

## **CITY COUNCIL AGENDA ITEM**

### **CITY OF SHORELINE, WASHINGTON**

**AGENDA TITLE:** Discussion and Update of the 145<sup>th</sup> Street Corridor and I-5 Interchange Projects

**DEPARTMENT:** Public Works

**PRESENTED BY:** Randy Witt, Public Works Director

**ACTION:**        ☐ Ordinance        ☐ Resolution        ☐ Motion  
                 ☒ Discussion        ☐ Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Beginning in 2014, the City worked steadily to prepare a full analysis of conditions and planned traffic growth along the N 145<sup>th</sup> Street Corridor, from Aurora Avenue N to Bothell Way NE (Corridor), and then prepare project designs based on that analysis to improve the Corridor between Aurora Avenue N and 5<sup>th</sup> Avenue NE, including the Interchange at I-5. The 145<sup>th</sup> Street Multimodal Corridor Study (Corridor Study) recommended ensuring that all travel modes are accommodated in the Corridor by widening traffic lanes to address congestion and transit use, optimizing traffic signals and adding other safety features, widening sidewalks and removing pedestrian barriers such as utility poles, and adding facilities for cyclists.

The Corridor Study also recommended improvements for the 145<sup>th</sup> Street/I-5 Interchange, including a new northbound on-ramp to I-5 and a new pedestrian bridge adjacent to the existing overpass. Through a separate design evaluation required by the Washington State Department of Transportation (WSDOT), the City found that construction of two roundabouts at the I-5 Interchange provided greater safety, multi-modal access and mobility than the Interchange improvements proposed in the City's Corridor Study, at relatively the same cost. Based on this design evaluation, the City moved forward with design of two roundabouts with a wide multi-use pathway on the north side of the 145<sup>th</sup> Street/I-5 overpass bridge deck.

Tonight's discussion and presentation are intended to update the City Council on the projects' progression, past and future milestones, including the current schedule for design completion, advertising for construction bids, and construction in 2023 and 2024.

**RESOURCE/FINANCIAL IMPACT:**

There is no direct financial impact from tonight's Council discussion. All phases (design, right-of-way acquisition, and construction) of the first phase of the Corridor Project and the entire Interchange Project are fully funded. The tables below summarize revenues and expenditures for both projects.

## **145<sup>th</sup> CORRIDOR PROJECT - EXPENDITURES**

### **DESIGN**

Consultant (CH2M Hill/ Jacobs)	
Preliminary Design	\$3,250,747
100% Design (Phase 1)	\$1,539,366
100% Design (Phase 2)	\$1,140,000
100% Design (Phase 3)	\$1,040,000
Off-Corridor Design	\$110,000
City Staff/Lochner PM	\$1,834,727
WSDOT Staff Assistance	\$90,000
Contingency	\$130,255
<b>Total Design Expenditures</b>	<b>\$9,135,095</b>

### **RIGHT-OF-WAY**

Right-of-Way Acquisition	\$13,213,935
City Staff	\$203,544
Consultant (CH2M Hill/Jacobs)	\$408,006
Property Management	\$78,400
Building Demolition	\$400,000
<b>Subtotal</b>	<b>\$14,303,885</b>

### **CONSTRUCTION**

Construction Cost	\$8,873,852
Construction CM/CA	\$1,774,770
City Staff/Lochner	\$472,722
Design Engineering Support	\$221,846
Contingency (9%)	\$798,647
<b>Subtotal</b>	<b>\$12,144,837</b>
<b>Total Right-of-Way and Construction Expenditures</b>	<b>\$26,523,701</b>

## **145<sup>th</sup> CORRIDOR PROJECT - REVENUES**

### **DESIGN**

Roads Capital Fund	\$660,954
Federal STP – Design	\$4,235,000
CWA Grant (21-22) – Design	\$709,125
CWA Grant (22-23) – Design	\$3,530,016
<b>Total Design Revenue</b>	<b>\$9,135,095</b>

