

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

<b>AGENDA TITLE:</b>	Authorize the City Manager to execute a contract with KPG, Inc. for Design services for the Aurora Corridor Project (N 165 <sup>th</sup> Street to N 205 <sup>th</sup> Street)
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Kirk McKinley, Aurora Corridor/Interurban Trail Project Manager Kris Overleese, PE, Capital Projects Manager

**PROBLEM/ISSUE STATEMENT:**

The purpose of this report is to request Council's authorization to execute a contract with KPG, Inc. for the Design phase of the Aurora Corridor Project (N 165<sup>th</sup> to N 205<sup>th</sup> Street). The maximum, not to exceed, contract amount is \$3,950,000.

The purpose of this phase of the project is to complete the preliminary engineering (to the 30% level) for the project from 165<sup>th</sup> to 205<sup>th</sup> Streets and then to complete final design including right of way acquisition support from N 165<sup>th</sup> to N 185<sup>th</sup> Street.

Later this fall, staff will submit more detail on how the City might fund and phase the last two miles of Aurora. This contract with KPG is proposed to be the initial phase for the design of the last two miles of the corridor (100% next mile, 30% last mile). This will allow for the timely utilization of our existing funding and begin construction in 2009 of at least the next mile.

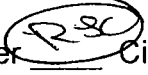
This KPG's contract is to provide:

- Electrical underground design
- Field survey
- Right of way acquisition support services
- Typical street design services including: illumination, signal improvements, channelization, signage, pole bases, walls, curb/gutter/sidewalk, conventional stormwater systems, walls
- Landscape and urban design
- Design of natural stormwater system elements
- Geotechnical services including borings and potholes for subsurface condition and utility location verification
- Permit assistance and traffic control plan development

Please see Attachment A for a proposed schedule of the design process.

### RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a contract with KPG, Inc. for design and right of way acquisition support work for the Aurora Corridor Improvement Project (N 165<sup>th</sup> to N 205<sup>th</sup> Street) for an amount not to exceed \$3,950,000 plus a 10% contingency.

Approved By:      City Manager  City Attorney \_\_\_\_\_

## **BACKGROUND**

On May 2, 2005, Council authorized staff to initiate the Public Outreach and Pre-Environmental phase of the Aurora Corridor Improvement Project (N 165<sup>th</sup> to N 205<sup>th</sup> Street). The purpose of the work was to compile baseline environmental information, develop alignment concepts, discuss project concerns with businesses, property owners, and the community, develop a photo log of the corridor, create a private property access and parking inventory, and traffic analysis. The first open house for the project was August 17, 2005. The process included staff one-on-one meetings with all property owners along Aurora Avenue N between N 165<sup>th</sup> Street and N 205<sup>th</sup> Street. Staff met with approximately 90 property owners representing 103 properties and discussed the project and its timeline, specific property concerns, and answered development related questions.

Staff worked with the Aurora Business Team in 2006 and they developed the build Alternative A. In addition to the ABT work, staff developed two draft alignment alternatives in 2006 (Alternatives B and C), performed an east/west traffic analysis, and created a business sign inventory.

In the fall of 2006, the City hired Jones & Stokes to complete the environmental analysis for the project. As part of the environmental process, two public meetings were held (November 30 and December 6, 2006) to receive public feedback before the environmental analysis began. There was also a comment period that ended January 16, 2007 to receive feedback on items to analyze in the environmental process.

Early in 2007, the twenty-three member Aurora Business and Community (ABC) Team was created to assist staff with: environmental analysis, update of the "32 Points" which were previously adopted to guide project design (now called Implementation Strategies), and development of natural stormwater system concepts. The ABC Team also gave staff feedback from construction of the first mile and had many ideas on how to improve construction conditions for businesses, motorists and pedestrians.

On June 20, 2007, a public open house was held to show the community the Draft Recommended Flexible Alternative and preliminary environmental analysis results. This meeting was attended by over 200 people. On June 27, 2007, the ABC Team recommended unanimously to the City Manager that this alternative be adopted by Council as the Preferred Alternative for the project, along with the Implementation Strategies.

