210,000*</p> <p><b>Total \$4,040,000</b></p> <p>* from draft 2002-2007 CIP</p>				
<p><b>Environmental Documentation/ Permits Required:</b> FSEIS for North City Sub Area Planned Action completed. See attached unknowns.</p> <p><b>Project Knowns:</b> North City Sub-Area Plan and FSEIS</p> <p><b>Project Unknowns:</b> See attached</p> <p><b>Contingency % by Phase:</b> Pre-design @ 20%</p> <p><b>Inflation Factor by Phase:</b> Not Applied</p>						

27

**North City Business District Improvements / 15<sup>th</sup> Ave NE Pre-Design Project**

**Project Scope:** Conduct pre-design engineering to improve 15<sup>th</sup> Avenue NE between NE 145<sup>th</sup> Street and NE 196<sup>th</sup> Street, and coordinate the three separate projects of:

- North City Business District Improvements Project
- 15<sup>th</sup> Ave NE Access and Safety Project
- 15<sup>th</sup> Avenue NE Pedestrian Crossings Project

Pre-design will consist of topographic base maps, preliminary engineering layouts of the alternatives, meetings with business communities and the neighborhood, design and construction recommendations, cost estimates, a draft pre-design report, and a final pre-design report.

The independent estimates for pre-design of the three projects are as follows:

North City Business District Improvements (approx.)	\$ 324,000
15 <sup>th</sup> Ave NE Access and Safety	\$ 110,000
15 <sup>th</sup> Ave NE Pedestrian Crossings	<u>\$ 40,000</u>
Total	\$ 474,000

Combining the three projects into one coordinated pre-design effort is estimated at \$340,000, a savings of \$134,000.

**Project Status:** The North City Business District Improvements / 15<sup>th</sup> Ave NE Pre-Design Project is in pre-design. The next steps for the project are as follows:

Next Steps – Pre-design Phase	Target Date
Advertise the Request for Qualifications (RFQ) from consultant engineering firms (legal requirement)	In process; SOQ's due on 3/06/02
Draft the scope of engineering work for the pre-design phase	February – March
Interview the more qualified consultant firms, and select the most qualified engineering firm.	March 2002
Contact other agencies with independent transportation jurisdiction; i.e., King County METRO Transit (Metro), Shoreline School District, City of Seattle Transportation Department (SeaTrans), Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) to discuss alternative roadway configurations, and solicit written agency comments.	March–April 2002
Brief City Council on comments received from agencies.	March–April 2002
Following briefing of City Council, update the project scope of work, send to consultant, request a formal proposal, and negotiate final pre-design contract.	April–May 2002
Approval of final pre-design contract by the City Manager and the City Council.	May–June 2002

**Project Unknowns:**

- Confirmation that the 15<sup>th</sup> Ave NE roadway and sidewalk configuration, as defined in the North City Sub-Area Plan, FSEIS and Ordinance No. 281, have been reviewed with and accepted for implementation by impacted local transportation agencies with independent jurisdiction (Metro, Shoreline School District, SeaTrans, WSDOT, PSRC);
- Confirmation that the 15<sup>th</sup> Ave NE roadway and sidewalk configuration, as defined in the North City Sub-Area Plan, FSEIS and Ordinance No. 281, have been reviewed with and accepted by WSDOT for implementation with regard to impacts on SR-523 (145<sup>th</sup> Street). (According to staff of WSDOT Local Programs, changes impacting state highways require WSDOT approval.)
- Confirmation that PSRC has reviewed and accepted a change to the current functional classification of 15<sup>th</sup> Avenue NE as a Principal Arterial to a lesser classification, by reducing the travel lanes from four to two.
- Definition of how changes to the 15<sup>th</sup> Ave NE roadway and sidewalk configuration can be implemented to achieve the goal for the North City Business District of a pedestrian-friendly main street, while also preventing future roadway reconstruction projects as development or redevelopment occurs.
- Definition of a coordinated roadway and sidewalk configuration for the three CIP projects in that corridor:
  - North City Business District Improvements project,
  - 15<sup>th</sup> Avenue NE - 146<sup>th</sup> to 172<sup>nd</sup> Safety and Access project, and
  - 15<sup>th</sup> Avenue NE Pedestrian Crosswalks project;
- Seattle Transportation Department's short and long term plans for traffic volumes and service levels, and the impacts on those plans from proposed changes to the 15<sup>th</sup> NE roadway north of NE 145<sup>th</sup>:
  - at the intersection of 15<sup>th</sup> Ave NE at NE 145<sup>th</sup> Street,
  - east and west of 15<sup>th</sup> Avenue NE along NE 145<sup>th</sup> Street, and
  - south of NE 145<sup>th</sup> Street;
- METRO Transit and Shoreline School District requirements regarding existing bus routes and time tables, bus stop locations, future plans for use of 15<sup>th</sup> NE, impacts on bus and service if the roadway is narrowed, and impacts on bus service if parking lanes are not convertible;

