



## Legislation Text

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**File #:** 18-0196R, **Version:** 1

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RESOLUTION AUTHORIZING AN AMENDMENT TO AGREEMENT C23115 WITH TKDA FOR ADDITIONAL ENGINEERING SERVICES FOR THE STEWART CREEK BRIDGE AND CLYDE CONNECTOR TRAIL RESTORATION PROJECTS AS PART OF THE DWP TRAIL IMPROVEMENT FOR AN INCREASE OF \$10,019 AND A NEW TOTAL AMOUNT NOT TO EXCEED \$86,908.

### CITY PROPOSAL:

RESOLVED, that the proper city officials are hereby authorized to execute an amendment, substantially in the form attached as Exhibit A, with TKDA for additional engineering services for the Stewart Creek Bridge and Clyde Connector Trail restoration projects, for an increase of \$10,019, and a new total not to exceed \$86,908, payable from 452-030-5530 HANDHTAX-1528-01 (Tourism & Recreational Projects - Finance Improvements Other than Buildings - Half & Half Tax Projects, DWP Trails-Clyde Connector/Stewart Creek Bridge).

**STATEMENT OF PURPOSE:** This resolution authorizes an amendment to the agreement with TKDA for additional engineering services including design and construction observation/administration as needed for the Stewart Creek Bridge and Clyde Connector Trail restoration projects.

The additional services will resolve moderate complications encountered in routing the Clyde Connector Trail around a private parcel, and allow additional construction observation and administration services required due to unforeseen bridge foundation repair issues.

The Stewart Creek bridge is a critical span on the long awaited repurposing of the Duluth Winnipeg Pacific (DWP) railroad bed to be an accessible destination trail for walking, bicycling, horseback riding, and cross-country skiing. This trail will run from Spirit Mountain Recreation Area to Becks Road.

A critical part of the DWP trail system, restoration of the Clyde Connector Trail will connect three horizontal "destination" regional and state trail systems with a vertical trail connection up the hillside for walking/hiking, mountain bicycling, horseback riding, cross-country skiing, and snowmobiling.

TKDA's proposal and project estimation sheet for this amendment are attached to Exhibit A. The additional design services are funded by half and half tax funds put aside for this purpose. Trail and bridge construction are funded by a mix of federal, state, and designated half and half tax funds.