

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Authorize the City Manager to Execute a Discretionary Work Request with King County for the 2003 Road Overlay Program
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Paul S. Haines, Public Works Director Jesus Sanchez, Operations Manager

**PROBLEM/ISSUE STATEMENT:**

The purpose of this report is to request Council to authorize the City Manager to execute a Discretionary Work Request with King County for the 2003 Road Overlay Program. Council has authorized \$500,000 in the 2003 CIP Budget for the Road Overlay Program, however, maintaining the current Pavement Management ratings is critical to avoiding further deterioration of our roadways, and will require additional funding.

**ALTERNATIVES ANALYZED:**

Due to the passage of I-776, the 2003 CIP Budget for road overlay was reduced from \$700,000 in previous years to \$500,000. Staff has considered a mix of overlay and slurry seal treatments to maximize the usage of the reduced budget amount in programming and accommodating the council approved budgeted amount of \$500,000. However, staff have prepared two options for council consideration, one of which would increase the current council budgeted amount by \$200,000.

Option No. 1: Public Works would use the 2003 CIP Budget of \$500,000 in the Roads Capital Fund. Under this option, Public Works would overlay approximately 5.22 centerline miles of road and slurry seal approximately 6.02 centerline miles of road.

Option No. 2: Public Works would use the budgets as identified in Option No. 1, plus a \$100,913 carryover from the 2002 Overlay Program and request an additional \$99,087 from the 2002 General Fund surplus for a total of \$700,000. Under this option, we would be able to overlay an additional 2.41 centerline miles.

**FINANCIAL IMPACT:**



Passage of I-776 reduced the City's revenues from vehicle license tabs, and the 2003 CIP Budget for road overlay was correspondingly reduced from \$700,000 in previous years to \$500,000. The 2002 Road Overlay Program had cost savings resulting in a carryover of \$100,913 into 2003, which can be applied to the 2003 Road Overlay Budget raising the total to \$600,913.

Option No. 1: Public Works would only use the 2003 CIP Budget of \$500,000 in the Roads Capital Fund for the mix of overlay and slurry seal applications and does not require any budget adjustment or amendment.

Option No. 2: Public Works would use the budgets as identified in Option No. 1, plus the \$100,913 carryover in the 2002 Roads Capital Fund and request an additional \$99,087 from the 2002 General Fund surplus for a total of \$700,000. A 2003 Budget amendment ordinance would be presented to Council in the 3<sup>rd</sup> Quarter and would include the \$99,087 for this option.

### **RECOMMENDATION**

Staff recommends Option No. 2, and requests Council to authorize the City Manager to execute a Discretionary Work Request with King County for the 2003 Road Overlay Program in an amount not to exceed \$700,000.

Approved By:      City Manager  City Attorney 

## **INTRODUCTION**

King County has paved City of Shoreline streets with asphalt overlay since the City's incorporation in 1995. To meet the County's schedule of beginning the overlay project in early summer, a Discretionary Work Request must be signed. The purpose of this report is to request Council to authorize the City Manager to execute a Discretionary Work Request with King County for the 2003 Road Overlay Program.

## **BACKGROUND**

At the March 17, 2003 Council workshop meeting, Paul S. Haines, Public Works Director, reported to the Council on the City of Shoreline's 2002 pavement condition ratings. He reported that the City's streets rated an overall score of approximately 76, or fair to good condition. Since adoption of the City's 2000 Budget, \$700,000 has been allocated for the Road Overlay Program, which has allowed the City to maintain the streets in fair to good condition. The 2003 Budget was reduced to \$500,000 due to passage of I-776. At this level, the average condition rating will decrease, and the deferred maintenance costs will increase over time. Program efficiencies in 2002 resulted in \$100,913 savings in the 2002 Road Capital Fund, which could be used to enhance the 2003 Road Overlay Program.

