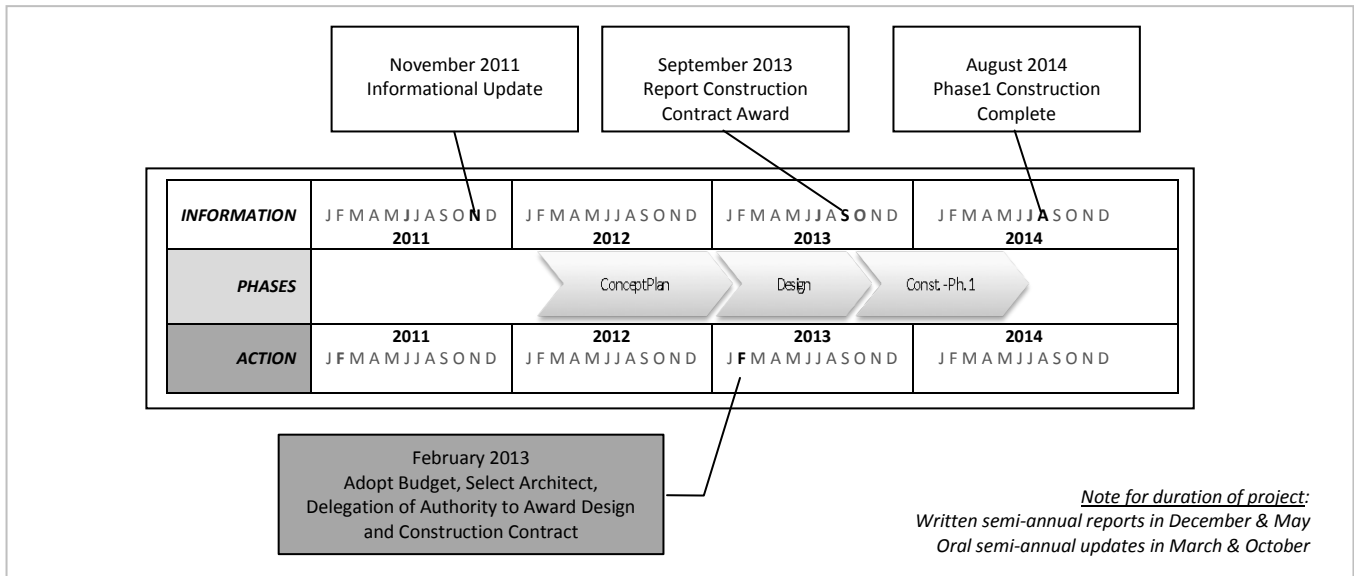


VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor – Adopt Project Budget, Select Landscape Architect, and Delegate Authority to Award Design and Construction Contracts



RECOMMENDED ACTIONS

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the Board of Regents:

- 1) Establish a total project budget of \$6,078,000 for the Burke-Gilman Trail Corridor project;
- 2) Delegate authority to the President to award a design contract to PLACE Studio subject to successful negotiation of an architectural agreement. In the event of an unsuccessful negotiation with PLACE Studio, it is requested that authority be delegated to open negotiations and award a design contract with Berger Partnership, first alternate, and then with Otak, second alternate, if necessary; and
- 3) Delegate authority to the President to award a construction contract, subject to scope, budget, and funding remaining within 10% of the established budget.

VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor – Adopt Project Budget, Select Landscape Architect, and Delegate Authority to Award Design and Construction Contracts (continued p. 2)

BACKGROUND

The Burke-Gilman Trail Corridor (BGTC), constructed in 1978, is a Rails-to-Trails bicycle and pedestrian thoroughfare. From the northeast, it enters campus just south of the Plant Services Building and runs south along the west side of Montlake Boulevard, turning west at the Rainier Vista and follows NE Pacific Street, then NE Cowlitz Road and NE 40th Street until it exits campus west of the Benjamin Hall Building.

The BGTC is widely used by bicycle commuters coming to the University as well as those passing through the campus, and serves as the backbone of the regional bicycling network in the northern part of Seattle. It is also widely used by pedestrians moving to, within and across the University campus. These multiple uses and interfaces between the campus community and the BGTC create conflicts and safety issues that need to be addressed for effective pedestrian and bicycle movement on and around the trail. The number of users has far exceeded the initial projections. Recent user counts have demonstrated that the BGTC, as it passes through campus, has the highest combined bicycle and pedestrian volume of any shared use path in the state.

