

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

<b>AGENDA TITLE:</b>	North Central Segment, Interurban Trail - Construction Contract Award Recommendation
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Kirk McKinley, Aurora and Interurban Project Manager Jesus Sanchez, Interim Capital Projects Administrator Dave Buchan, Capital Projects Manager

This Staff Report provides Council with background and a recommendation regarding award of the construction contract for the North Central Segment of the Interurban Trail.

**BACKGROUND**

The North Central segment of the Interurban Trail extends from N 175<sup>th</sup> Street to N 192<sup>nd</sup> Street where the new trail will connect with the existing north segment of the trail. The total length of the North Central segment of the trail is roughly 4,500 lineal feet. From N 175<sup>th</sup> Street to N 185<sup>th</sup> Street the North Central segment travels between Aurora Avenue North and Midvale Avenue North within the Seattle City Light right-of-way. From N 185<sup>th</sup> the trail turns east to connect with Midvale Avenue North and then travels northbound on Midvale up to N 192<sup>nd</sup> Avenue North.

Given the location of the North Central segment adjacent the perceived “heart” of the City of Shoreline (N 175<sup>th</sup> Street to N 185<sup>th</sup> Street), the trail has been designed to be more distinctive in appearance with amenities such as concrete surfacing instead of asphalt, more extensive landscaping than on other trail segments, and the potential for pedestrian scale lighting along this corridor. The wider sections of trail area between Aurora Avenue and Midvale Avenue North between N 175<sup>th</sup> Street and N 185<sup>th</sup> Street create opportunities for landscaping features that can offer special event opportunities.

**PROJECT IMPACTS**

The schedule for the North Central segment of the Trail was delayed for a number of months in 2006 because of concerns raised by Seattle City Light over design elements of the proposed trail that they believed could cause either delayed response time by Seattle City Light crews during a power emergency or that could create access impediments for maintenance. Negotiations over a period of months resolved these concerns, but a few of the design features proposed in earlier design stages were required to be eliminated to satisfy these Seattle City Light concerns. These elements include the proposed “Tivoli lighting” feature near N 178 and Midvale, and the proposed Rain Garden near N 180<sup>th</sup> and Midvale Avenue North. The proposed metal and concrete arbor at N 185<sup>th</sup> was removed at Seattle City Light directive and is not included in the current bid documents. However, as a separate contract in 2007 Seattle City

Light has agreed that a wood arbor with portable benches and other garden features may be placed at this same location. Other minor design changes to our landscape plans were carried out by our design team to further resolve Seattle City Light concerns. Staff will explore design options for the arbor and report back to Council in 2007.

### **BIDDING FOR THE NORTH CENTRAL SEGMENT**

The North Central trail project was advertised for bidding on November 1, 2006. The Base Bid for the North Central segment of the Interurban Trail includes all of the site demolition, grading, storm water systems, concrete and asphalt trail surfacing, street paving, curbs, gutters, landscaping and irrigation systems for the full length of the trail. The available total budget for construction of the North Central project is \$2,167,451.

### **COUNCIL PRIORITIES FOR ADDITIVE ALTERNATES**

Five additive alternates form part of the bid package for the North Central segment of the trail. At its February 6, 2006 Special Meeting, Council prioritized the potential Additive Alternates for the North Central Segment of the Interurban Trail. On a numbered priority basis these additives are:

**1. Midvale Avenue Sidewalk at N 185<sup>th</sup> Street:**

This alternate creates a concrete curb/gutter and sidewalk on the east side of Midvale at N 185<sup>th</sup> Street and completes the full intersection treatment at this location (Note: the base bid provides for a full signalized intersection at N 185<sup>th</sup> Street and Midvale Avenue North).

**2. 20-stall Parking Lot at N. 178<sup>th</sup> Street:**

This proposed parking lot will be located adjacent Midvale Avenue North at N 178<sup>th</sup> Street. This site works well to provide parking for trail users and for the possible future park area at this location.

**3. Electrical infrastructure, Metal Halide lighting fixtures and poles on trail from N 175<sup>th</sup> Street to N 185<sup>th</sup> Street:**

This alternate provides pedestrian height light poles at 70 foot intervals along the full length of this corridor.

**3A. Electrical infrastructure, QL lighting fixtures and poles on trail from N 175<sup>th</sup> Street to N 185<sup>th</sup> Street:**

The only difference between item 3 and 3A is the type of light source used for the fixtures. The QL lighting has a higher initial cost but offers a significantly longer lamp life.

**4. Alternate 4 not used:** Note: This alternate number had previously been set aside for the proposed "Tivoli" lighting system for the area near the future Heritage Plaza park. Seattle City Light did not approve this lighting proposal and it has been eliminated from the bid documents.

**5. Alternate 5 not used:** Note: This alternate number had previously been set aside for lighting improvements at the Arbor at N 185<sup>th</sup> Street. Seattle City Council did not approve design proposals for the arbor and this lighting has been removed from the bid documents.

**4. Electrical infrastructure, Metal Halide lighting fixtures and poles from N 185<sup>th</sup> Street and Midvale to N 191<sup>st</sup> Street and Midvale Avenue North.**

**4A. Electrical infrastructure, QL lighting fixtures and poles from N 185<sup>th</sup> Street and Midvale to N 191<sup>st</sup> Street and Midvale Avenue North.**

**5. Electrical infrastructure, Metal Halide Lighting and Poles at Future Park site:**  
This alternate reduces the spacing between light poles from 70' intervals to 35' intervals in the area of the proposed future park site at N 178<sup>th</sup> and Midvale Avenue North.

