



**Request for City Council Committee Action
From the Department of Community Planning & Economic Development**

Date: July 13, 2004

To: Council Member Colvin Roy, Transportation & Public Works Committee

Prepared by: Lois Eberhart, Phone (612) 673-5041
Darrell Washington

Approved by: Lee Pao Xiong, Director, Housing _____

Presenters: Lois Eberhart, Phone 612-673-5041 and Darrell Washington

Referral to: Council Member Lisa Goodman, Community Development Committee
Council Member Barbara Johnson, Ways & Means/Budget Committee

Subject: Design and engineering Consultant for the Bassett Creek Valley
portion of new Van White Memorial Boulevard

RECOMMENDATIONS:

1. Authorize staff to enter into negotiations of Agreement with Toltz, King, Duvall, Anderson and Associates, Inc. (TKDA) as the design and engineering Consultant for the Bassett Creek Valley portion of new Van White Memorial Boulevard.
2. Authorize the appropriate City officers to execute the necessary Agreement with TKDA.

Previous Directives: The City Council on March 24, 2000 approved the Near Northside and Bassett Creek Valley Master Plans. The City Council on July 28, 2000 approved a recommendation to select the central corridor alignment for the North-South Boulevard. On May 18, 2001, the City Council approved the financing strategy for the North-South Boulevard, and directed staff to plan/design the North-South Boulevard with planning costs likely to be funded by Hennepin County. On December 28, 2001 the City Council approved an appropriation increase of \$10 million for federal transportation funding for the Bassett Creek Valley area portion of the new North-South Boulevard Greenway (subsequently named Van White Memorial Boulevard). On December 15, 2003 the City Council authorized staff to execute and enter into Agreements with the State of Minnesota prescribing the terms and conditions of federal aid participation for the Van White Memorial boulevard segment south of approximately 4th Avenue North. On April 16, 2004 the City Council authorized the execution of an Agreement with Hennepin County for cost participation in the construction of the Bassett Creek Valley portion of Van White Memorial Boulevard. On April 16, 2004 the City Council also authorized issuance of a Request For Proposals (RFP) for a design and engineering Consultant for the Bassett Creek Valley portion of Van White Memorial Boulevard.

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves
- Other financial impact (Explain):
- Request provided to the Budget Office when provided to the Committee Coordinator

Ward: 5th Ward

Neighborhood Notification: All affected neighborhood groups have been notified. The Near Northside Master Plan and Bassett Creek Valley Master Plan were the subject of an extensive community process in 2000 and 2001.

City Goals: Complies

Comprehensive Plan: Complies

Zoning Code: Complies

Living Wage/Job Linkage: Complies

Background/Supporting Information

On March 24, 2000, the City Council approved the Heritage Park and Bassett Creek Valley Master Plans. Because the plans were developed at the same time and with significant community involvement, several similar development themes were found to exist in both plans. Specifically, the plans 1) provide for an orderly mix of housing and other land uses, 2) establish a street network that links the sites to adjacent neighborhoods; and 3) create a strong park and open space system. These similar design concepts were largely distilled from the finding that both areas – the former public housing sites and the Bassett Creek Valley area -- were identified by community participants as being isolated from other parts of the City. One solution to address this isolation, which was identified in both plans, called for the construction of a parkway styled boulevard linking north and south Minneapolis. This linkage is being seen as a catalyst for increased economic growth and strengthening connections and access to employment, recreational, cultural and educational resources.

Design & Engineering Plans

In 2001, the Heritage Park project secured a \$10.0 million federal grant to be used for obtaining easements for public Right-of-Way, environmental clean-up, and roadway and bridge design and construction activities for the new Van White Memorial Boulevard segment located within the Bassett Creek Valley area (See Exhibit A).

This report is seeking Council action to authorize negotiating and entering into an Agreement with a Consultant for the engineering and design for the segment of Van White Memorial Boulevard generally located between Dunwoody Boulevard and Glenwood Avenue North. The roadway design is anticipated to provide a northbound and southbound traffic lane, dedicated turning lanes, and a 10-foot multi-use trail on one side and a 6-foot wide sidewalk

on the other side with appropriate lighting and boulevard plantings. Boulevard components will include a bridge over the Burlington Northern Railroad, an at-grade crossing of the Soo Line/CP Rail spur, provision for both the "new" Bassett Creek channel and conveyance to the "old" Bassett Creek tunnel, construction of bridge approaches, and road construction. The Consultant will also address handling of hazardous materials, geotechnical challenges, and storm water management.

The selected Consultant will coordinate the design of this project with local neighborhood groups, resident and business representatives (including the Bassett Creek Valley Redevelopment Oversight Committee), Minnesota Department of Transportation (MnDOT), Burlington Northern, CP Rail, Hennepin County Regional Rail Authority, various City of Minneapolis departments, the U.S. Army Corps of Engineers, the Bassett Creek Water Management Commission, and other required stakeholders.

The segment of Van White Memorial Boulevard is an element of the *Hollman vs. Cisneros* Consent Decree. The cost to produce the engineering and design plans is being funded by the \$10 million federal grant administered by MnDOT.