The roads identified in this year's overlay recommendation have eroded to a degree where alternate methods of maintenance (other than overlays) would not result in the successful rehabilitation of the pavement conditions in these areas. In addition, completing these areas would reduce the number of customer requests received and the amount of reactive maintenance costs. Our primary objective is to effectively maintain or enhance the integrity of the City's roadway system in the most cost efficient manner. As in past years, we attempt to concentrate the overlay projects in specific neighborhoods to encourage better bid pricing and reduce the number of areas inconvenienced by the work.

## **ALTERNATIVES ANALYSIS**

This year's Pavement Maintenance and Rehabilitation Program consists of overlay (80%: \$400,000) and Slurry Sealing (20%: \$100,000) as the methods of treatment. The Slurry Seal method is being considered this year as part of the pavement maintenance and rehabilitation program, due in part to I-776. Public Works will conduct a modeling test to ascertain the correct mixture to apply, prior to a full implementation to avoid problems with this method, as in past applications. Should an adequate test not be achieved, the portion set aside for slurry seal will be used to extend the overlay contract. The proposed overlay program includes those roads with pavement conditions with ratings of poor to failing that cannot be effectively repaired using other treatment options. King County's schedule for beginning the overlay project is early summer, and slurry sealing will be scheduled for early August.

Staff is requesting to contract with King County's Department of Transportation, Road Services Division to complete the City's 2003 Road Overlay Program. King County

uses a formal bid process to choose a contractor. The City of Shoreline pays the appropriate amount based upon the tons of asphalt used for our streets. By using the County's contractor, the City is able to take advantage of lower bids.

Option No. 1: Using the 2003 CIP Budget of \$500,000 in the Roads Capital Fund, Public Works would overlay the streets listed on Attachment B. Under this option, we would set aside \$100,000 for potential slurry sealing of roads, contingent upon successful testing of the slurry seal application, as listed on Attachment D. If the testing is not successful, we would use the \$100,000 set aside to overlay an additional 0.77 mile of road, as listed on Attachment E. No budget adjustment or amendment is required to implement this option.

Option No. 2: Using the budget as identified in Option No. 1, plus the 2002 Overlay Program carryover and requesting an additional \$99,087 from the 2002 General Fund surplus for a total of \$700,000, Public Works would overlay the streets listed on Attachments B and C, and slurry seal the streets listed on Attachment D. As in Option No. 1, we would set aside \$100,000 for potential slurry sealing, and should the slurry seal testing be unsuccessful, we would overlay an additional 0.77 mile of road, as listed on Attachment E.

Currently, I-776 is being scheduled for the State Supreme Court to hear and act on its constitutionality. Opinions we are receiving from AWC and other experts are that it is likely I-776 will be found unconstitutional, and the Street Fund resources lost due to this initiative will be reinstated. The Street Fund would again have the resources to support the \$700,000 overlay program.