### **RIGHT-OF-WAY/CONSTRUCTION**

Roads Capital Fund	\$767,863
Roads Capital Fund – Municipal Arts	\$74,979
CWA Grant (21-22) – ROW	\$11,790,875
CWA Grant (22-23) – ROW & Construction	\$8,969,984

Federal STP Grant – Construction	\$4,270,000
CMAQ Grant – Construction	\$650,000
<b>Total Right-of-Way and Construction Revenues</b>	<b>\$26,523,701</b>

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#### **INTERCHANGE PROJECT EXPENDITURES**

City Staff	\$ 260,000
Direct Expenses	\$ 50,000
<b>Consultant Contracts</b>	
HW Lochner Contract, Including Supplement 1	\$ 2,124,935
HW Lochner Supplement 2, Including Management Reserve	\$ 2,471,183
WSDOT Review	\$ 125,000
WSDOT Project Administration Assistance	\$ 100,000
Right of Way Acquisition	\$ 6,000,000
Construction Administration & Engineering	\$ 2,500,000
Construction	\$ 13,359,343
Construction Contingency	<u>\$ 3,339,836</u>
<b>Total</b>	<b>\$ 30,070,297</b>

#### **REVENUES**

Roads Capital Fund	\$ 1,272,000
Federal STP Grant - Design	\$ 3,892,500
Federal STP Grant - Construction	\$ 4,920,000
Sound Transit Agreement	\$ 10,000,000
WSDOT Regional Mobility Grant - Construction	\$ 5,000,000
Transportation Improvement Board	<u>\$ 5,000,000</u>
<b>Total</b>	<b>\$ 30,084,500</b>

#### **RECOMMENDATION**

This staff report is for Council discussion purposes and no action is required. Staff recommends that Council ask questions and provide feedback on the projects and any modifications that Council would like considered as the projects proceed to final design.

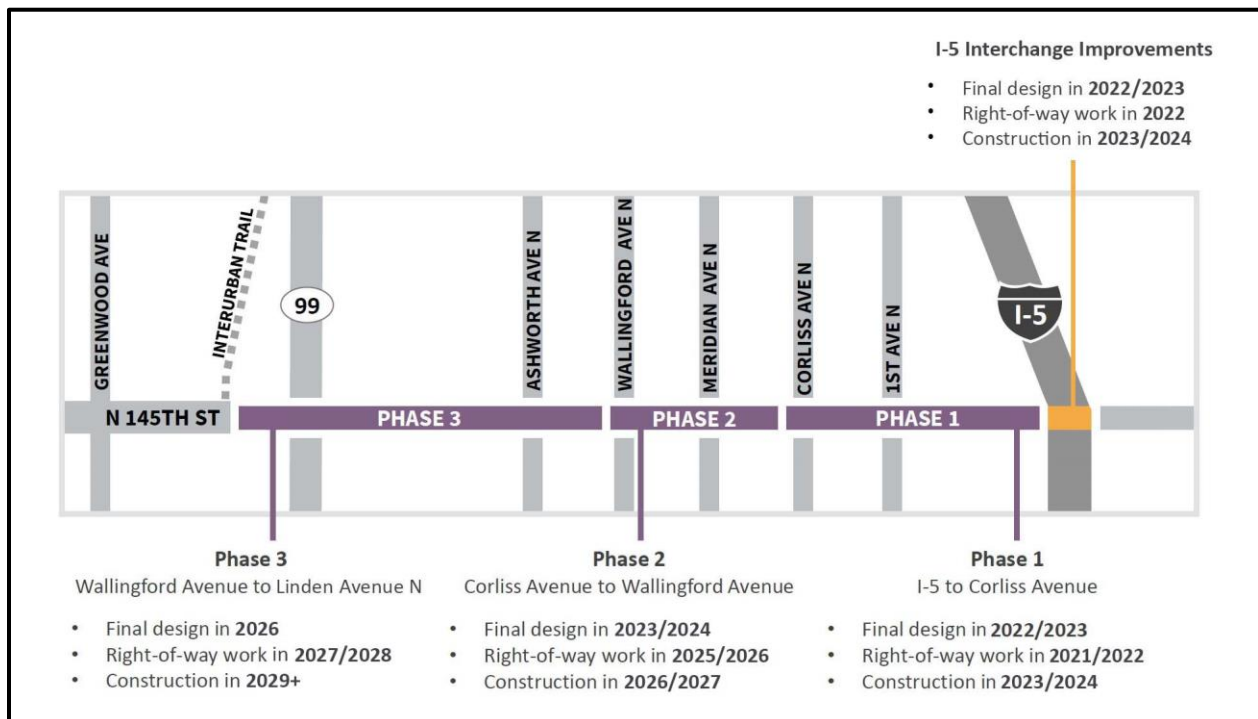
Approved By:           City Manager **DT**   City Attorney **MK**