## North City Business District Project Unknowns

### Page 3

- Engineering design standards of other agencies with independent jurisdiction (Metro Transit, WSDOT, water and sewer utilities, SCL, SeaTrans, etc.) that need to be incorporated in the project, and their impacts on project costs and the design and construction schedules;
- Engineering design standards of current and potential future grant agencies from which the City has or may seek funding for the North City Business District Improvement project, the 15<sup>th</sup> Avenue NE Access and Safety project and the 15<sup>th</sup> Avenue NE Pedestrian Crossings project, and the impact of those standards on project design and construction costs and schedules;
- Involvement of the businesses and property owners in the Business District along 15<sup>th</sup> Avenue NE between NE 145<sup>th</sup> Street and NE 150th Street in the planning process for proposed changes to the 15<sup>th</sup> Avenue NE roadway, and the level of support by those businesses and property owners for changes;
- Sufficiency of the traffic mitigation concepts from NE 145<sup>th</sup> to NE 196<sup>th</sup>, as defined in the North City Sub-Area Plan, FSEIS and Ordinance No. 281;
- Feasibility study of alley and driveway access concepts as described in the North City Sub Area Plan;
- Financing mechanism for the alley concept;
- Seattle City Light requirements for under-grounding in the public right-of-way, connections to existing buildings, decision about contractor versus SCL construction, and impacts on costs and schedules;
- Adequacy of the existing storm water drainage system in the 15<sup>th</sup> Avenue NE corridor to accommodate planned land uses at build-out.
- Required permits, the information needed for submittals, and processing time;
- Estimated costs and schedules for design and construction of all elements of the project.



## **Ronald Bog Drainage Improvements Project Update Narrative**

### **Project History:**

Planning for the Ronald Bog Drainage Improvements project began in early 2000. The first step was the Ronald Bog Subbasin Study, performed to select the preferred alternative to solve flooding of 15-20 homes throughout the Ronald Bog drainage area. The Ronald Bog Subbasin is the headwaters of the main branch of Thornton Creek that ultimately flows through Seattle to Lake Washington at Matthews Beach.

The Ronald Bog Subbasin Study took place from early 2000 through the end of 2001. Citizen and technical advisory committees were utilized to determine project goals and values, potential flooding solutions, and packages of solutions. The process also included neighborhood meetings, newsletters, and open houses to involve the community in the pre-design and alternative selection process. Flood reduction, cost estimates and environmental benefits were compared for each package of solutions to gauge benefit/cost.

In June of 2001, Council approved the preferred alternative for the Ronald Bog Drainage Improvements Project, which includes:

- Construction of open stream channel south of Ronald Bog along Corliss Avenue North.
- Maintenance on the open stream channel along Corliss Place between North 167<sup>th</sup> and 171<sup>st</sup> Streets.
- Lowering of Ronald Bog's water elevation to provide additional stormwater detention.
- Construction of a new stormwater line along Serpentine Place.
- Upgrade of Pump Station 25 on 2<sup>nd</sup> Place.
- Construction of a ball field in Cromwell Park.
- Enhancement of wetlands in Ronald Bog Park and Cromwell Park.

Upon approval of the preferred alternative by Council, the Ronald Bog Subbasin Study was summarized in a two-volume report that was completed in December 2001.

### **Current Status:**

Pre-design has begun (up to 30% design), to ensure the preferred alternative is technically feasible to construct. The pre-design process will be complete when a minimum of 30% design has been completed and permit applications have been submitted to the Army Corps of Engineers (National Marine Fisheries Services review), State Department of Ecology, State Department of Fish and Wildlife, and the City of Shoreline.

As of January 2002, field survey has been completed, soil conditions have been tested, the existing open stream channel along Corliss has been evaluated, the basemaps are complete, wetlands have been delineated and classified, layout of the stormline on Serpentine has begun, and layout of the open stream channel and access road for Corliss Avenue N. have begun. The project is at approximately 10% design completion.



**Next Steps:**

The biological assessment for the project has just begun. Design will be carried through to 30%, when the SEPA process will be completed and environmental permit applications can be finalized and submitted to the appropriate agencies. The public involvement process will continue up to 30% design. This includes an open house, neighborhood meetings as required, and newsletters.

The Army Corps of Engineers has informed us that, once we submit our permit application, it could take one year to get their feedback (includes National Marine Fisheries Service comments). Therefore, staff anticipates that final design and final permitting would begin in late 2003 (design could begin while permit agencies are reviewing their applications, but risk is involved so this is not recommended). Final design includes preparation of construction bid documents and estimates, and will be completed in 2004.

Construction of the Ronald Bog improvements, Corliss Avenue North open stream channel, the access road and existing stream channel maintenance are scheduled for 2005. Construction of the stormwater line along Serpentine Place and pump station improvements would take place in 2006. Improvements to Cromwell Park are listed in the Cromwell Park Master Plan CIP project and, if found to be feasible, \$250,000 of the Ronald Bog Drainage Improvements budget is earmarked for construction of these improvements.