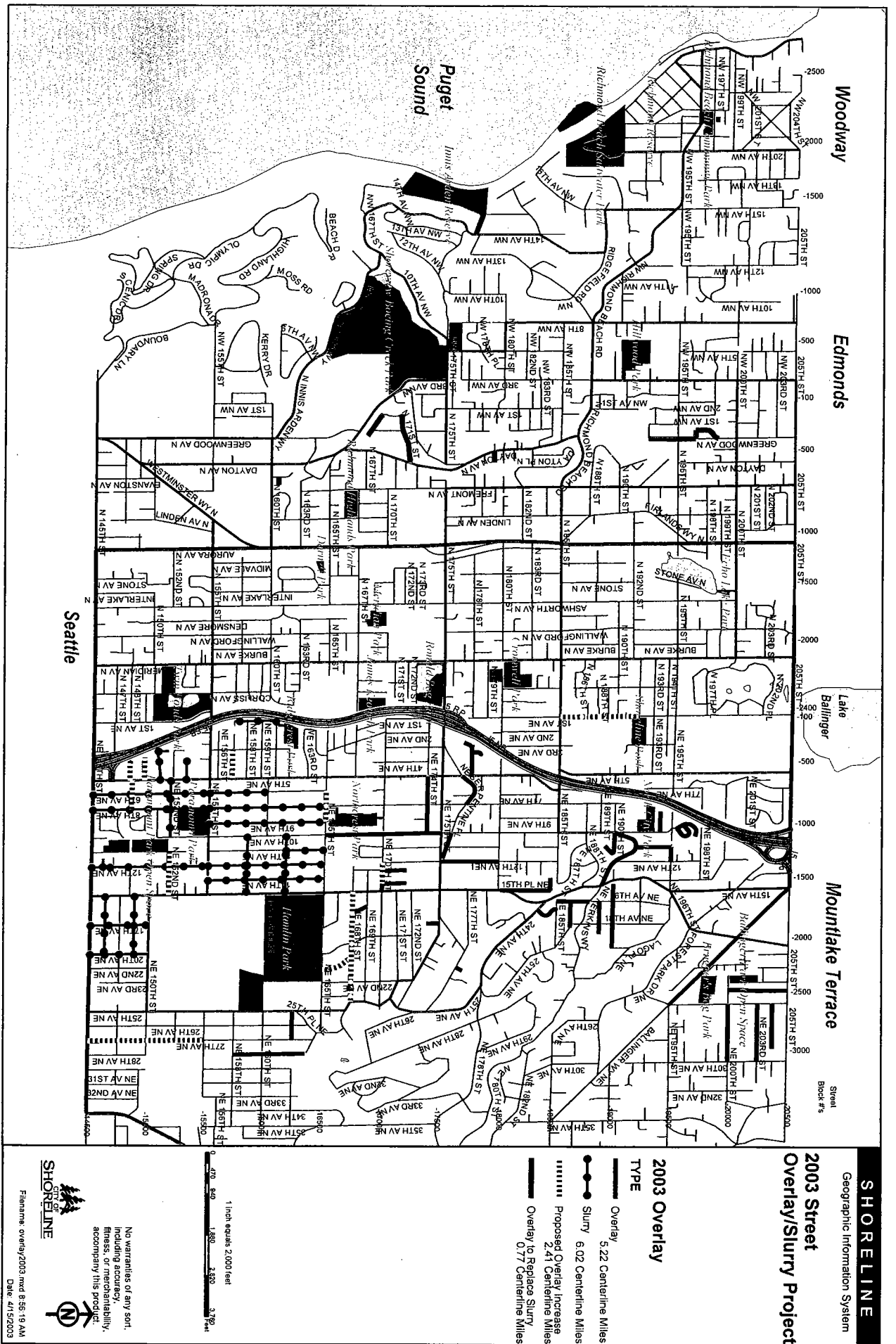
Should the Supreme Court find I-776 is constitutional, the use of the additional \$200,000 for overlay and slurry sealing in 2003 will be a one-time investment from City resources. Until additional resources are identified, near future overlay and slurry sealing programs will be scoped around a \$500,000 available CIP Budget.

### **RECOMMENDATION**

Staff recommends Option No. 2, and requests Council to authorize the City Manager to execute a Discretionary Work Request with King County for the 2003 Road Overlay Program in an amount not to exceed \$700,000.

### **ATTACHMENTS**

- A: Project Map
- B: 2003 Overlay Program List
- C: 2003 Proposed Overlay Increase List
- D: 2003 Slurry Sealing Program List
- E: 2003 Overlay to Replace Slurry Sealing List



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**CITY OF SHORELINE  
2003 OVERLAY PROGRAM**

