

Staff

Michael Dour, Alternative Transportation Analyst

Recommendation

This is an informational report intended to give the Selection Committee information regarding the Downtown Roseville bridge projects and the consultant selection process. The Selection Committee is encouraged to provide feedback to staff regarding the design process and concepts.

Background

The Library Bridge over Dry Creek was removed in June 2011 due to storm damage. Construction of a Replacement Bridge at this location is identified as one of the projects in the Downtown Specific Plan (DTSP). The DTSP and the Bicycle Master Plan (BMP) also propose rotation of the Icehouse Bridge to the other (south) side of the Veterans Hall to facilitate an extension of the Miners Ravine Trail into Royer Park via an undercrossing of Lincoln Street. Both of these bridges are included in the first phase of improvements for the DTSP Public Improvement Program that was approved by the City Council in August 2011. Given their close proximity on Dry Creek and since both bridges are federally funded, staff is proposing to concurrently design and construct the new Replacement Bridge and rotated Icehouse Bridge.

The bridges will lay the aesthetic foundation for future DTSP projects near Royer Park. To ensure that the new Replacement Bridge and the rotated/refurbished Icehouse Bridge are of high quality design consistent with the intent of the DTSP, staff has developed a design process, including consultant selection, to promote public participation and include important stakeholders in the DTSP area.

Discussion

The bridge design process includes opportunities and challenges related to federal funding requirements, environmental requirements including biology, cultural resources and hydrology/flooding, and the Downtown Vision for bridges and related development. These are discussed below.

Funding – Funding for both the Replacement Bridge and Icehouse Bridge Rotation are from federal sources. The Replacement Bridge is funded through a Federal Transit Administration (FTA) Transit Enhancement grant with a total budget of \$681,395. The Icehouse Bridge Rotation is funded through a Congestion Mitigation and Air Quality (CMAQ) grant and has a total project budget of \$753,000.

Although the funding sources are different, they share some federal requirements. These include:

- **Disadvantaged Business Enterprise (DBE) Program** – This program requires the establishment of local goals for use of DBEs to ensure that small disadvantaged business enterprises (DBE) can compete fairly for federally funded transportation-related projects. The DBE goal for the design component of this project is 10%. This means that 10% of the value of the consultant contract should incorporate underutilized DBEs. This will affect the composition of the design team.
- **Americans with Disabilities Act (ADA)** – The bridges will be required to meet ADA requirements for accessibility. These typically affect the design and slope of bridge approaches, bridge deck materials and other project features.
- **Buy American** – Federal funding may require that products are purchased from American companies, and may have other similar requirements for shipping of products.

- **Project Authorizations** – The project will require authorizations from Caltrans (on behalf of the Federal Highway Administration) and the FTA at various project milestones. This requires an application process and submittal of information to support the authorization. This affects the project timeline.

Environmental Requirements - The environmental impacts of the Replacement Bridge Project and the Icehouse Bridge Project were evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA) in the DTSP Environmental Impact Report (EIR). Since both bridges will use federal funds, additional environmental analysis is required under the National Environmental Policy Act (NEPA). At a minimum, the NEPA analysis will require biological studies, cultural resource evaluations and hydraulic studies to ensure that there are no flood impacts. These studies could have an effect on the design of the bridges. For example, if sensitive biological or cultural resources are discovered in the vicinity of a proposed bridge, this may require consideration of alternate bridge locations. The cultural analysis may also affect how the Icehouse Bridge is re-used. Finally, the hydraulic analysis will affect the aesthetic design of the bridge. In particular, the bridges will have to be designed to convey water and to minimize the potential for scouring/erosion at bridge abutments.

Downtown Vision – The DTSP, adopted in 2009, created a focused vision for Downtown Roseville through a series of community forums and public outreach sessions. The overarching goal is to revitalize Downtown Roseville into a vibrant and flourishing destination. Some of the DTSP design policies applicable to the bridge project include:

- To improve connectivity;
- To create memorable public places through Placemaking; and,
- To enhance public places through high quality architecture and urban design.

Placemaking is the concept of creating and enhancing public places that support community activity, spirit, and involvement. The Downtown Specific Plan notes that respecting and honoring the history and influence of the railroad on Roseville is a key component of placemaking in the Downtown.

The DTSP and accompanying Royer Park Master Plan state that the improvements in and near Royer Park should use a Works Progress Administration (WPA) style. This style is typified by the economical use of natural materials (concrete, stone, metal, stucco, wood and ornamentation) and the use of craftsmanship and proportions to define the structure. Attachment 1, which are excerpts from the Royer Park Master Plan (an Appendix to the DTSP), discuss the WPA design intent.

There are a number of other improvements planned by the DTSP that will influence or be influenced by the bridge project. These are shown on Attachment 2, the Illustrative Plan from the Royer Park Master Plan, and include:

- Planned amphitheater adjacent to the Replacement Bridge
- Existing floodwalls near the library
- Planned Plant Demonstration Garden adjacent to Replacement Bridge
- Mixed Use development sites planned near both bridges
- Regional Class I trail and other paths (creekwalks) adjacent to both bridges
- Veterans Hall near Icehouse Bridge
- Royer Park parking lot near Icehouse Bridge landing point
- Proposed roundabout at Washington/Oak near Icehouse Bridge
- Existing and planned utilities
- Future Middle Pedestrian Bridge

One of the challenges for the prospective consulting team will be to design the bridges in consideration of all these existing and future improvements. One of the future improvements of note is the “Downtown Bridge”. This is a planned pedestrian bridge located between the Icehouse Bridge and the Replacement Bridge. This bridge will align with the Civic Center steps that face Oak Street and create a seamless connection between the new Town Square and Royer Park. Funding is not available for the Downtown Bridge at this time, and it is not a part of this project. However, staff will request that prospective design consultants consider this future bridge as they design the Replacement Bridge and Icehouse Bridge rotation project.

Project Schedule – The current project schedule is provided in Attachment 4. This attachment outlines the consultant selection, project design, environmental review/ permitting and construction process. Design should be complete with two years, allowing construction of the bridges project in 2014. The project schedule accounts for anticipated time frames based upon staff experience of the typical federal funding process, design process, environmental review and permitting, and construction. Staff will review the schedule at our meeting.

Next Steps – The next steps for the project include:

- Draft Request for Qualifications (RFQ) – The Selection Committee will be asked to review the design section of the draft RFQ email in late February.
- Finalize RFQ - March
- Release RFQ - April
- Statements of Qualifications (SOQs) receive – end of April
- Staff review of SOQs May
- Selection Committee review of Qualified Design Teams – May 22 (tentative)

Attachments

1. DTSP/Royer Park Master Plan Excerpts showing WPA Design Intent
2. Illustrative Plan from Royer Park Master Plan
3. Aerial Photo showing planned bridges and Class I trails
4. Project Schedule