

**TUMWATER PUBLIC WORKS COMMITTEE
MINUTES OF MEETING
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CONVENE: 8:00 a.m.

PRESENT: Chair Eileen Swarthout and Councilmembers Michael Althaus and Charles Schneider.

Staff: City Engineer Brandon Hicks, Transportation Manager Mary Heather Ames, Administrative Assistant Cathy Nielsen, and Recording Secretary Valerie Gow.

ACTION:

CAPITOL BOULEVARD, ISRAEL ROAD TO M STREET DESIGN – AUTHORITY TO SOLICIT REQUESTS FOR QUALIFICATIONS:

City Engineer Hicks reported the request is for authority to solicit Requests for Qualifications (RFQ) for the design of the Capitol Boulevard, Israel Road to M Street Design project. The improvements are part of the overall Capitol Boulevard Corridor Plan. The project consists of designing five separate “bite-sized” projects that are scheduled on the receipt of grant awards. The projects will be scaled based on grant and staffing constraints. The City’s website includes a webpage to track progress on the project with links to the Capitol Boulevard Corridor Plan and feasibility studies. The following tentative projects could change based on the outcome of design:

- North-South Connector Road – new local access road behind Burger King and Starbucks connecting to Lee Street
- Capitol Boulevard & T Street Roundabout (may be deferred to after the X Street roundabout is completed)
- Capitol Boulevard & X Street Roundabout
- Capitol Boulevard & Dennis Street Roundabout
- Capitol Boulevard Access Control and Pedestrian Improvements

The effort will produce 40% to 60% design completions of each project.

The total estimated cost of the design project is \$1,320,000. Funding is from a \$1,056,000 grant through the Washington State Pedestrian and Bicycle Improvement Program. The City’s match is \$264,000.

The total cost of corridor improvements is estimated at \$35 million. Approximately \$12 to \$13 million is allocated for the Capitol Boulevard/Trosper Road Intersection Reconfiguration project. The proposed project designs will be for approximately \$17.4 million in construction projects. Typically, consulting costs are 12% to 15% of the cost of the construction projects. For this type of project, the design cost can range \$2.1 million to \$2.6 million; however, staff

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estimates the project design cost at \$1.3 million. The lower figure is because the City has completed the Capitol Boulevard Corridor Plan and feasibility studies. The scope of the design project is limited to 60% for three of the projects with staff completing the specifications packages.

City Engineer Hicks reviewed the project schedule. Procurement of the design consultant is scheduled in March 2020. Staff anticipates selection of the consultant in April. Contract documents will be reviewed in June with design beginning in July through December 2021.

City Engineer Hicks requested the committee's authorization to solicit RFQs for the Capitol Boulevard, Israel Road to M Street project.

Councilmember Althausler asked about the status of the design for the Capitol Boulevard/Trosper Road Reconfiguration project. City Engineer Hicks replied that the project is midway through design with completion by early 2021 and construction beginning in 2021 and extending to 2022, dependent upon the successful acquisition of right-of-way. Staff anticipates the firm that completed the feasibility study and is designing the Capitol Boulevard/Trosper Road Reconfiguration project would also respond to the RFQ for this project.

Councilmember Althausler asked whether the grant through the Washington State Pedestrian and Bicycle Program is at risk with the passage of I-976. City Engineer Hicks explained that the project is included on the 'non-cut' list with the state, as the project was previously awarded. The project ranked fourth in the state of other similar project applications.

Councilmember Schneider asked about the timeline for completion of the projects. City Engineer Hicks said the schedule is somewhat aggressive but envisions completion of the entire corridor by 2030. Completion of the projects is dependent upon grant cycles of four years through the federal government. The projects are very competitive and likely would receive state grant funding.

CONSENSUS:

The Public Works Committee authorized solicitation of Requests for Qualifications (RFQ) for the Capitol Boulevard, Israel Road to M Street Design project.

OVERLOOK PARK ENHANCEMENTS – ACCEPTANCE OF WORK:

City Engineer Hicks reported the request is acceptance of work for Overlook Park enhancements. A majority of the project was completed in 2018. Several smaller additions to the project were completed in 2019. Paperwork with the project contractor was also delayed.

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The focus of the project was to provide new ADA sidewalks to access the overlook, install a new stamped concrete viewing pad with steel ornamental railing, completion of landscaping and irrigation, and replacement of wood posts for railing along a main existing gravel path. The improvements were completed to better serve growth on Tumwater Hill, improve accessibility, and improve maintenance of the park.

City Engineer Hicks shared before and after photos of the park site.

The project concept and funding were provided by the Parks and Recreation Department with the design completed by Public Works staff. Public Works staff managed construction of the project. The contract was awarded to Iversen and Sons, Inc. of Tumwater in the amount of \$245,917.98. The final amount is \$247,067.53. The increase in the final contract was due to replacement of rotted wood rails along the path and electrical work.

Staff requests the committee recommend the City Council accept the Overlook Park Enhancements project as complete and authorize the release of the performance bond as soon as the laws of the state of Washington allow.

Committee members complimented staff on how the improvements have enhanced the park.

CONSENSUS:

The Public Works Committee recommended the City Council accept the Overlook Park Enhancements project as complete, and authorize the release of the performance bond as soon as the laws of the state of Washington allow.