Exhibit B

STREET	FROM	TO	LENGTH	WIDTH	SQUARE YARDS
10 Ave NE	NE 174 Street	NE 165 Street	2389	22	5,840
10 Ave NE	NE 175 Street	NE 174 Street	333	31	1,147
10 Ave NE	NE 196 Street	End Route (N)	460	18	920
11 Ave NE	NE 190 Street	End Route (S)	252	28	784
11 Ave NE	NE Perkins Way	NE 195 Street	782	16	1,390
12 Ave NE	NE 175 Street	NE 180 Street	1358	26	3,923
13 Ave NE	NE 170 Street	End Route (N)	528	20	1,173
14 Ave NE	NE 170 Street	End Route (N)	528	20	1,173
15th Ave NE	NE 152nd Street	NE 153rd Street	54	370	2,220
15th Ave NE	NE 160rd Street	NE 154th Street	44	247	8,963
15 PI NE	15 Ave NE	NE 184 PI	990	21	2,310
16 Ave NE	NE 169 Street	NE 168 Street	358	21	835
16 Ave NE	NE 185 Street	24 Ave NE	495	26	1,430
16 Ave NE	NE Perkins Way	NE 185 Street	700	20	1,556
17 PI NE	NE 175 Street	End Route (S)	330	19	697
2 PI NE	NE 178 Street	End Route (W)	232	26	670
21 PI NE	NE 177 Street	End Route (N)	165	22	403
24 Ave NE	NE 205 Street	End Route (S)	1430	16	2,542
28 Ave NE	NE 158 Street	28 PI NE	1647	28	5,124
3 Ave NE	NE 178 Street	End Route (N)	260	26	751
NE 163 Street	25th Ave NE	27 Ave NE	664	27	1,992
NE 170 Street	12 Ave NE	15 Ave NE	667	24	1,779
NE 174 Street	5 Ave NE	10 Ave NE	1330	22	3,251
NE 178 Street	5 Ave NE	2 PI NE	630	23	1,610
NE 184 PI	15 PI NE	End Route (W)	330	28	1,027
NE 186 Street	16 Ave NE	18 Ave NE	578	17	1,092
NE 189 Street	16 Ave NE	18 Ave NE	522	16	928
NE 189 Street	18 Ave NE	End Route (E)	224	20	498
NE 190 Street	10 Ave NE	11 Ave NE	483	27	1,449

**CITY OF SHORELINE  
2003 OVERLAY PROGRAM**

Exhibit B

STREET	FROM	TO	LENGTH	WIDTH	SQUARE YARDS
NE 190 Street	16 Ave NE	End Route (W & E)	1,384	17	2,614
NE 194 Street	10 Ave NE	End Route (W)	531	24	1,416
NE 195 Street	11 Ave NE	12 Ave NE	393	17	742
NE 196 Street	10 Ave NE	End Route (W)	720	18	1,440
NE 197 Street	10 Ave NE	10 Ave NE	480	18	960
NE 200 Street	25 Ave NE	30 Ave NE	1450	24	3,867
NE 203 Street	25 Ave NE	30 Ave NE	1450	16	2,578
NE 204 Street	25 Ave NE	End Route (E)	950	16	1,689
NE Serpentine Pl	10 Ave NE	End Route (E)	590	20	1,311
NE Serpentine Pl	5 Ave NE	8 Ave NE	880	22	2,151
<b>TOTAL</b>			<b>27,591</b>		<b>76,245</b>



**CITY OF SHORELINE**  
**2003 PROPOSED OVERLAY INCREASE**

Exhibit C

STREET	FROM	TO	LENGTH	WIDTH	SQUARE YARDS
1 Ave NE	NE 185th Street	NE 187th Street	633	31	2,180
1 Ave NE	NE 187 Street	NE 192 Street	1,108	27	3,324
21 Ave NE	NE 168 Street	NE 165 Street	718	32	2,553
27 Ave NE	NE 145 Street	NE 150 Street	1330	20	2,956
27 Ave NE	NE 150 Street	NE 155 Street	1416	28	4,405
NE 148 Street	5 Ave NE	8 Ave NE	641	22	1,567
NE 148 Street	5 Ave NE	End Route (W)	468	21	1,092
NE 149 Street	5 Ave NE	End Route (W)	525	23	1,342
NE 152 Street	15 Ave NE	End Route (W)	1,002	21	2,338
NE 157 Street	5 Ave NE	3 Ave NE	660	22	1,613
NE 165 Street	6 Ave NE	9 Ave NE	1012	32	3,598
NE 168 Street	15 Ave NE	16 Ave NE	460	27	1,380
NE 168 Street	16 Ave NE	25 Ave NE	2035	23	5,201
NE 168 Street	25 Ave NE	25 Ave NE	234	22	572
NE 170 Street	12 Ave NE	14 Ave NE	500	23	1,278
<b>TOTAL</b>			<b>12,742</b>		<b>35,399</b>

