

CITY COUNCIL REGULAR SESSION

Ordinance 1) awarding Bid No. 19001, Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE (CIP Plan No. PW-W/B-83) to IMCO General Construction as the lowest responsible and responsive bidder, in the amount of \$17,577,597, plus all applicable taxes, to construct an extension of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue NE; and 2) amending the 2019-2025 General Capital Investment Program (CIP) Plan to increase the budget for the Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE project (CIP Plan No. PW-W/B-83) by \$3,800,000, decrease the 124th Avenue NE – Spring Blvd to Ichigo Way project (CIP Plan No. PW-R-166) by \$2,399,000, decrease the 120th Avenue NE Stage 3 project (CIP Plan No. PW-R-168) by \$375,000, and transfer \$1,026,000 in local funds from the NE Spring Boulevard Zone 1 project (CIP Plan No. PW-R-172).

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Transportation Department

EXECUTIVE SUMMARY

This Ordinance awards Bid No. 19001 to IMCO General Construction to construct an extension of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue SE and amends the 2019-2025 General Capital Investment Program (CIP) to increase the budget for Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE (CIP Plan No. PW-W/B-83) by \$3,800,000.

RECOMMENDATION

Move to adopt Ordinance No. 6470.

If approved, effective date: 08/15/2019

BACKGROUND/ANALYSIS

The Mountains to Sound Greenway Trust was organized in 1991 to set aside from urbanization the forested corridor of I-90 from Seattle through the Cascade Mountains so that current and future generations could always enjoy the scenic, recreational, and historic qualities/amenities along the 100-mile corridor. The Trust's success in conserving more than 130,000 acres of scenic and recreational lands led to the designation of the Mountains to Sound Greenway as a National Scenic Byway in 1998. The Mountains to Sound Greenway was designated as a National Heritage Area in 2019.

On September 6, 2011, Council accepted a \$158,312 federal grant (Ordinance No. 6017) for Feasibility and Design study on the three-mile Mountains to Sound Greenway regional trail alignment through the Eastgate/I-90 area. The study was completed in December 2012 and included public outreach, conceptual engineering work, and development of an implementation strategy to complete an

alternatives analysis for the alignment selected by the Eastgate/I-90 Land Use and Transportation Plan Technical Advisory Committee in 2011.

On July 15, 2014, Council accepted a \$470,000 federal Transportation Alternatives Program grant (Ordinance No. 6165) to advance design and environmental work on the at-grade segments of trail between Factoria Boulevard and 150th Avenue SE.

On February 2, 2015, Council accepted a \$796,000 federal Congestion Management and Air Quality Mitigation (CMAQ) grant (Resolution No. 8875) to advance the design of multiple trail segments, including the segment for design of the structures to allow grade-separated trail crossings of I-405/I-90 interchange ramps and Factoria Boulevard.

On May 21, 2018, Council adopted Ordinance No. 6413 which authorized the execution of a state funding agreement with WSDOT for acceptance of \$14,000,000 in state Connecting Washington Account (CWA) funding for the construction phase of the Mountains to Sound Greenway Trail project from I-405 to 132nd Avenue SE. The Ordinance also authorized execution of a separate Interlocal (Participating) Agreement with WSDOT for acceptance of \$2,055,000 in state I-405/Renton to Bellevue project funds for the construction of a joint benefit retaining wall required by the project; and, amended the 2017-2023 General Capital Investment Program (CIP) Plan to add a new project, Mountains to Sound Greenway Trail – Factoria Crossing (CIP Plan No. PW-W/B-83) with a total project budget of \$17,555,000.

This project will construct a new 12-foot wide multi-use trail on the south side of I-90 from I-405 to just east of 132nd Avenue SE. The project also includes adding one lane of storage capacity on the offramp from Eastbound I-90 to Factoria Boulevard/Richards Road. Future phases of this trail will be constructed as funding becomes available.

Following verification of bid submittals, the bids received were as follows:

IMCO General Construction	\$17,577,597.00
KLB Construction	\$17,813,218.60
Max J. Kuney Company	\$18,468,740.50
MidMountain Contractors Inc.	\$18,540,904.00
Ceccanti, Inc.	\$18,863,671.00
Walsh Construction Co. II, LLC	\$18,903,522.00
Granite Construction Company	\$19,506,855.48
C. A. Carey Corporation	\$19,590,826.00
Engineer's Estimate	\$15,572,264.00

To the best of our knowledge and professional judgment, all factors that typically contribute to construction expenses have been accounted for in the Plans, Specifications and Estimate. Based on our experience, projects of this type may result in some field changes. All claims are rigorously reviewed and only those that are clearly necessary to accomplish the intent of the contract, but have not previously been provided for, will be paid.