**Project Unknowns:**

- Timeframe for the Army Corps of Engineers and National Marine Fisheries Service review of permit application.
- SEPA/EIS process.
- Potential appeals.
- Public Works Trust Fund loan closeout date is June 2005. Extent they will allow extensions is uncertain at this time, as is the extent to which the project schedule can be compressed.
- Funding availability for 3<sup>rd</sup> Avenue NW and for Ronald Bog Drainage Improvements.

Project Name/Number:		Prior Years	2002	2003	2004	2005	2006	2007	Total
3 <sup>rd</sup> Avenue NW Drainage Improvements GL3017110/SW102230			JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	
<b>Scope of Work:</b> Expand the existing North Pond detention facility in Boeing Creek Park to mitigate for peak flows from new conveyance system. Construct a new storm water conveyance system along 3rd Avenue NW. <b>Project Benefits:</b> Alleviate flooding of approximately 20 homes. No increase in downstream erosion in Boeing Creek. <b>Total Cost Estimate (2001 \$'s)</b> Pre-Design* \$340,000 Design* \$225,000 Construction* \$2,075,000 Contingency* \$310,000 <hr/> Total \$2,960,000  * planning level <b>Environmental Documentation/ Permits Required:</b> SEPA Checklist/NEPA Permit Biological Assessment JARPA (HPA, Army Corp Sec 404, DOE) Clearing and Grading Permit ROW Permit NPDES (NOI)/Permit Building Permit <b>Project Knowns:</b> Preferred alternative Conceptual design of pond improvements <b>Project Unknowns:</b> Utilities PWTF Loan Close-out date is June 2005; extension granted? EPA/EIS/Appeals process outcome Boeing Creek Steam Characterization Report <b>Contingency % by Phase:</b> 20 % Pre-Design, 15% Design, 15% Construction <b>Inflation Factor by Phase:</b> 3.3% Pre-Design, 3.3% Design, 6% Construction	<b>Pre-design Schedule</b>	\$350,000 XXXXXXXXXX	XXXXXXXXXXXXXXXXXX	XXXXXXXXXX				\$350,000	
	<b>Design Schedule</b>				\$250,000 XXXXXX	XXXXXXXXXX			\$250,000
	<b>R/W Schedule</b>								
	<b>Construction Schedule</b>						\$2,985,000 XXXXXX	XXXXXXXXXXXXXXXXXX	XXX
								<b>Grand Total</b>	<b>\$3,585,000</b>

34

## **3<sup>rd</sup> Avenue NW Drainage Improvements Project Update Narrative**

### **Project History:**

Residents of approximately 22 homes in the 3<sup>rd</sup> Avenue drainage area have experienced urban flooding on a frequent basis, and experienced severe flood damage during the 1996/1997 New Year's Eve storm, an 80-year storm event. These conditions placed this project at a high priority in the City's Capital Improvement Program.

The goal of this project is to evaluate, design and construct long-term drainage improvements within the 3<sup>rd</sup> Avenue drainage area to alleviate flooding impacts, damage, and cost to private and public property. The goal is to design and construct drainage facilities that meet the City's standard of adequacy for a 25-year storm event. In addition, the impacts of larger storm events will be less than currently experienced.

In early 2001, the City completed the 3<sup>rd</sup> Avenue Drainage Study, which identified solutions to the flooding problem as well as means to protect Boeing Creek. Staff met with the community on September 30, 1999 and again on March 14, 2001 to discuss flooding and the solution options. In general, citizens were impartial to a preferred conveyance route, in favor of expanding the existing North Pond, and supportive of improving habitat value and reducing erosion in Boeing Creek. Staff presented the solution options to the Parks, Recreation, and Cultural Services (PRCS) Committee at their March 22 meeting. The PRCS committee reached consensus to expand the existing North Pond and make it aesthetically pleasing to neighbors.

In May of 2001, Council approved the recommended solutions and authorized staff to proceed with the 3rd Avenue Drainage Improvements. These improvements consist of the 3rd Avenue conveyance system and the North Pond detention mitigation. Improvements to the conveyance system include a new storm drain mainline along 3rd Avenue, which will solve the flooding problem for residents. However, the storm water will reach Boeing Creek faster, which could cause problems for habitat and exacerbate stream bank erosion. This requires expanding the existing North Pond storm water storage/detention facility. Aesthetic improvements could include adding natural features, picnic areas, walking paths with interpretive lookouts, and parking.

### **Current Status:**

The Request for Qualifications (RFQ) for professional services has been advertised. The closing date for responses is March 6, 2002. The more qualified firms will be interviewed and the most qualified firm will be selected during March

3<sup>rd</sup> Avenue NW Drainage Improvements  
Project Update Narrative  
Page 2

2002. The selected consultant's pre-design proposal and contract negotiations will follow in April 2002.

**Next Steps:**

When authorized by the City Council, pre-design will include surveying and base mapping, geotechnical evaluations, preliminary landscape and architectural design, hydrologic and hydraulic analysis and design, preliminary construction plans (up to 30%), and preparation and submittal of the environmental permitting documents. The public involvement process will continue through pre-design and include an open house, neighborhood meetings as required, and newsletters. Predesign will last into 2004.