## BACKGROUND

The N 145<sup>th</sup> Street Corridor, from Aurora Avenue N to Bothell Way NE (Corridor), has been a regionally significant route for transit and vehicles for many decades. As traffic volumes along the corridor and on Interstate-5 (I-5) have increased, the Corridor has become increasingly congested, causing long delays and lowering levels of service at intersections. With the start of Sound Transit Link Light Rail service to the Shoreline South/148<sup>th</sup> Station and redevelopment in the Station Subarea, the Corridor and I-5 Interchange need to handle more traffic and transit connections. Also, the Corridor's pedestrian facilities are generally not compliant with the Americans with Disabilities Act (ADA) and no cycling facilities are present along the Corridor.

Beginning in 2014, the City worked steadily to prepare a full analysis of conditions and planned traffic growth along the Corridor and then prepare project designs based on that analysis to improve the Corridor between Aurora Avenue N and 5<sup>th</sup> Avenue NE, including the Interchange at I-5. Following completion of the [145<sup>th</sup> Street Multi-Modal Corridor Study](#) in 2016, staff sought consulting services for design of the Corridor Project. Based on analysis of the Statements of Qualifications received from a number of consulting teams, staff recommended separating the Corridor and Interchange into two projects and awarding the design contract for the Corridor Project to CH2M-Hill (now Jacobs Engineers, Inc.) and awarding the design contract for the Interchange Project to H.W. Lochner, Inc., based on their qualifications for the respective projects.

The phasing of the projects is shown below, with the Corridor Project being divided into three phases progressing from east to west. This was driven by the timing of grant funding application cycles and the need to acquire additional funding for the second and third phases of the Project. Phase 1 of the Corridor Project and the Interchange Project are the funded projects that are moving to construction in 2023.

