

FRIDAY MEMO
May 27, 2005

- 1) The Engineering Department continues to work with the Historic Milwaukie NDA to define traffic calming strategies for the neighborhood that will effectively deter cut-through traffic between Highway 99-E and Highway 224. Following several months of study and meetings, a five-member working group will present a recommendation to the regular NDA meeting on June 13. Several median island "slow points" are recommended for Monroe and Washington streets along with speed bumps on 28th and 29th Avenues, between Harrison and Monroe streets.
- 2) The McLoughlin Boulevard enhancement project is scheduled for bid letting on June 23rd. Work on the roadway project will begin in early August. ODOT has agreed to share, along with the City, in up to 50% of cost increases for right of way and construction, not to exceed \$375,000. The City has taken possession of Vic's Tavern (the Kroll Building) and the Antique Mall and plans to demolish the structures following a groundbreaking ceremony that includes a visit by Governor Kulongoski, on June 22nd. Two hundred square feet of Kroll Building bricks will be reused in the new plaza at Monroe St. with additional bricks available for anyone who may want them as a souvenir.
- 3) The Eton Lane sewer replacement project, located in Waverly Heights, will be awarded in June. However, construction is not scheduled to start until September due to the contractor's heavy work schedule.
- 4) Engineering has contracted with consultants Murray Smith and Associates to study the potential for re-locating drinking water well #8, located on the east end of Lake Road. In March the pump overheated and was destroyed. The well was taken out of commission at that time. The well itself has not produced at planned levels and it may be necessary to move the well to a different site. Back up water if needed would be provided through the City's inter-connection with Clackamas River Water.
- 5) Engineering hired Zach Weigel to replace Brion Barnett. Zach is an OSU graduate, and five years of experience in municipal engineering with the cities of Lebanon and Silverton. Zach recently passed the professional engineers exam and is a licensed P.E. He started work on May 23rd and will be responsible for processing development review activities for the engineering department.
- 6) Engineering is wrapping up its work on a revised wastewater master plan along with a review of the financial health of the utility. A rate increase may be necessary for the coming year and will be considered by City Council along with the proposed Master plan on July 19.
- 7) On May 24, 2005, the Planning Commission heard continued testimony on the Parks District Ball field project at North Clackamas Park. The public testimony part of the hearing was closed and the decision-making meeting was scheduled

for June 14, 2005 at Milwaukie City Hall. For further information contact Planner Lindsey Nesbitt at 503-786-7658.

8) The City has applied for a \$120,000 grant from the Oregon Transportation and Growth Management Program to update and improve the City's Transportation System Plan. Awards will be announced mid June.

9) The Island Station Neighborhood District Association has submitted an application for a Master Plan for Spring Park, located along the Willamette River. The application is tentatively scheduled to be heard by the Planning Commission on June 28, 2005. For information about the proposal call JoAnn Herrigel at 503-786-7508.

11) Staff is working on a draft of improved regulations that govern how houses and other buildings are moved within the City. Once finalized the amendments will be sent out for comments from house movers before being referred to the City Council in July.


12) Code Enforcement staff has joined the Clackamas County Juvenile Dept. in a partnership to help remove graffiti in the City. The County Juvenile Dept. received a grant to get juvenile offenders to remove graffiti from affected properties. Clackamas Co. will provide all of the labor, brushes, etc. and the property owner will need to provide the paint. Joining us in this endeavor is Mike Shepard. Mike is a citizen who has volunteered his time to assist property owners in the removal of graffiti. He will be joining the juvenile offenders to help paint over graffiti. Thanks to Mike for his effort to keep Milwaukie graffiti free.

13) Attachments to this week's memo are as follows:

- Next week's meetings;
- North Main update;
- Park and Recreation Board letter to Board re Kellogg;
- OTIA decision on additional McLoughlin request; and
- Above and beyond the call by Code Enforcement (some may try to make this a Duck v. Beavers issue, but that is not the intention of this attachment.



City and Public Interest Meetings The Week of May 30th – June 5th

<u>Date</u>	<u>Group</u>	<u>Time</u>	<u>Location</u>	<u>Contact</u>
<u>Monday 30th</u>	All City Offices Closed Memorial Day			
<u>Thursday 2nd</u>	Lewelling NDA	7:00 p.m.	Lewelling Elementary	 Jeff Klein 503-653-8639
<u>Sunday 3rd</u>	Farmers Market	9:30 a.m. – 2:00 p.m.	Downtown Milwaukie	Grady Wheeler 503-786-7503

From: King, Jeff
Sent: Thursday, May 26, 2005 12:32 PM
To: Swanson, Mike; 'mfs32@comcast.net'
Cc: DuVal, Pat
Subject: Friday memo-North Main Village

North Main Redevelopment Project

North Main Project-Summary May 26, 2005

With the favorable resolution of the state BOLI prevailing wage issue, the project is moving forward. Key issues are” developer bond financing, infrastructure financing, permit review and approval, construction scheduling, and library access. The on-site construction start date is planned for August. Here is a summary of activities and the schedule for the North Main Redevelopment Project for the next several weeks.