Environmental review could take up to one year to get feedback and obtain necessary permits. The design phase could begin during the permit review process, at the risk of wasting time and money should the review agencies require changes, which is not recommended.

The design phase will include preparation of final construction documents including technical contract specifications, final cost estimates, and bid documents. Public involvement during design is expected to be minimal. The design phase is scheduled to end in 2005.

Construction of the 3<sup>rd</sup> Avenue NW Drainage Improvements would begin by expanding and stabilizing the detention pond, and progress upstream with installation of the new conveyance system. Construction is currently scheduled to take place in 2006.

**Project Unknowns:**

- Impacts on utilities
- Timeframe for the Army Corps of Engineers and National Marine Fisheries Service (NMFS) review and approval of permit application
- SEPA/EIS process
- Potential appeals
- Public Works Trust Fund loan closeout date is June 2005. Extent they will allow extensions is uncertain, as is the extent to which the project schedule can be compressed
- Funding availability for Ronald Bog and for 3<sup>rd</sup> Avenue NW Drainage

**CONTRACT CITY ENGINEER SERVICES  
CITY OF SHORELINE  
SCOPE OF WORK**

The scope of work for this position includes providing contract City Engineer services in the areas of management, technical, feasibility studies, architectural and engineering services in a variety of areas. The main responsibilities of this position are as follows:

1. Assign Interim Aurora Corridor Project Manager.
2. Critical Path Analysis for Ronald Bog Drainage Improvements project to:
  - identify the content and duration of the sequential and parallel actions needed by responsible staff of all City departments in order to meet PWTf funding deadlines.
  - identify any external obstacles that need to be addressed.
  - define the monitoring system to use to promote adherence by all City staff to the project schedule.
3. Critical Path Analysis for 3rd NW Drainage Improvement project to:
  - identify the content and duration of the sequential and parallel actions needed by responsible staff of all City departments in order to meet PWTf funding deadlines.
  - identify any external obstacles that need to be addressed.
  - define the monitoring system to use to promote adherence by all City staff to the project schedule.
4. (Potential) Schematic layout of South Trail End for Interurban Trail for SCL review.
5. (Potential) Schematic layout of joint use parking lot with shopping center, for SCL review prior to meeting with property owner.

**LONGER-TERM CONTRACT CITY ENGINEER ASSIGNMENTS**

1. Review and comment on the current project management system for planning and conducting the implementation phases of CIP projects. Subsequently, if authorized, provide a draft recommended "Project Management Manual" and draft recommended "Project Tracking and Reporting System."
2. Assist the Aurora Corridor Project Manager and Public Works Director by reviewing the updated scope of work, schedule and cost estimate for Aurora Avenue from North 145<sup>th</sup> Street to North 165<sup>th</sup> Street, and the related design phase consultant proposal, and providing comments as to potential changes or improvements.
3. Participate in the scoping session(s) for the North City Business District Improvements/15<sup>th</sup> Avenue NE Corridor Pre-Design Project; review and comment on

the pre-design proposal from the selected consultant, and participate in periodic project team meetings to review status.

4. Review the 60% engineering drawings for the south segment of the Interurban Trail and accumulated in-house and outside agency comments on the 60% drawings. Assist the Aurora Corridor Project Manager and Public Works Director in implementing needed changes.
5. Assist with planning and scheduling of coordinated design drawings and construction change orders for the completion of Paramount Park, Phase One and Phase Two.
6. Review and comment on the 60% engineering drawings for the north segment of the Interurban Trail. Assist the Aurora Corridor Project Manager and Public Works Director in the implementation of necessary changes.
7. Review and comment on current City of Shoreline standard contract specifications. Subsequently, if authorized, provide a draft of recommended standard contract specifications for use in future construction contracts.
8. Review and comment on the current City of Shoreline "Engineering Development Standards" as documents to guide the pre-design, design, and construction phases of future CIP projects, and private projects in the public rights-of-way. Subsequently, if authorized, provide a draft of recommended "Engineering Design and Construction Standards."
9. Other professional work as authorized in writing by the Public Works Director.

#### **SPECIFIC TASK ASSIGNMENT PROCESS**

The process to be used for generating and approving specific work tasks is as follows:

1. A draft Task Description will be prepared by the City of Shoreline ("City") for review and commenting by Gray & Osborne ("Consultant").
2. Consultant will review the draft Task Description, and provide the City with comments, if necessary.
3. A final Task Description will be prepared by the City for signature by both parties.
4. After approved (signed) Task Description is received by the Consultant, work will begin immediately, or according to the agreed upon schedule in the Task Description.