The consequences of the current overcapacity of the BGTC are twofold, 1) there are significant safety issues resulting from overcrowding and user conflicts; and 2) there is a bottleneck that occurs in the vicinity of the upper campus bridge connection to the Magnuson Health Sciences Center complex that limits the ability of the corridor to accommodate additional users now and in the future. Other safety issues are related to inadequate lighting, poor management of crossing movements, outdated roadway crossing designs, insufficient sight lines, and a lack of ADA access features.

PROJECT SCOPE

This project will develop design and construction documents for the entire length of the University-owned portion of the BGTC, and construct Phase 1. The Phase 1 “Campus” Reach Improvements will improve the BGTC from a point just west of the Rainier Vista to the east side of the 15th Avenue NE intersection. Design and construction documents will be developed consistent with Federal Highway Administration standards, as appropriate and will be developed in context with the other developments in the vicinity. It is anticipated that actual construction projects to improve the BGTC will be accomplished in phases, as funding allows. Initial

VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor – Adopt Project Budget, Select Landscape Architect, and Delegate Authority to Award Design and Construction Contracts (continued p. 3)

estimates indicate a total project cost of \$15-16M, in today's dollars (non-escalated), for the University-owned portion of the BGTC.

CONSULTANT SELCTION

In November 2012, the Capital Projects Office advertised for firms interested in providing architectural services. Four firms responded to the Request for Qualifications for this project, and on December 21, 2012 a subcommittee of the Architectural Commission interviewed the firms of Berger Partnership, MacLeod Reckord, OTAK, and PLACE Studio.

It is the Architectural Commission's Subcommittee recommendation that PLACE Studio be appointed as architect for this project. The Architectural Commission is charged with identifying the most qualified firm, as well as one or two alternate qualified firms, if any, ensuring that negotiations can continue in a timely manner. The alternates chosen were The Berger Partnership followed by OTAK.

PLACE Studio is dedicated to design excellence and innovative ecological practices, from intimate landscapes to large scale urban development and master planning efforts throughout North and South America, Europe, the Middle East, and Asia. PLACE Studio is located in Portland, Oregon. Recent local projects include the Burke-Gilman Trail Corridor Design Concept Plan, UW Infrastructure Visioning Task Force, Prairie Line Trail – UWT Station, and the Prairie Line Trail – City of Tacoma.

SCHEDULE

Predesign (Concept Plan)	December 2011 - November 2012
Consultant Selection	November 2012 - December 2012
Design – Phase 1	January 2013 - June 2013
Design – Remaining Phases	January 2013 - September 2013
Construction – Phase 1	September 2013 - August 2014

The schedule for future construction phases is dependent upon available funding.

VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Burke-Gilman Trail Corridor – Adopt Project Budget, Select Landscape Architect, and Delegate Authority to Award Design and Construction Contracts (continued p. 4)

PROJECT BUDGET AND FUNDING

The proposed project budget is \$6,078, 000. Funding is provided by Transportation Services and the Puget Sound Regional Council (PSRC). Funding from the PSRC is contingent upon a construction contract being awarded by September 2013. No University debt funding will be used in the project. No donor funding is being contemplated nor are any naming opportunities envisioned.

Funding Sources	
Transportation Services Design	\$1,500,000
Transportation Services, Construction Phase 1	\$1,552,103
Puget Sound Regional Council	<u>\$3,026,311</u>
Total	\$6,078,414

Attachments

1. Summary Project Budget
2. Site Vicinity Map

**UNIVERSITY OF WASHINGTON
CAPITAL PROJECTS OFFICE - SUMMARY PROJECT BUDGET**

PROJECT: Burke Gilman Trail

Project Number: 203801

ESTIMATED DATE OF COMPLETION: August 2014

<u>Project Budget</u>	<u>Total Escalated Cost</u>	<u>% of TPC*</u>
Pre-Schematic Design Services	\$ 241,000	4.0%
A/E Basic Design Services	\$ 729,000	12.0%
Extra Services	\$ 282,000	4.6%
Other Services	\$ 50,000	0.8%
Design Services Contingency	\$ 120,000	2.0%
Consultant Services	\$ 1,422,000	23.4%
Construction Base Contract Cost	\$ 3,279,000	53.9%
Other Contracts	\$ -	0.0%
Construction Contingencies	\$ 410,000	6.7%
Sales Tax	\$ 350,000	5.8%
Construction	\$ 4,039,000	66.5%
Equipment & Furnishings	\$ -	0.0%
Other Costs	\$ 158,000	2.6%
Project Management	\$ 459,000	7.6%
Other	\$ 617,000	10.2%
Total Project Cost (TPC)*	\$ 6,078,000	100.0%
<u>Included in Above:</u>		
Escalation at 3% per year through February 2014	\$ 177,000	3.0%