Since May 21, a selection committee composed of City of Minneapolis and Hennepin County staff has evaluated the proposals for professional services. Four proposals were received, from teams led by the following firms: SEH, SRF, TKDA and URS. In addition to the Lead Firms, each of the four proposals included additional firms assembled to meet the various areas of expertise and responsibility outlined in the RFP. The committee met to discuss the proposals to assess strengths and weaknesses and select teams for interviewing. All four teams were selected for interviews. The interviews were held on June 16 and 17 and were conducted by the selection committee of City of Minneapolis and Hennepin County staff.

Upon completion of the interviews, the committee met to rank the proposed teams. The teams were distinguished by a number of factors, including the capacity of the teams/firms to perform the required tasks, their organization and management approaches, team members' experience in their present roles, the ability to effectively engage the community, the ability to expedite the project, and ultimately by their exemplary performance and success in similar projects, along with commitment and ideas for forwarding the City's vision for an exceptional and distinctive boulevard and bridge. The multi-disciplinary team led by TKDA was ranked first. It is requested that staff be authorized to negotiate an Agreement with TKDA, based on a preliminary scope of services, a preliminary timetable of activities, and preliminary proposed fees and rates for those services.

Disadvantaged Business Enterprises Goal

For this contract, the Minnesota Department of Transportation (MnDOT) Office of Equal Employment Opportunity Contract Management (EEO) is responsible for monitoring of employment and Disadvantaged Business Enterprises (DBE) goals, and has established a 10% DBE goal for this contract. Prior to the award of the contract, the MnDOT EEO is required to clear the responder's good faith efforts to attain the DBE goal for the RFP or make good faith effort to attain the goal. TKDA committed in its proposal to meeting the minimum DBE goal of 10%, and moreover expects to realistically achieve greater than 15%. The committee has forwarded the name of the potential selection along with supporting documentation, to the MnDOT EEO and the clearance will be complete no later than July 12.

Scope of Services

The Consultant will prepare construction plans for bridge(s), approaches and roads along planned Van White Memorial Boulevard for the segment between Dunwoody Boulevard at Interstate 394 at the south, and a tie-in point north of Glenwood Avenue North at the north, at existing Fremont Avenue North. Work will include a bridge over the Burlington Northern Railroad (BNRR), an at-grade crossing of a Canadian Pacific Railroad (CPRR) spur line, a bridge or other means of conveyance for the channel inlet to the Bassett Creek double box culvert, provision for required overflow conveyance to Old Bassett Creek Tunnel, construction of bridge approaches with potential for use of light-weight fill, possible retaining walls, road construction, demolition of existing structures, storm water management, and addressing hazardous waste materials present in the vicinity and severe geotechnical challenges. The design will provide the most economical combination of bridge length and approach length while also addressing critical grade, clearance, obstruction, maintenance, traffic safety and circulation, sightline, and aesthetic considerations.

The design is anticipated to provide one northbound and one southbound through traffic lanes, turning lanes, a 10-foot multi-use trail on one side and a 6-foot wide sidewalk on the other side with appropriate lighting and boulevard plantings, possible public art opportunities, and possible intersection enhancements. Additional lanes will be considered, if necessary due to traffic projections and cost of obtaining public right-of-way. The roadway design will include a probable grade-separated crossing of (and realignment of) the Cedar Lake Trail/Hennepin County Regional Rail Authority (HCRRA) future busway corridor, probable signalization at Glenwood Avenue, and changes to the interchange at I-394, Dunwoody Boulevard and Linden Avenue.

The affected businesses and neighborhood groups and committees will be engaged in establishing design criteria and parameters and in periodic design review and comment. The City of Minneapolis will be the Lead Agency in these efforts and the selected Consultant will advise the City of Minneapolis on technical matters related to these efforts. The detailed design of this project will need to be coordinated with the Minnesota Department of Transportation (MnDOT), BNRR, the CPRR, Hennepin County, the HCRRA, various departments within the City of Minneapolis, the U.S. Army Corps of Engineers/St Paul District, the Bassett Creek Water Management Commission, and others.

The project is proposed to be accomplished in four phases.

Phase one will consist of preparing three preliminary engineering proposals showing alternate bridge length versus alignment and approach locations with cost estimates for each proposal. All designs will reflect the interests of key stakeholders to establish criteria and parameters, analysis of preliminary information already developed, including alignment, right-of-way, typical sections, underground and overhead utilities, environmental and geotechnical considerations, and general cost estimates, and gathering or developing supplemental information as needed to proceed.

Phase two will consist of preparing preliminary bridge, approach and roadway plans for the selected preliminary engineering proposal, including plan and elevation sheets and survey sheets for both bridges with an out to out slab dimension and overall length of roadway. Also included will be the retaining wall designs (if any) and the embankment toe location along the entire roadway length. All work will be done in accordance with MnDOT standards.

Phase three will consist of final design and preparation of Construction Plans, Specifications, Special Provisions, Engineer's Estimate, and right-of-way plan utilizing data developed in

previous phases and conforming to the requirements for City of Minneapolis purchases and to the MnDOT Standard Specifications, along with assistance to the City of Minneapolis for bidding the construction.

