



Staff Report

December 7, 2020 Council Workshop

NW 38th Avenue Improvements, Phase 3, Professional Services Agreement
(Submitted by James Carothers, Engineering Manager)

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BACKGROUND: This project will complete the final phase of street and frontage improvements within the NW 38th Avenue corridor. It will extend the Phase 2 improvements that were constructed in June 2016 that began further west and went to the intersection of Parker Street and 38th Avenue. Construction will include approximately 2,360 linear feet of roadway and frontage improvements, beginning at the intersection of NW 38th Avenue and NW Parker Street and terminating at the existing frontage improvements in front of Grass Valley Park to the east. It is anticipated that the project will require 12 months to design, and an additional 12 months to acquire right-of-way.

SUMMARY: The proposed roadway will be a three-lane minor arterial with two 12-foot wide travel lanes and a center median/left turn lane. Bike lanes and sidewalks will be constructed on both sides of the roadway. The project is adjacent to wetlands and will require property acquisition.

Preliminary Phase 3 construction plans and a preliminary construction cost estimate were developed to a 30% level during the Phase 2 design process. Estimated Preliminary Engineering and Right-of-Way costs were calculated based on the 2016 preliminary construction cost estimate and adjusted for inflation.

Updated Preliminary Engineering costs are approximately \$106,000 higher than the prior estimated costs. This difference is due to the need for new environmental permits and topographic survey, as well as additional analysis to explore construction cost savings. However, the prior Estimated Right-of-Way cost assumed a greater quantity of upland property acquisition than what will actually be required. Therefore, the actual Right-of-Way cost is anticipated to be significantly less than what was initially estimated. This decrease in land acquisition cost is expected to be greater than the additional cost of preliminary engineering.

Preliminary Engineering and Right-of-Way costs are shown in the table below.

	Federal Grant Funds	Local Funds	Total
Prior Estimated Preliminary Engineering (PE)	\$335,700	\$130,300	\$466,000
Prior Estimated Right-of-Way (RW)	\$477,900	\$335,100	\$813,000
Prior Preconstruction Estimated Total	\$813,600	\$465,400	\$1,279,000
Updated Preliminary Engineering (PE)	\$335,700	\$236,300	\$572,000
Updated Right-of-Way (RW)	\$477,900	\$229,100*	\$707,000*
Updated Preconstruction Estimated Total	\$813,600	\$465,400*	\$1,279,000*

* These costs are expected to be lower than shown due to decreased property acquisition costs

Staff has negotiated this Professional Services Agreement with PBS to provide engineering design, environmental permitting and right-of-way coordination services. The cost of this agreement is \$670,651.

EQUITY CONSIDERATIONS:

What are the desired results and outcomes for this agenda item?

Formal acceptance from Council on a future consent agenda.

What’s the data? What does the data tell us?

N/A

How have communities been engaged? Are there opportunities to expand engagement?

Through the public process for the Camas Comprehensive Plan. Additional Community involvement will occur as the design commences.

Who will benefit from, or be burdened by this agenda item?

City of Camas residents will benefit from improved roadway safety as a result of increased roadway width and lighting.

What are the strategies to mitigate any unintended consequences?

Careful design consideration and City staff review of design.

Does this agenda item have a differential impact on underserved populations, people living with disabilities, and/or communities of color? Please provide available data to illustrate this impact.

No

Will this agenda item improve ADA accessibilities for people with disabilities?

Yes

What potential hurdles exist in implementing this proposal (include both operational and political)?

No operational or political hurdles are expected.

How will you ensure accountabilities, communicate, and evaluate results?

Established procedures for consultant coordination will be followed, including regular meetings and internal reviews of project documents.

How does this item support a comprehensive plan goal, policy or other adopted resolution?

The project completes the final phase of a transportation corridor in accordance with the Camas Comprehensive Plan and the Camas Transportation Impact Fee Study Update.

BUDGET IMPACT: As shown above, the City has secured \$813,600 in federal grant funds to support design and right-of-way of this project. The remaining \$465,400 in local funding will be supported through Traffic Impact Fees and the Real Estate Excise Tax fund. This project is proposed in the 2021/2022 biennial budget.

RECOMMENDATION: Staff will present this Professional Services Agreement on the next Council consent agenda.