Summary of recent activities

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|----------------|--|
| April 14, 2005 | Design and Landmarks Committee. Final check-in meeting. Location: City Hall 6:30 PM. Siding, windows accepted. Developer will come back for final art and signage designs. |
| May 24, 2005 | City Development Team Meeting. 3:30 PM, JCB Discussed off-site infrastructure bid process and financing, updated schedule. |

Upcoming Activities

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| May 31, 2005 | City Development Team Meeting. 3:30 PM, JCB |
| June 1, 2005 | City to receive 100% plans from HHPR for off-site underground public utilities. City lets out for bid. |
| June 1, 2005 | Main St. Partners submits 100% Construction Documents, Formal Permit request |
| June 7, 2005 | PAR Amendments Approval. City Council. City Hall 7PM |
| June 5, 2005 | Legal Notice published for SPWF Funds |
| June 9, 2005 | North Main Management Team Meeting, 1:30 PM, SOJ |

June 21, 2005	City Council Meeting, Public Hearing, Approve SPWF funds contract. City Hall, 7 PM
June 21, 2005	City Council Meeting. Advance Approval of low bid for off-site underground public utility work (offsite ROW Phase 1). City Hall, 7PM
June 27, 2005	Library Board Meeting-parking, construction access issues. Ledding Library, 6:30 PM
July 5, 2005	Off-site construction for public underground utilities commences.
July 22. 2005	City issues permits, permits pulled for on-site construction
TBA	Land sale closing

OTIA I/II Steering Committee Sub Team Item Summary

Item:	McLoughlin Blvd (Harrison St to Kellogg Lake Bridge), Key 05651
Change Type:	Scope Refinement/Budget Increase
Staff Contact:	Kim Hunn-Basl, OTIA I/II Administrative Manager

AGENDA ITEM SUMMARY: Region 1 and the City of Milwaukie are requesting up to \$375,000 in additional OTIA preservation funds to provide sufficient funds to construct the project. The request also includes a corrective modification to the termini to reflect actual, intended project segment.

Region Manager: Matthew Garrett
Area Manager: June Carlson
Project Type: OTIA I Preservation

Original OTIA Budget:	\$2,000,000 OTIA I
Revised OTIA Estimate:	\$2,375,000 OTIA I
Additional OTIA \$ Requested:	\$375,000 OTIA I
Current Project Bid Let:	6/23/2005 / No change anticipated unless request is not approved.
Current Construction Completion:	8/31/2006 / No change anticipated unless request is not approved.
Original Scope:	Overlay / reconstruct on about 1 mile (MP 5.72 to 5.97) roadway in the City of Milwaukie. Implement boulevard street design (landscaped medians, wide sidewalks, bike lanes, additional pedestrian crossings). Establish 2 block spacing between traffic signals by moving and adding signals. The pavement in this section has a rating of Poor (ODOT 1999 Pavement Condition Report and Existing Condition Maps).
Revised Scope:	Revise termini to 5.67 to 5.96. The original documentation was incorrect in stating that 'about 1 mile' would be constructed. The previous termini only addressed approximately 0.3 miles in project length. Scope of work remains the same however northern end of project will end at Scott Street instead of Harrison St. This was changed at the recommendation of ODOT due to the need for transition/taper requirements in the roadway. This resulted in a need to add sidewalks, drainage, traffic separation, and right-of-way file.

Background:

The McLoughlin Blvd. – Harrison St. project is located on Oregon state route 99E in the City of Milwaukie. The City is responsible for delivery of the project however ODOT provides oversight since it involves a State highway facility.

During the design phase of the project, P.E. costs exceeded original cost estimates by 5% for consultant fees, 37% for city labor and 240% for ODOT. In March of 2005, following completion of design, additional right of way acquisition costs were identified for property acquisition, relocation expenses and ODOT labor amounting to \$322,000 over the original budget estimate of \$900,000. As a result, total available project resources currently fall short of total anticipated project costs by just over \$520,000. There is a concern that construction costs may exceed the current engineer's estimate by 10%, adding another \$230,000 in cost to the project. Therefore, the current estimate for all phases combined, potentially exceeds the original estimate by \$750,000.