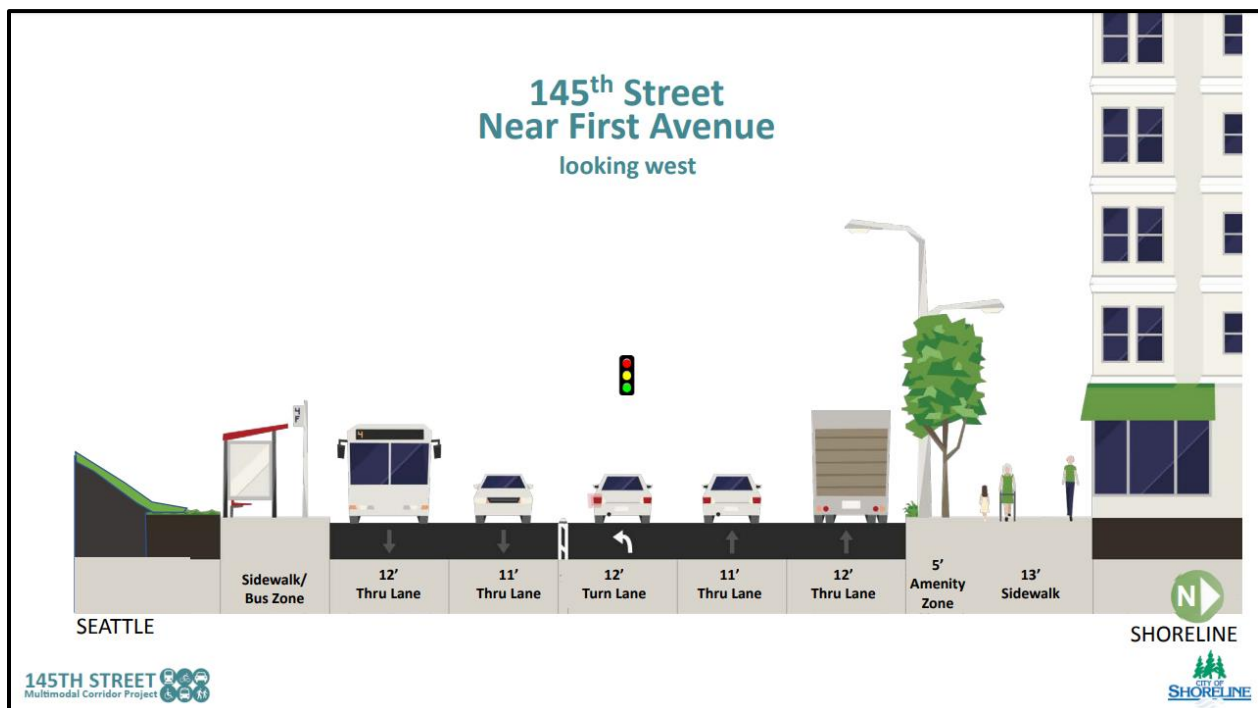


## **145<sup>th</sup> Corridor Design**

The Corridor Project design was strongly influenced by community input received in 2015 and 2016 during outreach for the Corridor Study and later in 2019 and 2020 during outreach activities related to design of the Corridor. The most prominent feedback heard by staff included:

- Improve conditions and accessibility for pedestrians
- Improve safety
- Improve public transit
- Benefit our community and neighborhoods
- Enhance stormwater management features and landscaping
- Improve bike access and crossings

The Corridor team has responded to this community feedback, worked with developers and agency partner/stakeholders within the Phase 1 project area, and has successfully incorporated these features into the design for all three phases of the Corridor Project. Below is a general cross section of the Corridor Project.



## **I-5 Interchange Design**

In 2018, WSDOT directed the City to complete an Intersection Control Evaluation (ICE) to determine the best configuration for the intersections at 145<sup>th</sup> Street and 5<sup>th</sup> Avenue NE, and 145<sup>th</sup> Street and the I-5 southbound offramp terminals. The ICE was completed by HW Lochner and showed that construction of two roundabouts provided greater safety, multi-modal access, greatly reduced delay and higher levels of service than the interchange improvements proposed in the Corridor Study. Based on this, the City moved forward with design of two roundabouts with a wide multi-use pathway on the north side of the 145<sup>th</sup> Street/I-5 overpass bridge deck. As mentioned earlier, the Interchange Project will improve pedestrian access through the area with wider sidewalks and a multi-use path with pedestrian activated flashing beacons at the