Phase four will consist of some contract administration of the construction contractor. The Consultant will perform review of shop drawings and formwork drawings, analysis of bearing pile data to determine pile lengths, review of conformance of materials submitted, base line surveys, will participate in preconstruction and other meetings as necessary, and will prepare drawings and specifications for changes to the construction contract, including cost estimates.

Throughout the phases, the Consultant will coordinate with different agencies identified above, and will act as technical adviser to City for meetings to gain input from and involve the community in design considerations at appropriate times during the contract period.

Preliminary Timetable of Activities

The following preliminary timetable as proposed by Consultant will serve as the basis for a negotiated schedule, and is SUBJECT TO CHANGE:

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|---|-------------------|
| • Phase One due | October 22, 2004 |
| • Phase Two due | February 11, 2005 |
| • Phase Three due | July 1, 2005 |
| • Phase Four | ongoing |
| • Construction out for bid | August 1, 2005 |
| • Construction start | October 1, 2005 |
| • End of Phase Four/Final completion date | September 1, 2007 |

Fees

Fees for services with a not-to-exceed amount will be negotiated for each phase. The source of funds for this contract is federal dollars administered by Mn/DOT through Agreement No. 84965, Project #SP 141-080-32/M.P. DE MN 64(101). The combined amount for all services under this contract will not exceed the \$1.0 million currently allocated for this project component.

Project Area for the Request for Proposals for design and engineering for the Bassett Creek Valley area portion of the new Van White Memorial Boulevard

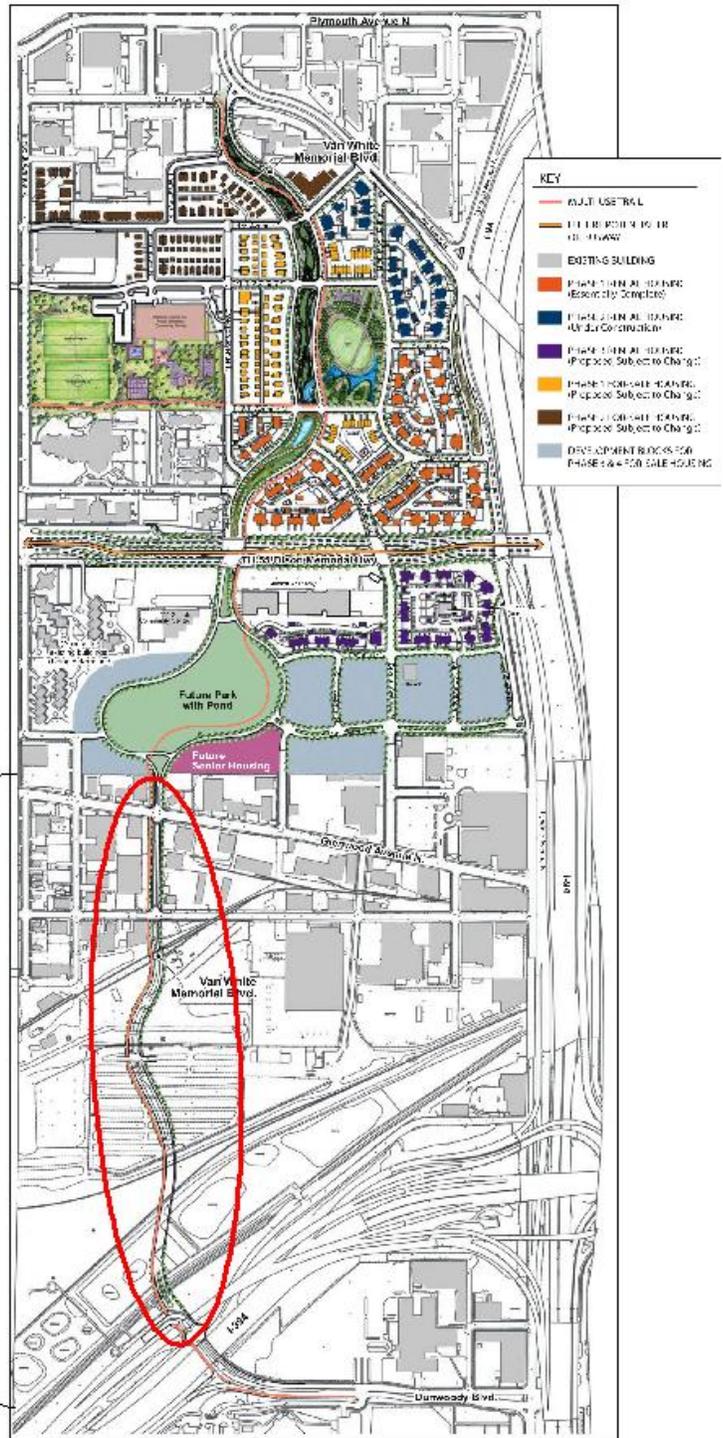


Exhibit A: Project Area