**CITY OF SHORELINE**  
**2003 SLURRY SEALING PROGRAM**

Exhibit D

STREET	FROM	TO	LENGTH	WIDTH	SQUARE YARDS
NE 158 Street	10 Ave NE	15 Ave NE	1,326	24	3,536
1 Ave NE	NE 161 Street	End Route (S)	1132	23	2,893
12 Ave NE	NE 145 Street	NE 155 Street	2610	20	5,800
14 Ave NE	NE 155 Street	NE 165 Street	2,615	22	6,392
8 Ave NE	NE 145 Street	NE 155 Street	3132	20	6,960
NE 152 Street	5 Ave NE	8 Ave NE	596	19	1,258
NE 153 Street	5 Ave NE	End Route (W)	625	26	1,806
12 Ave NE	NE 155 Street	NE 158 Street	861	22	2,105
12 Ave NE	NE 158 Street	NE 165 Street	1,754	26	5,067
20 Ave NE	NE 145 Street	NE 146 Street	330	31	1,137
20 Ave NE	NE 146 Street	NE 147 Street	330	39	1,430
20 Ave NE	NE 147 Street	NE 148 Street	330	26	953
20 Ave NE	NE 148 Street	NE 150 Street	330	26	953
NE 151 Street	5 Ave NE	3 Ave NE	635	28	1,976
17 Ave NE	NE 145 Street	NE 150 Street	1,320	24	3,520
3 Ave NE	NE 151 Street	End Route (N)	205	26	592
NE 152 Street	8 Ave NE	10 Ave NE	651	29	2,098
NE 162 Street	10 Ave NE	15 Ave NE	1,326	22	3,241
NE 148 Street	15 Ave NE	17 Ave NE	665	29	2,143
NE 148 Street	17 Ave NE	20 Ave NE	665	24	1,773
11 Ave NE	NE 162 Street	NE 165 Street	868	27	2,604
6 Ave NE	NE 145 Street	NE 155 Street	2622	21	6,118
6 Ave NE	NE 155 Street	NE 160 Street	1,318	32	4,686
8 Ave NE	NE 155 Street	NE 165 Street	2,632	32	9,358
9 Ave NE	NE 155 Street	NE 165 Street	2,632	32	9,358
NE 146 Street	12 Ave NE	End Route (W)	286	22	699
NE 146 Street	15 Ave NE	20 Ave NE	1330	24	3,547
<b>TOTAL</b>			<b>31,800</b>		<b>88,467</b>

**CITY OF SHORELINE**  
**2003 OVERLAY TO REPLACE SLURRY SEAL**

Exhibit E

STREET	FROM	TO	LENGTH	WIDTH	SQUARE YARDS
N 179 PI	Dayton Ave N	End Route ( E )	282	26	815
Greenwood PI N	N 196 PI	End Route ( N )	566	26	1,635
N 196 PI	Greenwood Ave N	Greenwood PI N	204	26	589
N 161 Street	Evanston Ave N	End Route ( E )	204	30	680
N 171 Street	Dayton Ave N	Palantine Ave N	770	42	3,593
N 171 Street	Palantine Ave N	1 Ave NW	333	34	1,258
N 168 Street	1 Ave NW	End Route ( E )	622	32	2,212
Greenwood Ave N	NW 195 Street	NW 196 PI	405	20	900
Greenwood Ave N	NW 195 Street	End Route ( S )	661	20	1,469
TOTALS			4047		13,151