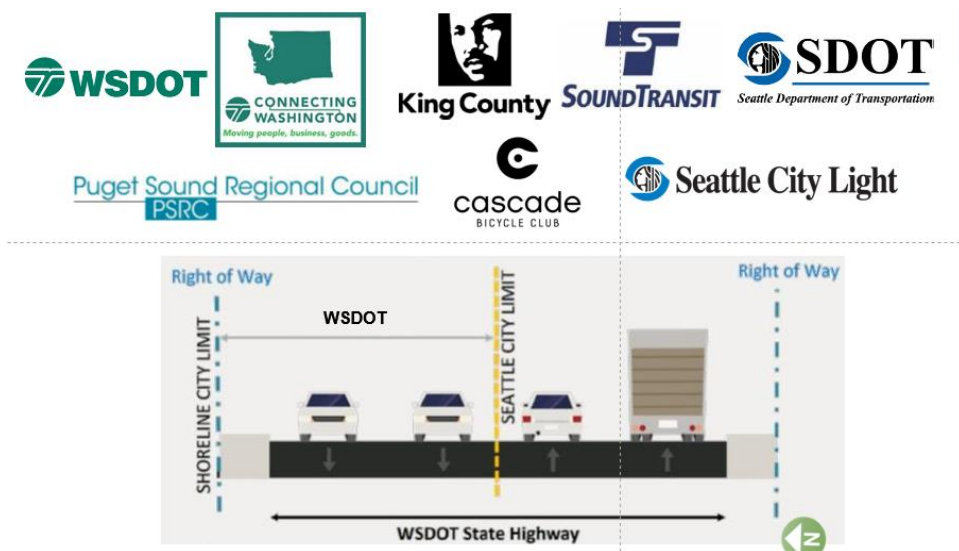
crosswalks. As well, many pedestrians and bicyclists will be able to avoid the Interchange using the planned off-corridor bike network and 148<sup>th</sup> non-motorized bridge. Below is a rendering of the Interchange Project as currently designed.



The Corridor Project Phase 1 design has reached 90% completion and design of the Interchange Project will reach 90% completion in August 2022. Both projects are currently in the right-of-way (ROW) acquisition phase.

### **Coordination with Project Partners and Stakeholders**

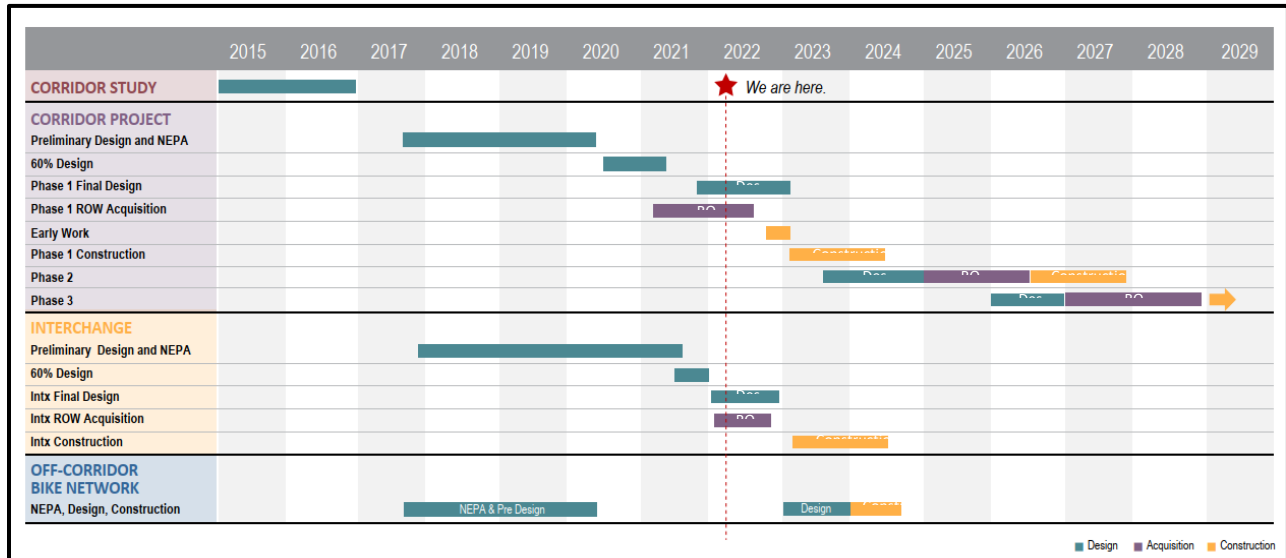
Completing the project designs has required staff and the projects' design teams to coordinate closely not only between the two projects, but also with an unusually large group of utilities, stakeholders and project partners. As shown in the illustration below, Seattle's city limit is at the center of the 145<sup>th</sup> Street ROW, Shoreline's city limit is at the north ROW line, and because 145<sup>th</sup> Street is also a State Route, it is subject to WSDOT jurisdiction as well.