**5A. Electrical infrastructure, QL Lighting and Poles at Future Park site.**

**FINANCIAL IMPACT:** The Interurban Trail Project - North Central Segment (175<sup>th</sup> Street to 192<sup>nd</sup> Street) is identified in the 2007-2012 Capital Improvement Program. The total project budget totals \$2,960,875. The following chart provides a financial breakdown of project:

**Interurban Trail Project – North Central Segment  
(175<sup>th</sup> Street – 192<sup>nd</sup> Street)**

<b>Project Phase</b>	<b>Amount</b>	<b>Status</b>
Planning/Design	\$606,424	Complete
Real Estate Acquisition	\$187,000	Complete
Construction	\$2,167,451	Underway
<b>Total</b>	<b>\$2,960,875</b>	
<b>Revenue</b>	<b>Amount</b>	<b>Status</b>
King County Parks Grant	\$129,533	Obligated
Interagency for Outdoor Recreation (IAC)	\$1,215,000	Obligated
Partner Contributions	\$100,556	Secured
Roads Capital Fund	\$1,515,786	Secured
<b>Total</b>	<b>\$2,960,875</b>	

The construction budget for the North Central project is \$2,167,451. This amount includes a 10% project contingency for this project.

**BID RESULTS**

Bids for the North Central Segment of the Trail were opened on November 22, 2006. Ten bids were received by the City's Purchasing Department. The apparent low bidder for the Base Scope of Work was submitted by Road Construction Northwest, Inc. with a base bid amount of \$1,472,387.40. Four of the bids were within \$40,000 of each other, suggesting that the bids were an accurate reflection of the current bidding environment.

The Engineer's estimate for the Base bid was \$1,330,285. This represents roughly a 10% difference between the Engineer's estimate and the low base bid amount. Attached you will find a summary of the bid results for the North Central trail segment.

Staff has completed a review of the low bidder's references and the capacity of the company to carry out the North Central project given its current workload. With this review now complete staff recommends that Road Construction Northwest, Inc. Company be awarded a contract in the amount of \$1,551,962.70 that represents the cost of the Base Bid, plus Alternate # 1 (curb, sidewalk and street improvements at N 185<sup>th</sup> Street and Midvale Avenue North). It is highly desirable that Alternate #1 be awarded so that a finished intersection treatment can be achieved at this intersection.

**RECOMMENDATION**

Staff recommends that Council award a construction contract with Road Construction Northwest, Inc. Construction Company in the amount of \$1,551,962.70 for construction of the North Central segment of the Interurban Trail for Base Bid plus Additive Alternate #1; and authorize the City Manager or designee to approve change orders of up to 10% of the contract amount for project contingencies.

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

Attachment: Bid tab summary

BID SUMMARY

City of Shoreline  
 N Central Segment Interurban Trail  
 Bid No. 3789

November 22, 2006  
 11:00 AM

BID SUMMARY OF BID TABS

COMPANY NAME	BASE BID AMOUNT	ADD ALT 1	ADD ALT 2	ADD ALT 3	ADD ALT 3A	ADD ALT 6	ADD ALT 6A	ADD ALT 7	ADD ALT 7A
1 Road Construction Northwest, Inc.	\$ 1,472,387.40	\$ 79,575.30	\$ 148,369.74	\$ 314,680.00	\$ 341,140.00	\$ 146,020.00	\$ 155,722.00	\$ 60,280.00	\$ 64,465.00
2 Trimaxx Construction Inc.	\$ 1,499,486.25	\$ 87,673.96	\$ 182,051.23	\$ 290,300.00	\$ 314,800.00	\$ 124,200.00	\$ 135,855.00	\$ 40,500.00	\$ 45,900.00
3 Paul Brothers, Inc.	\$ 1,502,937.05	\$ 79,770.80	\$ 126,919.33	\$ 298,300.00	\$ 324,760.00	\$ 128,060.00	\$ 139,400.00	\$ 43,000.00	\$ 47,410.00
4 Strider Construction Co., Inc.	\$ 1,510,974.00	\$ 67,858.00	\$ 129,483.97	\$ 297,500.00	\$ 322,000.00	\$ 130,250.00	\$ 140,750.00	\$ 40,750.00	\$ 45,250.00
5 Marshbank Construction, Inc.	\$ 1,575,296.50	\$ 169,032.00	\$ 274,032.38	\$ 298,100.00	\$ 312,600.00	\$ 133,700.00	\$ 144,200.00	\$ 42,500.00	\$ 47,000.00
6 Precision Earthworks, Inc.	\$ 1,583,605.00	\$ 89,440.00	\$ 179,084.80	\$ 328,000.00	\$ 352,500.00	\$ 141,100.00	\$ 151,600.00	\$ 48,500.00	\$ 53,000.00
7 Dennis R. Craig Construction, Inc.	\$ 1,649,193.60	\$ 90,021.55	\$ 172,347.69	\$ 320,580.00	\$ 348,602.00	\$ 137,252.00	\$ 149,637.00	\$ 45,294.00	\$ 50,584.00
8 Grade, Inc.	\$ 1,903,199.55	\$ 101,382.10	\$ 170,426.50	\$ 304,500.00	\$ 333,900.00	\$ 130,800.00	\$ 143,400.00	\$ 43,320.00	\$ 49,620.00
9 Gary Merlino Construction Co., Inc.	\$ 2,047,643.00	\$ 86,216.00	\$ 165,483.71	\$ 336,400.00	\$ 365,800.00	\$ 144,030.00	\$ 157,050.00	\$ 47,490.00	\$ 53,070.00
10 A-1 Landscaping and Construction, Inc.	\$ 3,245,729.50	\$ 255,952.00	\$ 1,407,024.45	\$ 279,600.00	\$ 328,300.00	\$ 139,700.00	\$ 131,040.00	\$ 47,500.00	\$ 49,100.00

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