POLICY & FISCAL IMPACTS

Policy Impact

Comprehensive Plan

The overall Mountains to Sound Greenway Trail project is specifically listed in the Comprehensive Plan's Comprehensive Transportation Project List (CPTL No. 61). The project is also listed specifically within the 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan (Project No. O-137-N). The project and the actions proposed in this memorandum will advance multiple Comprehensive Plan Policies, including:

- TR-20 directs that the City, "Scope, plan, design, implement, operate, and maintain the multimodal transportation system in a corridor approach within and across Mobility Management Areas."
- TR-40 directs that the City, "Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support the City's Comprehensive Plan."
- TR-45 directs that the City, "Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns."
- TR-68 directs that the City, "Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods."
- TR-105 directs that the City, "Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that:
 1. Address safety issues;
 2. Provide access to activity centers;
 3. Provide access to the transit and school bus systems;
 4. Complete and connect planned pedestrian or bicycle facilities;
 5. Develop primary north-south and east-west bicycle routes through the City;
 6. Improve multimodal level of service along travel corridors; and,
 7. Serve residents who have special accessibility needs."
- Policy TR-111. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.
- Policy TR-116.1. Strive to provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable and appropriate to the context, while maintaining adopted level of service standards for all modes.
- TR-124 directs that the City, "Support including facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90, I-405 and SR-520."

Fiscal Impact

Awarding this bid will obligate the City to \$17,577,597, plus all applicable taxes, to extend the Mountains to Sound Greenway Trail from I-405 to the vicinity of 132nd Avenue SE (CIP Plan No. PW-W/B-83). This amount is approximately 12.9 percent over the Engineer's Estimate. The bids came in higher than expected due to the constrained work area of the project, time and schedule limitations placed on the project, commodity prices, and a very busy construction market.

The total projected cost to complete the project is \$21,355,000, which assumes full expenditure of project contingencies. Reporting the contingencies in this manner illustrates the City's potential ultimate financial exposure on this project. There is a projected project funding gap of \$3,800,000. The following table provides the project financial status:

(\$000)

	Current Budget	Life to Date Expenditures	Total Projected Expenditures	Projected Balance	<i>This Action</i>	Actual / Projected Completion Date
Phase I (Design)	\$165	\$209	\$209	(\$44)	\$0	Q3-2019
Phase II (Right-of-Way)	5	0	4	1	0	Q3-2019
Phase III (Construction)	17,385	0	21,142	(3,757)	17,578	Q4-2020
Total	\$17,555	\$209	\$21,355	(\$3,800)	\$17,578	

Staff proposes that the projected funding gap be funded by a transfer of funds from the a) 124th Avenue NE – Spring Boulevard to Ichigo Way project (PW-R-166) due to savings from the low bid awarded on June 17; b) 120th Avenue NE Stage 3 project (PW-R-168) which is complete with project cost savings; and, c) NE Spring Boulevard - Zone 1 (PW-R-172) project which was allocated additional federal grant funds by the Puget Sound Regional Council on June 27.

CIP Plan No.	Project Title	Amount
PW-R-166	124th Avenue NE - Spring Blvd to Ichigo Way	\$2,399,000
PW-R-168	120th Avenue NE Stage 3 - NE 12th to NE 16th St	375,000
PW-R-172	NE Spring Boulevard (Zone 1) - 116th to 120th Ave NE	1,026,000
	Total	\$3,800,000

OPTIONS

1. Adopt the Ordinance 1) awarding Bid No. 19001, Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE (CIP Plan No. PW-W/B-83) to IMCO General Construction as the lowest responsible and responsive bidder, in the amount of \$17,577,597, plus all applicable taxes, to construct an extension of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue NE; and 2) amending the 2019-2025 General Capital Investment Program (CIP) Plan to increase the budget for the Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE project (CIP Plan No. PW-W/B-83) by \$3,800,000, decrease the 124th Avenue NE – Spring Blvd to Ichigo Way project (CIP Plan No. PW-R-166) by \$2,399,000, decrease the 120th Avenue NE Stage 3 project (CIP Plan No. PW-R-168) by \$375,000, and transfer \$1,026,000 in local funds from the NE Spring Boulevard Zone 1 project (CIP Plan No. PW-R-172).
2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS & AVAILABLE DOCUMENTS

- A. Vicinity Map
- B. CIP Project Description (PW-W/B-83)

- C. CIP Project Description (PW-R-166)
 - D. CIP Project Description (PW-R-168)
 - E. CIP Project Description (PW-R-172)
- Proposed Ordinance No. 6470

AVAILABLE IN COUNCIL LIBRARY

- Final Design Plans (Volume 1)
- Final Design Plans (Volume 2)