

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

<b>AGENDA TITLE:</b> Motion to Authorize the City Manager to Execute a Contract with CH2M Hill for design services for the Interurban Trail Pedestrian and Bicycle Crossing Project and Adoption of the Alignment for the Interurban Trail's Pedestrian and Bicycle Crossing and South Central Projects.
<b>DEPARTMENT:</b> Public Works
<b>PRESENTED BY:</b> Kirk McKinley, Aurora and Interurban Trail Project Manager

**PROBLEM/ISSUE STATEMENT:** Staff is requesting that Council authorize the City Manager to execute a contract with CH2M Hill to perform design services for the Interurban Trail Pedestrian and Bicycle Crossing Project. The Interurban Trail Project is identified in the City's 2004 CIP Budget. It is also identified as part of Goal No. 1 of the Council's 2003 –2004 Workplan – "Work toward completion of the Aurora Corridor and Interurban Trail Projects".

CH2M Hill's team will provide services to construct two steel truss bridges with connecting ramps. Their work is to include:

- Structural design
- Geotechnical review and field survey
- Architectural and Urban Design
- NEPA update and permitting
- Interagency coordination with Seattle City Light and Washington State Department of Transportation
- 1% for Art program incorporation

The Interurban Trail Pedestrian and Bicycle Crossing Project includes construction of two steel truss bridges and connecting ramps. One bridge will be over N 155<sup>th</sup> Street west of Aurora Avenue N, and the second bridge over Aurora Avenue N at approximately N 158<sup>th</sup> Street. An at grade trail/ sidewalk will connect the two bridges within Seattle City Light right of way on the west side of Aurora Avenue N. The Interurban Trail will be constructed from the east end of the Aurora bridge up to N 160<sup>th</sup> Street where it will hook up with the South Central Interurban Trail section which is scheduled for construction in spring/summer 2004. In conjunction with construction of the two bridges, associated drainage improvements and landscaping will be incorporated.

**SELECTION PROCESS:** A Request for Qualifications (RFQ) was first issued for the project on November 3, 2003. The City received five proposals and interviewed two firms. CH2MHill was chosen to be the most responsive to the RFQ and qualified for the project. Utilization of CH2M Hill will also result in significant design savings as they are already working on the Aurora Corridor project in this area.

CH2M Hill has significant experience designing bridge projects for municipalities and other public entities. They also have experience incorporating an art process into bridge projects such as the Galer Street Flyover bridge in Seattle.

**FINANCIAL IMPACT:** The current request for \$578,000 exceeds the line item for design within the Capital Improvement Program (CIP). The CIP identifies design budget for the pedestrian bridges to be \$534,292, of which \$57,000 was expended for the 2003 pre-design evaluation of pedestrian bridge alternatives. This leaves \$477,292 for design. Therefore, the requested design contract exceeds the available design funds by \$100,708 and does not include staff time. For this project, the design component is 19% (\$534,292/\$3,100,000) of the construction budget which is greater than the standard percentage. This is due to the urban design and public art element of the project.

To design the bridges as landmark structures, the urban design component of this project includes an artist and architect to work through the City's 1% for Public Arts program, which has an intensive public involvement component. However, per the 1% for Public Arts Program, the art funds are not available until the construction phase. The Aurora Corridor project is funding the elements that the Aurora and bridge projects share including landscaping and the connecting sidewalk/pathway on the west side of Aurora.

The available funding for this project within the Capital Improvement Program (CIP) roads fund is approximately \$3,600,000. The funding is broken down into the following grant and City sources:

WSDOT Target Zero	\$ 534,292
Federal Surface Transportation Program (STP)	\$ 334,992
Congestion Management-Air Quality (CMAQ)	\$ 666,060
Interagency Committee for Outdoor Recreation	\$1,581,773
City Roads Capital Fund	<u>\$ 517,175</u>
	\$3,634,292

Staff proposes to supplement the design budget for this project utilizing Roads Capital Fund savings from projects in 2003 (approximately \$50,000 savings). The City also received approximately \$200,000 more Real Estate Excise tax funds in 2003 than was programmed. Staff will work with Finance to bring forth a budget amendment to provide for the increase cost of the bridge design contract plus additional staff time.