## Shoreview Park

(Dates are subject to change due to weather and SCL coordination)

<u>Year 2002:</u>	<u>Target Dates</u>
• Restroom finish work (painting and fixture installation)	
• North Restroom	3/01/02
• South restroom	4/01/02
• Pour grandstand and plaza, play area planters and sidewalks, ADA ramp between soccer field and softball field	2/22/02
• Pave parking lots	2/08/02
• Finish lateral irrigation lines	2/22/02
• Planting	4/01/02
• Habitat mitigation	6/01/02
• Soccer field fencing	2/22/02
• Play structures	2/28/02
• <b><u>Park opening</u></b> could happen as early as....	3/15/02
<u>Year 2003-2005:</u>	
• Habitat mitigation establishment	6/05/03

## Paramount Park

(Dates are subject to change due to weather)

<u>Year 2002:</u>	<u>Target Dates</u>
• Finish Phase I work (north loop path, skate park, parking lot landscaping.	July 2002
Phase II work (picnic shelter, landscaping, perimeter irrigation, entrance, parking lot improvements, perimeter fencing, perimeter sidewalks, additional pedestrian pathways, 2nd infield and backstop, tot play area, additional drainage, and Phase I turf maintenance.	December 2002
• <b><u>Park Opening</u></b> – The park could be potentially opened for public use in July 2002. The exact time depends on weather, soil conditions, and site safety.	July 2002 (tentative)

**Richmond Highlands Community Center**  
**(Dates are subject to change due to weather)**

**Year 2002:**

**Target Dates**

- |  |           |
|--|-----------|
| • Removal and installation of items on stage       | 2/08/2002 |
| • Telephones and computer installation             | 2/06/2002 |
| • Keys ready                                       | 2/06/2002 |
| • Temporary fencing of graded areas                | 2/08/2002 |
| • Recreation Center programs begin                 | 2/11/2002 |
| • Window glass shields (gym & baseball field side) | 2/28/2002 |
| • Gym lights modification                          | 2/28/2002 |
| • Corner guards                                    | 2/28/2002 |
| • Remobilization by RAS                            | 4/15/2002 |
| • Exterior painting                                | 4/30/2002 |
| • Gutters & downspouts installation                | 4/30/2002 |
| • Landscape, topsoil                               | 4/30/2002 |
| • Grass hydroseeding                               | 4/30/2002 |
| (Note: need to protect grass until established)    |           |
| • Asphalt on east side                             | 4/30/2002 |
| • Handicap striping                                | 4/30/2002 |



# ATTACHMENT D

## City of Shoreline 2002 - 2007 Capital Improvement Plan Summary Expenditures General Capital Fund

Project	Revised 2002	Revised 2003	Revised 2004	Revised 2005	Revised 2006	Revised 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007
<b>Facilities Projects</b>								
City Hall	\$100,000	\$15,234,000	\$100,000	\$100,000	\$100,000	\$100,000	\$15,734,000	\$15,734,000
Hamlin Park Equipment Storage Building	\$146,000						\$146,000	\$165,000
City Gateways	\$50,000						\$50,000	\$350,000
<b>Parks Projects</b>								
Richmond Beach Saltwater Park - <i>Orig Est.</i>							\$0	\$1,115,000
Richmond Beach Saltwater Park Beach Erosion	\$9,500	\$72,257					\$81,757	\$0
Richmond Beach Saltwater Park Master Plan			\$62,000	\$85,400	\$93,600	\$1,400,000	\$1,641,000	\$0
Parks Equipment			\$78,000				\$78,000	\$78,000
Park Improvements and Upgrades Program	\$630,000						\$630,000	\$630,000
Neighborhood Parks Repair and Replacement	\$60,000	\$75,000	\$45,000	\$55,000	\$60,000	\$60,000	\$355,000	\$355,000
Ronald Bog Park				\$44,375	\$26,625		\$71,000	\$300,000
Twin Ponds Park					\$38,125	\$22,875	\$61,000	\$250,000
Paramount School Park	\$526,275						\$526,275	\$375,000
Cromwell Park	\$0	\$34,941	\$67,659	\$32,400	\$296,000	\$74,000	\$505,000	\$327,000
Parks Master Plan	\$31,000						\$31,000	\$30,000
<b>Recreation Facilities Projects</b>								
Richmond Highlands Community Center	\$59,000						\$59,000	\$0
Swimming Pool Improvements	\$9,831						\$9,831	\$10,000
Shoreline Community College Sports Fields		\$31,000					\$31,000	\$30,000
<b>Open Space Projects</b>								
Paramount Open Space	\$72,000	\$74,000					\$146,000	\$120,000
<b>General:</b>								
General Contingency	\$169,526	\$174,105	\$178,823	\$183,681	\$188,686	\$193,840	\$1,088,661	\$1,088,661
General Capital Contingency	\$186,313	\$200,000	\$53,148	\$50,086	\$80,304	\$185,072	\$754,922	\$627,374
<b>Reserve for Future Projects:</b>								
City Gateways		\$ 100,000	\$ 100,000	\$ 100,000			\$300,000	
<b>Total Expenditures by Year</b>	<b>\$2,049,445</b>	<b>\$15,995,303</b>	<b>\$684,630</b>	<b>\$650,942</b>	<b>\$883,340</b>	<b>\$2,035,787</b>	<b>\$22,299,446</b>	<b>\$21,585,035</b>

## ATTACHMENT D

City of Shoreline 2002 - 2007 Capital Improvement Plan  
Summary Expenditures  
General Capital Fund

