



Legislation Details (With Text)

File #:	18-522	Version:	1	Name:	Molalla Avenue Design & ROW PSA
Type:	Contract	Status:		Status:	Consent Agenda
File created:	10/25/2018	In control:		In control:	City Commission
On agenda:	11/7/2018	Final action:		Final action:	
Title:	Personal Services Agreement with OBEC Consulting Engineers for the Molalla Avenue Phase 3: Beaver Creek Road to OR 213 Project				
Sponsors:	John Lewis				
Indexes:					
Code sections:					
Attachments:	1. Staff Report, 2. Molalla Avenue PSA, 3. Molalla Avenue Scope of Work Final, 4. Molalla Avenue Fee Final, 5. Molalla Avenue Project Area Map				

Date	Ver.	Action By	Action	Result
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Personal Services Agreement with OBEC Consulting Engineers for the Molalla Avenue Phase 3: Beaver Creek Road to OR 213 Project

RECOMMENDED ACTION (Motion):

Award contract in the amount of \$1,751,411.16 to OBEC Consulting Engineers to complete Engineering and Right-of-Way Acquisition Services for the Molalla Avenue Phase 3: Beaver Creek Road to OR 213 Project (CI 18-004).

BACKGROUND:

The Molalla Avenue Phase 3 Project, located between Beaver Creek Road and OR 213, is identified in the 2013 Transportation System Plan as projects W74 Molalla Avenue Streetscape Improvements Phase 4, W34 Molalla Avenue Sidewalk Infill, and B37 Molalla Avenue Bike Lanes. In March 2001, the City Commission adopted the Molalla Avenue Boulevard and Bikeway Improvements Plan. Additionally, the Molalla Avenue Boulevard and Bikeway Improvements Plan - Safety and Enhancement Plan was adopted in May 2001. These two plans together identified regional, local, and neighborhood needs and objectives for the corridor and serve to integrate and coordinate those needs into an overall vision. The objectives of the plans were to produce a set of corridor-specific strategies for roadway improvements, streetscape enhancements, multi-modal improvements, utility and pavement upgrades and rehabilitation, as well as access enhancements and efficiencies along the corridor. The Molalla Avenue Phase 3 Project will be the final phase and create a complete multi-modal corridor on Molalla Avenue in Oregon City.

In February 2017, Oregon City was awarded a Regional Flexible Funds Allocation Grant. The City and Metro executed the Molalla Avenue Grant Intergovernmental Agreement (IGA) in August 2018, which identified the funding and timeline for the grant project. Staff issued a Request for Proposals to the consultants on Oregon City's Transportation Infrastructure short list in late August 2018. Two proposals were submitted and reviewed by a committee of City staff. The committee selected OBEC Consulting Engineers. Staff has worked with OBEC Consulting Engineers to develop a scope of work for design and right-of-way acquisition services.

Molalla Avenue is a key corridor for all travel modes. Currently, the corridor is uncomfortable, unwelcoming, and unaccommodating for those walking, biking, or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the Molalla Avenue corridor, we would like to encourage non-auto modes by creating a right-of-way that better accommodates all users. With these multi-modal components lacking, Molalla Avenue currently functions as a barrier to pedestrian, bicycle, and transit users. The focus of the project is on creating a complete street and providing a safe corridor for biking, walking, and transit. The project includes the following components:

- The west side of the corridor will include ten-foot wide sidewalks, with pedestrian level LED street lighting and street trees located within the furniture zone.
- Both sides of the corridor will include ADA-compliant curb ramps and continuous bike lanes, as well as streetscape amenities such as trash receptacles, benches, and transit stop amenities.
- Pedestrian-actuated crosswalks in three key locations, preliminarily identified at Adrian Way, Char Diaz Drive, and Garden Meadow Drive.
- Full replacement of two existing traffic signals at Clairmont Way and Gaffney Lane, including a review of the geometric design of these intersections. A signal warrant analysis will also be completed at Fir Street to determine if/when a signal may be necessary.
- Access management to better establish safer access to businesses that includes right sizing existing driveways and construction of raised center medians with landscaping where appropriate.
- New pavement along the entire corridor.
- New welcome/gateway feature at the south end of the corridor.

Right-of-way acquisition is anticipated from approximately 15 properties along the corridor; these will generally be located on the west side where sidewalk widening is occurring.

The project will also include a new 24" water transmission main that is necessary to provide transmission pipe capacity to fill existing and future reservoirs during existing and future 20-year build-out peak water demand periods.

The consultant will also provide public involvement assistance during the project. The City and the consultant team will develop and implement a public involvement plan that includes key messages about the project, project process and schedule, decision-making, stakeholders, and public involvement strategies and tools to be used to engage stakeholders during the design process.

BUDGET IMPACT:

Amount: \$1,751,411.16

FY(s): 2018/2019 and 2019/2020

Funding Sources: Metro Grant (\$1,373,166), Various Funds (\$378,245.16) including Street SDC, PMUF, Water, and Water SDC Funds