On July 16, 2007 a public hearing was held for Alternatives A, B, C, Draft Recommended and Do Nothing Alternative. Testimony was received from twenty-five people and the feedback overwhelmingly supported adoption by Council of the Draft Recommended Flexible Alternative. Organized Shoreline groups including Forward Shoreline, Vision Aurora, the Shoreline Chamber of Commerce, and the ABC Team sent Council documentation supporting the Draft Recommended Flexible Alternative.

On July 23<sup>rd</sup>, Council adopted the Draft Recommended Flexible Alternative and Implementation Strategies. The environmental process continues and is anticipated to be completed in December 2007. It is appropriate to move forward with design and preparation for the Right of Way Acquisition phase of the project.

Staff has also advertised, interviewed and selected a right-of-way acquisition/property services team, and will be returning to Council in September to request award of that contract.

**Phasing and Schedule:** Staff proposes this contract with KPG would provide final design for N 165<sup>th</sup> to N 185<sup>th</sup> and 30% design for N 185<sup>th</sup> to N 205<sup>th</sup>, instead of final design for the entire two miles. Staff is recommending the City take this approach to meet our current commitments for funding and having the project under construction in early 2009; the City has project funding for construction which is due to expire in June 2009. In addition, the City currently has not received enough funding to construct the entire two miles. Should funding be available via RTID or other sources, we will have the flexibility to initiate final design for the remaining mile. Staff will submit more detail on how we might approach this phasing and funding for the remaining two miles later this fall. Having KPG under contract for 30% design for the N 185<sup>th</sup> to N 205<sup>th</sup> piece will provide enough information for future developments to locate their buildings, grade their driveways, etc. relative to the planned horizontal and vertical alignments for the roadway.

**Design Consultant Selection:** KPG's team was chosen as the design consultant for the Aurora Corridor Improvement Project (N 165<sup>th</sup> to N 205<sup>th</sup> Street) through a competitive process. Staff published a request for consultants to provide their qualifications for design, right of way acquisition experience, survey, and construction management. Four RFP submittals were received from the following firms: CH2M Hill, HDR, HNTB, and KPG. All four proposals were reviewed by City and WSDOT staff and all four teams were interviewed. The interview team was also made up of Shoreline and WSDOT staff. Staff checked three references, all of which were very positive. KPG was formally selected based on their team's experience with the design of transportation projects.

**KPG's Team Experience:** KPG, along with their civil design partners INCA and KPFF have extensive experience working on transportation projects. KPG is not a large firm and they have pledged their resources to complete the project. To ensure the resources are available as needed, they have teamed with INCA and KPFF to draw on their technical experience as well. The team's electrical engineering consultant Casne, has significant underground power design experience and is respected by Seattle City Light. KPG proposes the use of KBA as the construction management team for the project. KBA was the construction management firm on the North City Project and they are experienced, qualified, and respected construction managers. Staff will come to Council prior to construction to award the construction management contract. KBA services will be utilized during the design process to evaluate the constructability of the design at key points. They will be a sub-contractor to KPG for these services.

**FINANCIAL IMPACT:** The Aurora Corridor Improvement Project (N 165<sup>th</sup> to N 205<sup>th</sup> Street) is a Council Goal and this project is identified in the 2008-2013 Capital Improvement Program. Funds from federal grants and City contributions from the Roads Capital Fund will be utilized to pay for this scope of work that is estimated not to exceed \$3,950,000. Funding exists to finish preliminary design (design to 30%) between N 165<sup>th</sup> and N 205<sup>th</sup> Streets. Funding exists for right of way acquisition, final design and construction for N 165<sup>th</sup> to N 185<sup>th</sup> Street as this contract reflects. As additional project

funding is secured, staff will return to Council to amend KPG's contract for the final design for the N 185<sup>th</sup> to N 205<sup>th</sup> Street segment. The Funding Source Table provides a summary of the funding sources for the Aurora Corridor Project (N. 165<sup>th</sup> Street – N. 205<sup>th</sup> Street).