The City of Milwaukie and its design team have reviewed various means to reduce costs without negatively affecting the project purpose. These included reallocating city labor charges, reduction in project scope, performing some aspects of the construction with city or county forces, reduction in construction engineering fees and evaluation of construction unit prices. They determined there was not enough cost savings to make a significant dent in the projected shortfall. With the exception of contributing city labor as an "in-kind match", tightening up the cost estimates and efforts to reduce C.E. fees, all other changes would likely require a minimum two-month project delay to incorporate plan and scope changes. The team determined that such a delay would further jeopardize costs due to the need for re-design and additional time associated with the approval process and seasonal weather delays due to a later construction start date.

REQUEST JUSTIFICATION: ODOT Region 1 and the Milwaukie City Engineer have provided the following information regarding this request:

1. Why is the change needed?

A.) Right of Way costs- ODOT Right of Way section estimated a total cost for right of way acquisition of \$900,000. Current estimates for completion of the right-of-way phase are an additional \$322,000, for a total of \$1,223,000. This includes but is not limited to ODOT labor of \$145,000 (an increase of 224%), land and improvements of \$831,000, (an increase of 128%), and relocations of \$90,000 (an increase of 224%). Original estimates were based on incomplete information and were made prior to the selection of the construction design alternative. Once work began there was the discovery of a number of tenants that had been previously unidentified and who required relocation. Appraisals came in substantially higher than anticipated. There was a great deal more effort required in acquisition than anticipated due to difficult negotiations.

B.) Preliminary Engineering (P.E.) costs- The original authorization for P.E. was \$600,000. Consultant fees increased 5% above estimates, city labor costs were 37% higher (City of

Milwaukie is willing to donate the "in-kind" match), and ODOT labor exceeded estimates by 240%. City and ODOT costs were initially ballpark estimates that were greatly exceeded due to a larger than usual coordination effort involving numbers of Public Advisory Committee Meetings, internal meetings, Project Team meetings, and plan/spec reviews.

C.) Construction engineering/inspections costs- These costs are typically calculated at 15-20% of construction costs. Although the proposed amount of \$368,000 for C.E. services is within this range, the City of Milwaukie is making every effort to reduce these costs without jeopardizing the project schedule. Final savings are yet to be determined.

D.) Construction costs- project scope originally included S.E. Harrison as the northern project limit. This was changed at the recommendation of ODOT due to the need for transition/taper requirements in the roadway. This resulted in a need to add sidewalks, drainage, and one additional property acquisition file. This change added a block of sidewalk, drainage pipe/inlet, and concrete traffic separation to construction costs and \$20,000+ for the additional ROW file.

2. If additional funds are requested, what is the Region's priority for additional funds from the OTIA Funds Balance?

Region 1 Manager, Matt Garrett, supports participating in up to 50% of the anticipated maximum estimate increase of \$750,000. The City of Milwaukie will be responsible for the remainder, including delivering the project for construction in June 2005.

3. What alternatives exist if the request is not approved?

If not approved, the City would continue to consider project cost cuts and look for funding sources. One possible source of funds is the City Street Fund, but its use is tied to project already promised to the community.

4. What will be the consequence if the request is not approved?

If the City Street Fund is tapped, school safety projects, sidewalk projects, and road rehabilitation projects would be sacrificed. Community involvement would be necessary to propose this change in the use of the funds. The project bid date would be delayed until costs can be reduced, or additional funding is secured.

OTIA STAFF ANALYSIS: Approval of the change request is consistent with previous OSG actions regarding additional funding on local projects only when there is benefit or involvement of ODOT infrastructure. Many of the cost increases are associated with ODOT requirements and ODOT staff work needed to move this project forward. The revisions to the scope statement do not change the original intent of the project but instead better define the intended work.

In order to keep the project on schedule, approval of the request seems prudent. Further, there are adequate funds within the OTIA Central Fund Balance to cover the request.

OTIA STAFF RECOMMENDATION: Approval, contingent upon the return of any un-needed funds should the awarded contract amount be lower than anticipated. Approval is also contingent upon full execution of the modified Intergovernmental Agreement (IGA).

From: Herrigel, JoAnn
Sent: Monday, May 23, 2005 7:57 AM
To: Swanson, Mike
Subject: FW: Duckling
[Mike: A piece for next Friday's memo:](#)

Code Enforcement staff recently responded to a call from folks in the North Industrial area regarding baby ducks that had fallen into a storm grating. Les Hall was able to retrieve one of the baby ducks. Picture follows.

JoAnn

