

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

<b>AGENDA TITLE:</b>	Motion to authorize the City Manager to execute a construction change order in an amount not to exceed \$40,000 with Paul Brothers, Inc.
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Kirk McKinley, Interurban Trail Project Manager Jill Marilley, P.E., City Engineer

**PROBLEM/ISSUE STATEMENT:** Staff is requesting that Council authorize the City Manager to execute a change order not to exceed \$40,000 with Paul Brothers to complete the South Central and North B Interurban Trail Segments.

On September 13, 2004, Council authorized the City Manager to execute a construction contract with Paul Brothers, Inc. in the amount of \$1,341,363.70 and a ten percent contingency to perform the construction improvements identified in the Interurban Trail South Central Segment (N.160<sup>th</sup> Street to N. 175<sup>th</sup> Street) and North Section B (N 200<sup>th</sup> Street to N 205<sup>th</sup> Street) projects. The engineering estimate was \$1,370,000 (not including contingency) and Paul Brother's bid was approximately \$29,000 less than the engineering estimate.

The construction of these two trail segments includes approximately 3,200 lineal feet of 12 foot wide trail, a trailhead on N 205<sup>th</sup> Street (Highway 104) east of Meridian Avenue N, storm drainage improvements, and other amenities such as benches, landscaping, pavement markings and signage.

There were significant issues that arose during construction of this project. Similar to construction of the Interurban Trail North A Segment by Echo Lake, unsuitable soils (six times the estimate) were encountered during construction on the South Central Segment. Unsuitable soil is soil that is too wet to provide structural support for the trail. To handle this situation, the soil had to be excavated and replaced with equivalent measures of crushed rock. Over 50% more than the estimated amount of rock was used. As with all segments of the trail, a limited amount of geotechnical work was accomplished for rock wall installation. Unsuitable soils were not expected in this area as there were no water bodies in the vicinity. Winter construction can also increase the amount of unsuitable soil if there is a significant amount of rain while grading.

Traffic control labor was also significantly increased as the State required that we perform stormwater vault installation on N 205<sup>th</sup> Street at night. During design, the State had accepted our traffic control plan to shut down one lane for construction on N 205<sup>th</sup> Street. However, the closing of one lane on 205<sup>th</sup> Street had more significant traffic impacts than anticipated and the State required that the vault be installed at night in order to close one lane on N 205<sup>th</sup> Street for a long period.

The project also overran on property restoration as additional work was performed to do fencing work and grading for adjacent property owners whose fences had to be removed for trail construction. These improvements include: extra stairs, vegetation, soil/rock, driveway aprons, and fencing.

As the amount of excavation/rock quantities and additional work was significant, extra time was added to the contract and additional overhead costs due to the contractor.

Although additional construction work occurred, staff has been able to keep construction management costs at the estimated level. At this time, no additional resources are requested for construction management.

**FINANCIAL IMPACT**

As mentioned, several contract item quantities overran the base contract price. The more significant items include: unsuitable soil excavation and disposal (\$24,000) due to wet weather and unsuitable soils, rock (\$39,000) to provide a stable trail base, traffic control (\$44,000) for street crossing installation and night work on 205<sup>th</sup> Street, direct Seattle City Light delay costs \$11,500, and extended overhead due to quantity overruns and delay (\$20,500). Staff strategically deleted items of work during the contract to help control costs.

The bulk of the overruns fall within the 10% contingency authorized by Council, but \$40,000 is required to pay for additional items of work falling outside the contingency amount including: stairs at N 166<sup>th</sup> Street trail access point, additional grading and stormwater pipe to control City Light property flooding adjacent to the trail, re-grading and paving of Rich’s Car Corner back driveway, uncovering and protecting phone conduit on 205<sup>th</sup> Street that had been previously unidentified, and installation of Qwest line conduit on 205<sup>th</sup> that had been unidentified.

The following table outlines the base contract amount, contingency previously authorized by Council and the additional change order authority request.

<b>Project Construction Costs</b>	<b>Amount</b>	<b>% of Contract</b>
Contract Amount	\$1,341,363	-
Contingency Change Order Authority	\$ 134,000	10%
Additional Change	\$ 40,000	3%
<b>Total</b>	<b>\$1,515,363</b>	<b>13%</b>

The resources exist within the Interurban Trail Project budget to provide for the additional change order authority.

**SCHEDULE**

The project is substantially complete and staff are working to close out the project.

**RECOMMENDATION**

Staff recommends Council authorize the City Manager to execute a construction contract change order with Paul Brothers, Inc. for an additional amount not to exceed \$40,000.

Approved By: City Manager  City Attorney \_\_\_\_

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