**DESCHUTES
VALLEY TRAIL,
TUMWATER
HISTORICAL PARK
TO BREWERY PARK
– AUTHORITY TO
SOLICIT BIDS AND
AWARD
CONTRACT:**

City Engineer Hicks reported the project is for a trail segment from Tumwater Historical Park to Brewery Park at Tumwater Falls. The trail project is designated as Deschutes Valley Trail A1. The Deschutes Valley Trail was envisioned 13 years ago after the City received a grant of \$300,000 from Thurston Regional Planning Council in 2006. The project was initiated in 2010 after the funds became available. The initial project was for a trail segment from T Street to the golf course. However, during public outreach to the local neighborhood, citizens did not support the trail, as much of the trail segment utilized existing street. The Palermo neighborhood did not want trail users traveling through the neighborhood. Staff redesigned the project and expanded the scope to encompass the entire Deschutes Valley to become the Deschutes Valley Trail as part of the Regional Trails Plan. The trail begins at Tumwater Historical Park and ends at Pioneer Park. The initial grant was reprogrammed and staff

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proceeded to work on planning and design. Because the scope of the project expanded, the cost increased to \$13.35 million for the entire corridor due to numerous environmental constraints and pedestrian bridges. Because timing extended the project by over 10 years, the City forfeited the \$300,000 grant. Another grant of \$300,000 was re-awarded for the construction of the A1 segment.

Between 2017 and 2019, the City received an additional \$1 million in federal funds for construction of segment A1. Staff completed right-of-way acquisition for trail easements from four parcels. Staff anticipated construction to begin in 2019; however, right-of-way acquisition delayed construction.

The original trail plan was for 1.1 miles of basic trail utilizing existing surface streets for more than half the length. The current trail plan is for 2.5 miles of trail.

Segment A1 is targeted for completion in 2020 with the entire trail system anticipated to be completed by 2026. Segment B is located from E Street to the golf course and will be completed as part of a private development project. Trail segment A2 is from Brewery Park to E Street, and trail segment D is from T Street to Pioneer Park.

Trail segment A1 is approximately 1,600 feet of a meandering 12' wide paved trail with a 2' gravel shoulder with retaining walls, railing, benches, and information kiosks. The cost for right-of-way was \$236,000 with construction estimated at \$1,915,000 dependent on the extent of required rock excavation. Funding is from \$1.3 million in federal funds and \$842,000 in local funds.

City Engineer Hicks outlined some project challenges and impacts:

- Scope – started small and expanded.
- Right-of-way easements were unique, as they involved a state agency, restaurant, and the Olympia Tumwater Foundation.
- Minimal traffic impacts except when grading work occurs near Deschutes Parkway and when construction trucks use the area.
- The major impact of the project is to Brewery Park in conjunction with the recent construction project underway by the Department of Fish and Wildlife (WDFW) for a new fish hatchery. Park impacts include removal of the second parking lot adjacent to Deschutes Parkway for construction staging, closure of the park exit onto Deschutes Parkway, noise from construction and closure of an existing pedestrian path during the construction of the retaining wall. Some work will be scheduled at night to limit impacts during the day.

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Construction will occur during the summer.

Councilmember Schneider asked whether the trail would be completed in time for the salmon run season in September. City Engineer Hicks replied that some adjustments in work could be scheduled to accommodate park users.

Chair Swarthout commented on the timing and the potential of coordinating the opening of the fish catchment facility with the opening of the trail.

Councilmember Althausler asked about the ownership of the trail since the majority of the trail is located within Brewery Park. City Engineer Hicks replied that the trail is owned by the City but it is located on easements owned by the Olympia Tumwater Foundation, WDFW, and the Falls Terrace Restaurant. The City purchased easement rights to all the properties for the trail.

Councilmember Schneider inquired as to whether a railroad theme would be used for the trail. City Engineer Hicks reported the railroad theme would be less dominant than previously envisioned. Director Denney is working on trail architectural features. Federal funding limits the City's options as many of the features are only available from one source, and sole sourcing is not allowed when using federal funds.

City Engineer Hicks added that because the summer is the busy time for the restaurant, construction activities will generate noise and create some frustrations for restaurant customers. Given the historical location of the trail, staff is aware of the potential to discover contaminated soil, which would increase project costs. Tree clearing and removal of vegetation and will create some negative reactions in the community, as all the trees along Deschutes Parkway will be cleared for the project to reduce the slope for installation of the trail. The project will also entail removal of the Salish native garden. The garden was included in the acquisition from the Olympia Tumwater Foundation. The City is funding the reconstruction of the garden, which is underway as part of the WDFW project. Although the project removes mature trees, the project will replace the trees with 165 12"-15" trees and 375 shrubs/plants. Clearing of existing vegetation is scheduled in May.

Chair Swarthout encouraged staff to prepare the public for the removal of trees and vegetation. Many citizens are concerned about the loss of trees. She asked staff to work with Communications staff to publicize information about the project. City Engineer Hicks acknowledged that planning for outreach has been expanded after

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consultation with Mayor Kmet. Chair Swarthout recommended developing and posting a schematic design of the trail segment after completion so the public can envision the area after construction is completed.

City Engineer Hicks reviewed the project schedule. Staff anticipates releasing the bid for the contractor following authorization of the funds for construction. Staff anticipates awarding a contract in March with construction anticipated to begin May. Completion of the trail segment is anticipated between September and December.

Staff requests the committee authorize staff to solicit bids for construction of the Deschutes Valley Trail, Tumwater Historical Park to Brewery Park project, and recommend the City Council award and authorize the Mayor to sign a public works contract with the lowest responsible bidder.

Chair Swarthout asked staff to provide a timeline on when WDFW anticipates completing its project.

CONSENSUS: **The Public Works Committee authorized staff to solicit bids for construction of the Deschutes Valley Trail, Tumwater Historical Park to Brewery Park project, and recommended the City Council award and authorize the Mayor to sign a public works contract with the lowest responsible bidder.**

ADJOURNMENT: **With there being no further business, Chair Swarthout adjourned the meeting at 8:45 a.m.**