**SCHEDULE:** Design of the bridges will begin upon execution of the contract with CH2MHill. City staff has been meeting with the Parks Art Advisory Committee regarding this project and will continue to incorporate the City's new 1% for Public Art process into this project. Design is anticipated to be complete by the end of 2004. Staff plan to investigate opportunities to combine the Interurban Pedestrian Bridge project with the first phase of the Aurora Corridor Project for construction. Utility undergrounding must occur before the bridges can be constructed and there is potential for cost savings in utilizing one contractor and construction administration team. Advertisement for construction is planned for late 2004 or early 2005.

**ALIGNMENT:** It is anticipated that the City will issue a State Environmental Policy Act (SEPA) Threshold Determination of Nonsignificance for the South Central Segment of the Interurban Trail and the Interurban Trail Pedestrian Bridge Project (prepared as a joint SEPA checklist) the week of February 16, 2004. As a continuation of this process, staff recommends that Council adopt the Interurban Trail alignment for the Pedestrian Bridge project (Attachment A) and for the South Central Segment which runs from N 160<sup>th</sup> Street to N 175<sup>th</sup> Street (Attachment B). National Environmental Policy Act (NEPA) requirements have been met for the South Central section of the trail. The NEPA document needs to be updated for the bridge section as part of the design contract to meet federal guidelines.

Council reviewed the bridge alignment at the October 20, 2003 Council meeting. Council authorized staff to move forward with a steel truss bridge design - Loop Ramp Option (D5a).

The South Central trail is within Seattle City Light right of way and staff recommends keeping the trail near the eastern side of the right of way in most locations. This alignment has been approved by Seattle City Light after several field visits and discussions. The benefit of keeping the trail as far east as feasible within Seattle City Light right of way is that it leaves the west part of the right of way to be utilized by existing and re-developing businesses on Aurora Avenue N as appropriate and approved by Seattle City Light.

### **RECOMMENDATION**

Staff recommends that Council authorize the City Manager to execute a design contract with CH2M Hill for an amount not to exceed \$578,000. Staff recommends that Council adopt the alignment of both the Interurban Trail Pedestrian Bridge Project and the South Central Section.

### **ATTACHMENTS**

Attachment A – Bridge Alignment - Loop Ramp Option (D5a)  
Attachment B – Interurban Trail South Central Section Alignment