Project	Revised 2002	Revised 2003	Revised 2004	Revised 2005	Revised 2006	Revised 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007
<b>Revenue</b>								
<b>General Revenue</b>								
Real Estate Excise Tax (1st Qtr)	\$601,596	\$601,596	\$601,596	\$601,596	\$601,596	\$601,596	\$3,609,576	\$3,609,576
Interest Income	\$121,269	\$112,268	\$64,696	\$82,779	\$89,451	\$84,836	\$555,299	\$504,806
General Fund Support	\$1,146,560	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,646,560	\$2,724,220
<i>Subtotal</i>	\$1,869,425	\$813,864	\$766,292	\$784,375	\$791,047	\$786,432	\$5,811,435	\$6,838,602
<b>Grant Revenue</b>								
Ronald Bog - PSMP Program							\$0	\$150,000
SCC Sports Fields - County Cons. Futures Grant		\$30,000	\$30,000				\$60,000	\$60,000
<i>Subtotal</i>	\$0	\$30,000	\$30,000	\$0	\$0	\$0	\$60,000	\$210,000
<b>Other Revenue</b>								
Donation - Mariners							\$0	\$0
Ronald Bog Trust Fund Loan (Cromwell Park)			\$250,000				\$250,000	\$0
Bond Financing		\$14,200,000					\$14,200,000	\$14,200,000
<i>Subtotal</i>	\$0	\$14,200,000	\$250,000	\$0	\$0	\$0	\$14,450,000	\$14,200,000
<b>Total Revenue by Year</b>	<b>\$1,869,425</b>	<b>\$15,043,864</b>	<b>\$1,046,292</b>	<b>\$784,375</b>	<b>\$791,047</b>	<b>\$786,432</b>	<b>\$20,321,435</b>	<b>\$21,248,602</b>
<b>Beginning Fund Balance</b>	<b>\$2,425,382</b>	<b>\$2,245,362</b>	<b>\$1,293,923</b>	<b>\$1,655,585</b>	<b>\$1,789,018</b>	<b>\$1,696,726</b>	<b>\$2,425,382</b>	<b>\$2,425,382</b>
<b>Total Revenues</b>	<b>\$1,869,425</b>	<b>\$15,043,864</b>	<b>\$1,046,292</b>	<b>\$784,375</b>	<b>\$791,047</b>	<b>\$786,432</b>	<b>\$20,321,435</b>	<b>\$21,248,602</b>
<b>Total Expenditures</b>	<b>\$2,049,445</b>	<b>\$15,995,303</b>	<b>\$684,630</b>	<b>\$650,942</b>	<b>\$883,340</b>	<b>\$2,035,787</b>	<b>\$22,299,446</b>	<b>\$21,585,035</b>
<b>Ending Fund Balance</b>	<b>\$2,245,362</b>	<b>\$1,293,923</b>	<b>\$1,655,585</b>	<b>\$1,789,018</b>	<b>\$1,696,726</b>	<b>\$447,371</b>	<b>\$447,371</b>	<b>\$2,088,949</b>

## ATTACHMENT D

### City of Shoreline 2002 - 2007 Capital Improvement Plan Summary Expenditures Roads Capital Fund

Project	Revised 2002	Revised 2003	Revised 2004	Revised 2005	Revised 2006	Revised 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007
<b>Pedestrian / Non-Motorized Projects</b>								
Interurban Trail	\$0	\$0					\$0	\$7,618,500
Interurban Trail South Segment	\$225,000	\$1,100,000					\$1,325,000	
Feasibility Study Interurban Trail Pedestrian Bridge	\$50,000						\$50,000	
Curb Ramps Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$600,000
Annual Pedestrian Improvements Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,358,000
<b>System Preservation Projects</b>								
Annual Overlay Program	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000	\$4,200,000
Annual Sidewalk Repair Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$600,000
Richmond Beach Overcrossing 167AOX	\$30,172	\$51,725	\$70,376	\$339,870	\$1,302,857		\$1,795,000	\$1,198,000
<b>Safety / Operations Projects</b>								
Transportation Improvements CIP Project Formulation	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000
Neighborhood Traffic Safety Program	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$960,000	\$960,000
Aurora Avenue North							\$0	\$47,960,000
Aurora Avenue North - N. 145th to N. 165th	\$1,325,000	\$1,678,160	\$1,490,000	\$14,590,000	\$9,124,500		\$28,207,660	
Aurora Corridor Project - N. 165th to N. 205th			\$1,036,500	\$1,077,900	\$717,130	\$745,810	\$3,577,340	
15th Avenue NE Access and Safety Improvements	\$0	\$0	\$70,000	\$1,457,143	\$242,857		\$1,770,000	\$933,000
North City Business District Improvements	\$340,000	\$594,000	\$2,823,000				\$3,757,000	\$3,906,044
15th Avenue NE Pedestrian Crosswalks	\$0	\$0	\$15,909	\$281,091	\$68,000		\$365,000	\$225,000
North 175th Street							\$0	\$6,678,000
North 160th Street @ Greenwood Avenue North							\$0	\$1,501,000
Dayton Avenue North @ Carlyle Hall Road							\$0	\$1,382,000
175th Street Sidewalks NE/S of Meridian Ave Intersection	\$41,819	\$108,466					\$150,285	\$191,175
1st Avenue N.E. Sidewalks	\$31,970	\$61,758	\$96,477				\$190,205	\$134,350
Richmond Beach Road @ 3rd Ave.	\$11,673						\$11,673	\$0
<b>General</b>								
Roads Capital Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
<b>Reserve For Future Projects</b>								
Interurban Trail						\$1,077,792	\$1,077,792	\$0
North City Business District Improvements				\$282,004			\$282,004	\$0
Aurora Avenue North 165th-172nd Pre-Design/Design						\$1,253,660	\$1,253,660	\$0
<b>Total Expenditures by Year</b>	<b>\$3,155,634</b>	<b>\$4,694,109</b>	<b>\$6,702,262</b>	<b>\$19,128,008</b>	<b>\$12,555,344</b>	<b>\$4,177,262</b>	<b>\$50,412,619</b>	<b>\$81,885,069</b>