## DISCUSSION

### Schedule

Both projects are on schedule at this time. Both projects are scheduled to advertise for construction bids in early 2023 and begin construction early in the second quarter of that year. Construction of both projects is expected to be substantially complete and open to traffic by the start of Sound Transit Link Light Rail service in July 2024.



### Combining Projects for Construction

Because the projects' schedules are very similar, staff will be combining the construction documents for Phase 1 of the Corridor Project and the Interchange Project into a single construction contract that will be advertised, awarded and constructed at one time by a single prime contractor. This will significantly reduce overall construction risk and simplify construction administration but will also require careful monitoring of expenditures of grant funding so that funds committed to each contract are properly expended, accounted for, and reimbursed to the City. An interdepartmental staff team has started planning for project accounting and grant fund management.

### Partnerships and Agreements

As outlined earlier, the staff/consultant project teams have coordinated and negotiated agreements with an unusually large number of utilities and with the City of Seattle and WSDOT for maintenance after construction. Formal agreements are under development with WSDOT, the Seattle Department of Transportation (SDOT), Seattle City Light, and Seattle Public Utilities. Key agreements under development are for relocation of the Seattle Public Utilities 24-inch water man and the Seattle City Light 5<sup>th</sup> Avenue Duct Bank (through the east roundabout). Formal agreements were previously prepared with Sound Transit for their Light Rail and BRT projects.

### Maintenance of Traffic and Pedestrian Safety During Construction

During construction, vehicle and pedestrian/cycle traffic will be maintained across the combined project site. This will be done by routing general vehicle traffic and transit through the site and shifting traffic lanes from south to north as needed. At this time, the pedestrian traffic volume through the site is very low and is expected to remain so

until the new facilities are opened in 2024. However, pedestrian and cycle traffic will be accommodated and separated from vehicle traffic. A detailed construction phasing video will be presented during tonight's discussion.

### **ROW Acquisition**

ROW activity is nearly complete for the Corridor Project and is at approximately 50% completion for the Interchange Project. Acquisition costs for both projects have been affected by recent increases in Shoreline property values but are consistent with established budgets and funding at this time. ROW plans and funding estimates have been approved by WSDOT for the Interchange Project. Appraisals for all acquisitions including temporary construction easements, permanent easements and for full and partial acquisitions are complete and negotiations will begin around May 1, 2022.

## **STAKEHOLDER AND COMMUNITY OUTREACH**

During the Corridor Study (2014 – 2016), the staff and City consultant team hosted a number of community open houses. These were very well attended by residents and were moved from City Hall to Shorecrest High School to accommodate the large numbers of attendees. After completion of the Corridor Study, the individual project staff/consultant teams conducted outreach activities involving community members and stakeholders from 2019 – 2021. These outreach activities included:

### **2019 –**

- Property owner outreach (Corridor Project)
- Public meeting and virtual open house (Corridor Project)
- Roundabout rodeo (Interchange Project)

### **2020 –**

- Virtual open house (Interchange Project)
- Online presentation (Interchange Project)

### **2021 –**

- Property owner outreach (Corridor Project)
- Stakeholder group meetings (Corridor and Interchange Projects)

### **Upcoming Community Outreach**

A combined virtual open house is planned for both projects on the [Projects webpage](#) for June 1-15, 2022. The purpose of this outreach is primarily to update the community about the design, project progress and what to expect during construction. There will be opportunity for public feedback but most design decisions have been made at this point. Outreach activities will continue through 2022 into 2023, to provide information regarding traffic maintenance and detour routes, and to prepare residents and the traveling public for construction. This will include maintaining up to date project web pages, FAQ's and publishing notices in local publications and the City's Currents newsletter.



## **COUNCIL GOAL(S) ADDRESSED**

These two Corridor projects address the following City Council Goals:

- Council Goal #2: Continue to delivery highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.
- Council Goal #3: Continue preparation for regional mass transit in Shoreline.

## **RESOURCE/FINANCIAL IMPACT**

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