<b>Funding Sources</b>	<b>Amount</b>
Roads Capital Fund	\$10,490,599
Federal STP – C	\$7,393,631
Federal STP Funds	\$3,600,000
Federal - STP –U	\$525,361
Federal - SAFETEA – LU	\$855,472
Federal - SAFETEA – LU	\$1,368,755
Gas Tax Funding	\$10,000,000
Nickel Gas Tax Funding	\$2,100,000
King County	\$2,401,742
Regional Mobility Transit Grant	\$2,500,000
Surface Water Funds	\$1,000,000
Future Funding	\$51,171,988
<b>Total</b>	<b>\$93,407,548</b>

The utility costs of \$12,355,000 are handled through the City's franchise agreements with Seattle City Light, Seattle Public Utilities, Ronald Wastewater and telecommunication companies.

The following table summarizes the project budget:

1. Project Costs

Engineering	
Contracted Services <sup>1</sup>	\$1,500,000
<b>KPG Contract (including 10% contingency)</b>	<b>\$4,345,000</b>
Future design amendment (N 185 – N 205)	\$1,500,000
Overhead <sup>2</sup>	<u>\$3,621,201</u>
Subtotal Engineering	\$10,966,201
Right of Way	\$17,037,280
Construction	\$59,780,512
Contingency	<u>\$17,978,555</u>
Total Project Cost	<b>\$105,762,548</b>

2. Project Revenue

Budget Aurora (N 165 - N 205)	\$93,407,548
Budget Utility Improvements (N 165 –N 205)	<u>\$12,355,000</u>
Total Project Revenue	<b>\$105,762,548</b>

<sup>1</sup> Contracted Services: includes environmental costs for Jones & Stokes contract, the Public Outreach and Pre-Environmental process, and technical studies such as the electrical engineering feasibility studies for Seattle City Light coordination.

<sup>2</sup> Overhead includes: staff related costs (including finance, legal, public works), building utilities and maintenance, supplies, etc.

Please note that the construction costs include the Aurora Avenue N Utility Improvements (undergrounding of utilities) and construction management costs. KPG's contract includes design of underground utilities. The industry standard for design services is 12% of construction costs. KPG's contract (including contingency) and future design amendments (estimated at \$1,500,000) add to \$5,845,000. These design costs would be 10.6% of a \$55,000,000 future construction contract. Therefore, staff believes the KPG contract design costs are reasonable.

## **STAKEHOLDERS:**

The City has funding from many partners to complete this project: Federal Highway Administration, the Washington State Department of Transportation (WSDOT), and King County Metro. KPG staff will ensure we meet the requirements of our funding partners and will work with staff to keep them informed of project progress.

Staff will continue to pull regional stakeholders together at key milestones to review the project's progress (King County METRO; Cities of Seattle, Edmonds, Mountlake Terrace, and Lake Forest Park; WSDOT; Seattle City Light and Public Utilities; and the State Departments of Ecology and Fish and Wildlife).

Staff will continue to actively work one on one with property and business owners as design progresses.

## **SCHEDULE:**

Attachment A shows the design, right of way acquisition and construction schedule for the project. Design and right of way acquisition for N 165<sup>th</sup> to N 205<sup>th</sup> Streets is expected to be complete by the end of 2008. This September staff will return to Council for authorization of a contract for property services/right-of-way acquisition, including updating the right-of-way acquisition policies and procedures. When 30% design is complete, staff will return to Council this winter for adoption.

## **RECOMMENDATION**

Staff recommends that Council authorize the City Manager to execute a contract with KPG, Inc. for design and right of way acquisition support work for the Aurora Corridor Improvement Project (N 165<sup>th</sup> to N 205<sup>th</sup> Street) for an amount not to exceed \$3,950,000 plus a 10% contingency.

## **ATTACHMENTS**

Attachment A: Proposed Project Schedule

Tasks	2007				2008				2009			
	January	April	July	October	January	April	July	October	January	April	July	October
<b>Environmental (165-205)</b>												
PSRC Exec Board Approval (Nov.)				X								
SEPA Approval (Oct.)				X								
<b>Final Design (165-185)*</b>												
KPG Contract award (Aug.)			X									
<b>Right of Way (165-185)**</b>												
Universal Contract Award (Sept.)				X								
<b>Construction Begins (165-185)*</b>												
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\*Final design and row acquisition will begin on 185-205 when funding is secured.

\*\* This timeline assumes no condemnation court proceedings

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