Approved By: City Manager  City Attorney N/A

## **ATTACHMENT A**

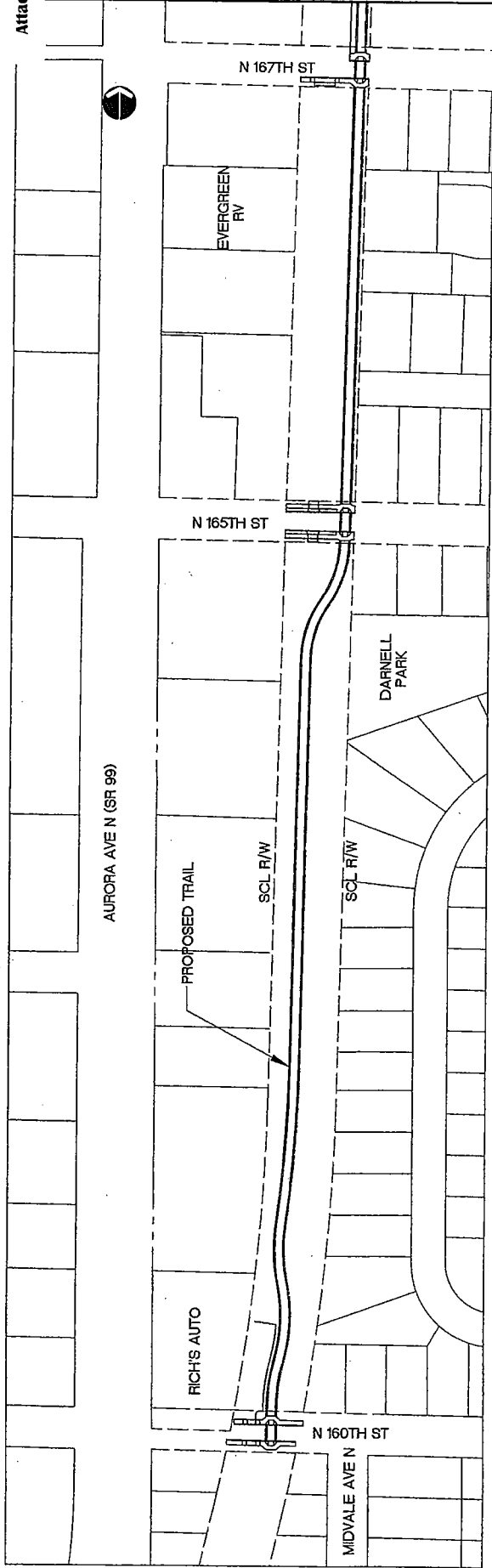
Bridge Alignment – Loop Ramp Option (D5a)



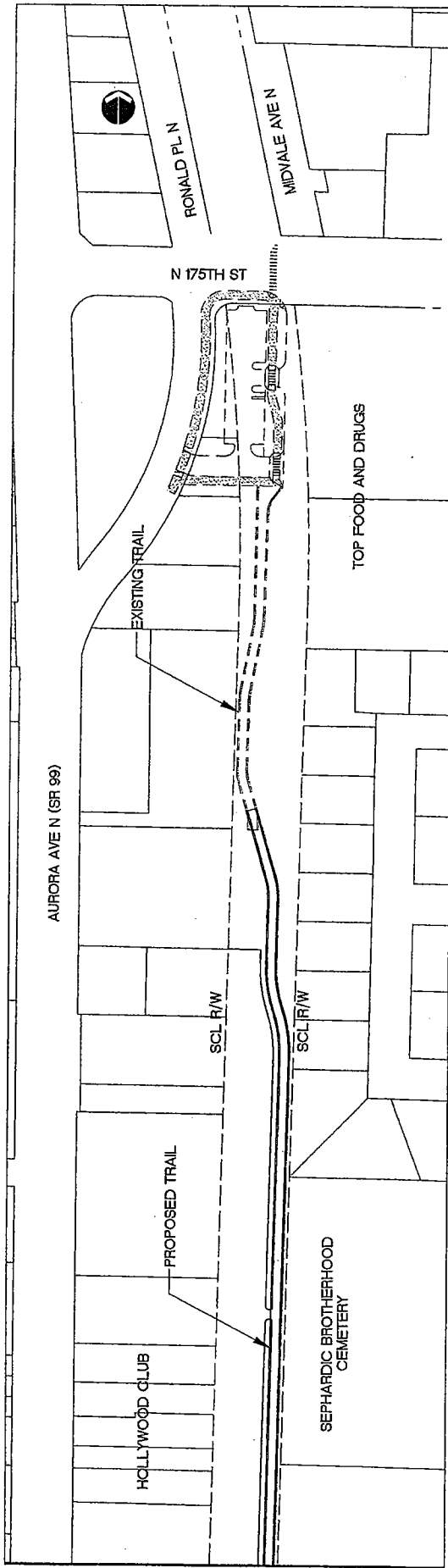
**ATTACHMENT B**

Interurban Trail South Central Section Alignment

MATCHLINE - SEE BELOW



MATCHLINE - SEE ABOVE



SHORELINE INTERURBAN TRAIL SOUTH CENTRAL SEGMENT ALIGNMENT 11/14/03