

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: North City Project
DEPARTMENT: City Manager's Office
PRESENTED BY: Steve Burkett, City Manager

PROBLEM/ISSUE STATEMENT:

Councilmember Grace, Mayor Hansen and Deputy Major Jepsen have requested that this item be placed on the agenda of October 25. On August 23, 2004 the Council considered and rejected awarding the bid for the North City Business District Improvement contract to the low bidder, Wilder Construction, Inc. Since then several Councilmembers have indicated an interest in considering some form of project revision, cost reduction and rebidding this winter. As previously indicated, Seattle City Light has agreed to carry forward their undergrounding funds into 2005.

ALTERNATIVES ANALYZED:

From what we have heard from Councilmembers there seems to be agreement on revising the project to four lanes in the business district. However, there is not any evident consensus yet developed on reducing the scope of the project and thus potentially the cost of construction. Attached is information previously distributed to Council that may aid in your deliberations. Staff is still reviewing the cost estimates for redesign, which appear higher than warranted for the project modifications being considered. The primary redesign to accommodate four lanes would be to eliminate the curb-driveway bulbs.

If the project is to rebid, it is important to move forward in anticipation of a January or early February bid award, which is an advantageous bidding time.

FINANCIAL IMPACT:

The true financial impact cannot be estimated until Council determines a project scope (if any) with which to move forward.

RECOMMENDATION

If a Council majority desires to move ahead with this project a motion somewhat in the following form would be appropriate:

1. I move that we direct the City Manager to enter into an agreement with KPG to redesign the North City Business District Project to safely accommodate four

lanes. The cost of the redesign should not exceed \$ _____; and that the scope of the project be reduced by eliminating the following elements:

- 1.
- 2.
- 3.

2. The City Manager is directed to return to Council with the revised design and cost estimates for formal Council authorization to proceed to bid.

Approved By: City Manager  City Attorney _____



Memorandum

DATE: September 13, 2004
TO: Mayor and Council
FROM: Steve Burkett
RE: North City Project

Attached is a memorandum from the City Engineer outlining potential cost reductions for the North City Project. It also includes some estimated cost increases for design changes to accommodate 4 lanes more comfortably than the current design.

This memo was prepared primarily for my meeting this afternoon Monday, September 13 to discuss options with Councilmember Grace. As you know I have suggested that if the Council is interested in a revised project for North City, Councilmember Grace is probably in the best position to help the Council reach a political compromise. I am forwarding this to the Council so you all have the same information in case you consider giving staff additional direction regarding the project.

At this point I believe there are 2 practical options:

- 1) Do nothing – put the project on hold and revive if there is Council interest and money available
- 2) Revise the project and rebid
 - redesign to accommodate 4 lanes
 - consider scope and cost reductions
 - rebid by January, 2005 at latest

I do not recommend further meetings or process to achieve a consensus of the various interest groups. If the City Council is able to agree on a new plan, we should proceed.



Memorandum

DATE: 10 September 2004
TO: Steve Burkett
FROM: Jill Marilley
RE: North City Cost Reductions
CC: Paul Haines
John Vicente

As you have requested, I offer the following as a summary of potential cost and/or scope reductions for the North City project. This is in preparation for your Monday discussions with Councilmembers.

All information and estimates are preliminary until a final decision is reached. There are a large number of variables involved in every decision that cannot be summarized, nor estimated in a vacuum. I offer the following as guidance for discussion purposes only.

4 Lane Option

We have evaluated the redesign work necessary to accommodate a four-lane section independent of any additional scope changes. This addresses the possibility of reducing or completely eliminating the curb bulbs. At this time, the consultant has estimate engineering fees approaching \$170,000 and a time of 4 months to start advertisement. We will be negotiating with the consultant since this number seems high in our initial review. Specific negotiation will occur when redesign scope is finalized. Please note this estimate is the engineering fees for the curb build redesign work and any additional scope revisions will also need to be negotiated.

Scope Reduction

We have reviewed the current project design for scope reduction opportunities. Items that could be eliminated from the construction scope as a cost savings measure and the approximate savings based on the Wilder bid (not the Engineer's estimate) are itemized below.

The following approximate savings may not be fully realized if the project is rebid without these work items. Additionally, the savings estimated for each item are not cumulative. There is overlap of items in all the savings noted individually. Therefore, actual savings will be less than the cumulative total of all items selected. Please note that deletion of these items would result in a significantly different finished appearance compared with the images described in the Sub-Area Plan and presented at the various public meetings for this project.

These savings are for three lane roadway sections. With a four lane section we would reevaluate the overall cross section width.

CROSS SECTION ALTERNATIVES:

- A. Eliminate curb bulbs at intersections and driveways \$90,000 savings
 - Requires driveway cuts across sidewalk
 - Developers will need to remove driveways and install sidewalk in future
 - Eliminates all planter areas and many trees
 - Requires new bus shelter placement strategy
- B. Same as A \$90,000 savings

Do not use driveway cuts but look to rolled curbing options

 - Requires "driveway" design attention
 - Eliminates all planter areas and many trees
 - Requires new bus shelter placement strategy
- C. Reduce sidewalk to 8' width \$17,000 savings
 - Easements will need to be 10' for underground facilities
 - City standard normally does not allow trees on 8' sidewalks but is permissible by variance

UTILITY UNDERGROUNDING:

- D. Relocate existing aerial utilities (no undergrounding) \$1M to \$1.2M
 - The estimated savings for utility undergrounding is in addition to anticipated SCL funding and includes cost for telecommunications, removals, restoration, and reduced project complexity.

TRAFFIC SIGNAL ALTERNATIVES:

We have not verified the condition of the following existing facilities for their reuse in items E - H. This would be done during design. The savings range given is reflective of what modifying to reusing may cost. Actual savings are dependent on field design work of the condition of the poles, mast arms, and electronics and the necessity of moving the pole bases.

- E. Reuse/modify midblock pedestrian signal \$20,000 - \$50,000 savings
- F. Reuse/modify NE 175th traffic signal \$50,000 - \$100,000 savings
- G. Reuse/modify NE 177th traffic signal \$20,000 - \$50,000 savings

H.	Reuse/modify NE 180 th traffic signal	\$60,000 - \$90,000 savings
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LANDSCAPE ALTERNATIVES:

I.	Eliminate trees and tree grates	\$55,000 savings
J.	Eliminate irrigation system	\$19,000 savings

URBAN DESIGN ELEMENTS:

K.	Eliminate pedestrian lights	\$75,000 savings
L.	Eliminate benches	\$13,000 savings
M.	Eliminate trash receptacles	\$14,000 savings

Please let me know if you need additional information.