

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Authorize the City Manager to Execute a Discretionary Work Request with King County for the 2010 Road Overlay Program
DEPARTMENT: Public Works Department
PRESENTED BY: Mark Relph, Public Works Director
Jesús 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 2010 Road Overlay Program.

FINANCIAL IMPACT:

Council has authorized \$800,000 in the 2010 CIP Budget for the Annual Road Surface Maintenance Program. The amount for the Road Overlay Program is estimated at \$557,466, with a not to exceed of \$645,000. The remaining balance will be used in maintenance preparations and materials for this year's program (\$95,000) and another \$60,000 in maintenance preparations in the 2011 program.

King County Overlay contract (not to exceed)	\$645,000
Preparation work:	
2010 Overlay	\$ 95,000
2011 Program	\$ 60,000
Total Construction cost	\$800,000
 2010 Budget	 \$800,000

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a Discretionary Work Request with King County for the 2010 Road Overlay Program, not to exceed the amount of \$645,000.

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 King County 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 2010 Road Overlay Program.

BACKGROUND

The roads identified in this year's overlay recommendation have deteriorated 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.

DISCUSSION

The decisions on what streets are to be overlay are based upon a Pavement Management System (PMS). The concept of PMS includes an analysis of our pavement network utilizing Measurement Research Corporation's (MRC) distress survey data. This survey data identifies the severity of different types of cracking, the amount of loose rock, rutting, potholes and asphalt failures. Each street segment's pavement condition is then rated from 0-100 with 0 being the worst condition and 100 being the best. Those streets with a rating of "poor" to "failing" are then targeted for the asphalt overlay program.

It is important to note the funds allocated for street maintenance are projected to be insufficient in future years based upon the exclusive use of asphalt overlays. The cost of construction and more specifically the cost of asphalt have seriously increased the cost of asphalt surface treatments. This is a national and statewide problem for Public Works agencies. Beginning in 2011, the City's surface maintenance program will be a combination of asphalt overlays for the structurally deficient streets and Bituminous Surface Treatments (BST) for the remaining streets in the annual program. The goal is to move towards a program that provides some level of surface maintenance on roughly one tenth of our network annually. In preparation for the 2011 BST portion of the work, approximately \$60,000 of the 2010 funds will be used to seal cracks and patch the pavement later this year.

Staff is requesting to contract with King County's Department of Transportation, Road Services Division to complete the City's 2010 Road Overlay Program. King County uses a formal bid process to choose a contractor. This year's cost estimation to overlay approximately 1.19 miles or 2.38 lane-miles of streets with King County is projected to

be at \$557,466 (Attachment A). However, a contingency is typical in order to manage unexpected conditions encountered in the field and possibly add additional streets at the time of construction to maximize the contract. Therefore, a not-to-exceed amount of \$645,000 is requested in the discretionary work request. King County's schedule for beginning the overlay project is early summer.

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 a larger economy of scale and, therefore, lower bids. The remaining balance beyond the discretionary work request will be used for maintenance preparation and purchasing materials for work performed. This year's streets locations are requiring more attention to the failed sub-base condition, which will require removal of failed asphalt prior to the overlay. This work will be performed by private paving contractors due to the specialized grinding and paving equipment. The technique used will be to grind out the entire section of failed asphalt base, followed with repaving a new base with hot mix in preparation for the overlay performed by the county.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a Discretionary Work Request with King County for the 2010 Road Overlay Program in an amount not to exceed \$645,000.

ATTACHMENTS

Attachment A: 2010 Road Overlay Streets Program List

Attachment B: 2010 Proposed Street Overlay Map

**Attachment A -
2010 Overlay Streets**

Street Name	From Description	To Description	Length	Width	Rating	
15th Ave NE	NE 145th ST	NE 146th ST	330	54	4	Grind/base and Pave Back
15th Ave NE	NE 146th ST	NE 147th ST	330	54	28	Grind/base and Pave Back
15th Ave NE	NE 147th ST	NE 148th ST	240	54	13	Grind/base and Pave Back
15th Ave NE	NE 148th ST	NE 148th ST	120	54	13	Grind/base and Pave Back
NE 150th ST	15th Ave NE	17th Ave NE	665	23	21	Grind/base and Pave Back
NE 150th ST	17th Ave NE	20th Ave NE	665	23	0	Grind/base and Pave Back
NE 150th ST	20th Ave NE	22nd Ave NE	343	23	18	Grind/base and Pave Back
NE 150th ST	22nd Ave NE	23rd Ave NE	321	23	37	Grind/base and Pave Back
NE 150th ST	23rd Ave NE	25th Ave NE	683	23	0	Grind/base and Pave Back
N 200th ST	Ashworth Ave N	Wallingford Ave N	665	36	18	Grind/base and Pave Back
N 200th ST	Wallingford Ave N	Burke Ave N	284	36	0	Grind/base and Pave Back
N 200th ST	Burke Ave N	Meridan PI N	249	36	20	Grind/base and Pave Back
N 200th ST	Meridan PI N	Meridan Ave N	162	36	20	Grind/base and Pave Back

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