# ATTACHMENT D

## City of Shoreline 2002 - 2007 Capital Improvement Plan Summary Expenditures Roads Capital Fund

Project	Revised 2002	Revised 2003	Revised 2004	Revised 2005	Revised 2006	Revised 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007
<b>Revenue</b>								
<b>General Revenue</b>								
Real Estate Excise Tax (2nd Qtr)	\$619,644	\$619,644	\$619,644	\$619,644	\$619,644	\$619,644	\$3,717,864	\$3,717,864
Interest Income	\$705,374	\$759,054	\$751,182	\$621,078	\$337,245	\$65,847	\$3,239,780	\$2,924,289
General Fund Support	\$1,397,466	\$1,398,471	\$1,441,110	\$1,433,602	\$1,425,944	\$1,418,133	\$8,514,726	\$8,514,726
Arterial Street Fund - Fuel Tax	\$369,042	\$368,037	\$375,398	\$382,906	\$390,564	\$398,375	\$2,284,322	\$2,284,322
<i>Subtotal</i>	\$3,091,526	\$3,145,206	\$3,187,334	\$3,057,230	\$2,773,397	\$2,501,999	\$17,756,692	\$17,441,201
<b>Grant Revenue</b>								
Interurban Trail - TEA-21 Federal		\$979,579					\$979,579	\$5,550,785
Aurora - TEA-21 Federal							\$0	\$26,957,000
Aurora Federal - System Preservation Program	\$939,500						\$939,500	\$0
Aurora Federal Demo Program				\$4,989,000			\$4,989,000	\$0
Aurora Statewide Competitive Program - TIB-SCP					\$3,307,245		\$3,307,245	\$0
Aurora State Funding - TIB-TPP	\$136,736			\$4,260,280			\$4,397,016	\$0
Aurora Pedestrian Facilities Program - PFP					\$70,000		\$70,000	\$0
Aurora - Hazardous Elimination System - HES					\$90,000		\$90,000	\$0
Aurora - Next Section 50% Grant			\$518,250	\$538,950	\$358,565	\$999,735	\$2,415,500	\$0
N. 175th - TEA-21 Federal							\$0	\$2,758,000
Aurora - WSDOT-TIB							\$0	\$14,262,000
Pedestrian Improvements - PSMP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000
N. 155th - PSMP							\$0	\$70,000
175th & Meridian - PSMP	\$14,172	\$112,480					\$126,652	\$152,940
1st Ave. Sidewalks - PSMP	\$23,172	\$8,008	\$88,300				\$119,480	\$119,940
Interurban - IAC							\$0	\$303,607
Richmond Beach Overcrossing - HBRRP	\$24,138	\$41,380	\$56,301	\$271,896	\$418,166		\$811,880	\$811,880
Aurora - METRO-KC		\$250,000	\$250,000				\$500,000	\$500,000
Interurban - King County							\$0	\$340,766
N. 160th @ Greenwood							\$0	\$588,400
Richmond Beach Overcrossing - Private Funding					\$110,000		\$110,000	\$110,000
15th Ave. Pedestrian Crosswalks - HES				\$184,000			\$184,000	\$184,000
N. 175th - AIP							\$0	\$2,508,000
N. 160th @ Greenwood - AIP							\$0	\$588,400
15th Ave. - PFP				\$150,000			\$150,000	\$150,000

# ATTACHMENT D

## City of Shoreline 2002 - 2007 Capital Improvement Plan Summary Expenditures Roads Capital Fund

Project	Revised 2002	Revised 2003	Revised 2004	Revised 2005	Revised 2006	Revised 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007
North City - PSMP							\$0	\$352,000
<i>Subtotal</i>	\$1,137,718	\$1,391,447	\$912,851	\$10,394,126	\$4,353,976	\$999,735	\$19,189,852	\$58,107,718
<b>Total Revenue</b>	<b>\$4,229,244</b>	<b>\$4,536,653</b>	<b>\$4,100,185</b>	<b>\$13,451,356</b>	<b>\$7,127,373</b>	<b>\$3,501,734</b>	<b>\$36,946,544</b>	<b>\$75,548,919</b>
<b>Beginning Fund Balance</b>	<b>\$14,107,478</b>	<b>\$15,181,088</b>	<b>\$15,023,632</b>	<b>\$12,421,554</b>	<b>\$6,744,902</b>	<b>\$1,316,931</b>	<b>\$14,107,478</b>	<b>\$12,206,065</b>
<b>Total Revenues</b>	<b>\$4,229,244</b>	<b>\$4,536,653</b>	<b>\$4,100,185</b>	<b>\$13,451,356</b>	<b>\$7,127,373</b>	<b>\$3,501,734</b>	<b>\$36,946,544</b>	<b>\$75,548,919</b>
<b>Total Expenditures</b>	<b>\$3,155,634</b>	<b>\$4,694,109</b>	<b>\$6,702,262</b>	<b>\$19,128,008</b>	<b>\$12,555,344</b>	<b>\$4,177,262</b>	<b>\$50,412,619</b>	<b>\$81,885,069</b>
<b>Ending Fund Balance</b>	<b>\$15,181,088</b>	<b>\$15,023,632</b>	<b>\$12,421,554</b>	<b>\$6,744,902</b>	<b>\$1,316,931</b>	<b>\$641,403</b>	<b>\$641,403</b>	<b>\$5,869,915</b>

## ATTACHMENT D

### City of Shoreline 2002 - 2007 Capital Improvement Plan Summary Expenditures Surface Water Capital Fund

Project	Revised 2002	Revised 2003	Revised 2004	Revised 2005	Revised 2006	Revised 2007	Revised 2002 thru 2007	Adopted 2002 thru 2007
<b>Conveyance and Treatment Projects</b>								
SWM CIP Project Formulation	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$180,000
Surface Water Small Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Ronald Bog Drainage Improvements	\$222,500	\$286,500	\$1,267,667	\$1,933,333	\$1,760,000	\$440,000	\$5,910,000	\$3,975,692
3rd Avenue NW Drainage Improvements	\$116,667	\$140,000	\$247,179	\$96,154	\$0	\$0	\$600,000	\$2,057,500
<b>Stream Rehabilitation / Habitat Enhancement</b>								
Stream Rehab / Habitat Enhancement Program	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000	\$150,000
<b>General</b>								
SWM Capital Contingency							\$0	\$593,500
<b>Total Expenditures by Year</b>	<b>\$404,167</b>	<b>\$491,500</b>	<b>\$1,579,846</b>	<b>\$2,094,487</b>	<b>\$1,825,000</b>	<b>\$505,000</b>	<b>\$6,900,000</b>	<b>\$7,256,692</b>
<b>Revenue</b>								
<b>General Revenue</b>								
SWM Fund - SWM Fees	\$90,716	\$683,024	\$0	\$0	\$0	\$0	\$773,740	\$773,740
SWM Fee Increase	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000	\$0
<i>Subtotal</i>	\$90,716	\$1,083,024	\$400,000	\$400,000	\$400,000	\$400,000	\$2,773,740	\$773,740
<b>Other Revenue</b>								
3rd Ave PW Trust Fund Loan*	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,480,405
Ronald Bog Trust Fund Loan*	\$0	\$0	\$2,994,400	\$0	\$0	\$202,775	\$3,197,175	\$3,379,338
<i>Subtotal</i>	\$0	\$0	\$2,994,400	\$0	\$0	\$202,775	\$3,197,175	\$4,859,743
<b>Total Revenue</b>	<b>\$90,716</b>	<b>\$1,083,024</b>	<b>\$3,394,400</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$602,775</b>	<b>\$5,970,915</b>	<b>\$5,633,483</b>
<b>Beginning Fund Balance</b>	<b>\$1,623,209</b>	<b>\$1,309,758</b>	<b>\$1,901,282</b>	<b>\$3,715,836</b>	<b>\$2,021,349</b>	<b>\$596,349</b>	<b>\$1,623,209</b>	<b>\$1,623,209</b>
<b>Total Revenues</b>	<b>\$90,716</b>	<b>\$1,083,024</b>	<b>\$3,394,400</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$602,775</b>	<b>\$5,970,915</b>	<b>\$5,633,483</b>
<b>Total Expenditures</b>	<b>\$404,167</b>	<b>\$491,500</b>	<b>\$1,579,846</b>	<b>\$2,094,487</b>	<b>\$1,825,000</b>	<b>\$505,000</b>	<b>\$6,900,000</b>	<b>\$7,256,692</b>
<b>Ending Fund Balance</b>	<b>\$1,309,758</b>	<b>\$1,901,282</b>	<b>\$3,715,836</b>	<b>\$2,021,349</b>	<b>\$596,349</b>	<b>\$694,124</b>	<b>\$694,124</b>	<b>\$0</b>

\*Assumes loan close-out period will be extended