

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

<b>AGENDA TITLE:</b>	<b>Aurora Corridor Improvement Project (N 145<sup>th</sup> – N 165<sup>th</sup>) and Interurban Trail Pedestrian Bridges Project, request for authority to increase construction and design contingencies, and Council direction on sidewalk and paving along Westminster Way N</b>
<b>DEPARTMENT:</b>	<b>Public Works</b>
<b>PRESENTED BY:</b>	<b>Paul Haines, Public Works Director Jill Marilley, City Engineer</b>

**PROBLEM/ISSUE STATEMENT:**

The purpose of this agenda item is to request additional spending and contract authority on the Aurora construction project and CH2M Hill design contract to accommodate a request from the Seattle Public Utilities (SPU) and to add contingency to the CH2M Hill contract. The item also requests an increase to the Harris & Associates construction inspection contract and approval of contract authority and funds to install a sidewalk on Westminster Way N not previously scoped in this project.

**Seattle Public Utilities Water Line**

During construction it was discovered that SPU's 24" force water main on the east side of Aurora in the vicinity of Parkwood Plaza would need to be lowered and relocated.

SPU performed a risk and cost benefit analysis to determine if the pipe should be lowered and/or replaced or if we could successfully work around the pipe. SPU determined that the best way to proceed was to install a new pipe parallel to the existing pipe but at the recommended depth and reconnect to the existing pipe where it reaches the minimally acceptable depth of coverage. The existing pipe would then be removed. Shoreline staff also performed their analysis on the problem and agrees that this is the best course of action.

The relocation of the water main must be designed as quickly as possible in order to accommodate the current construction contract schedule. To accomplish this timeline SPU has asked for our help in designing the solution and constructing the new line. SPU is unable to secure a design services team nor perform the design in house in a timely manner that would not delay construction on our project. SPU does not currently have a contract open with CH2M Hill, and they could not get a contract executed in time to meet our construction schedule. Another design agency was not considered, as CH2M Hill is already familiar with the site conditions and project requirements.

CH2M Hill has indicated they can perform the required design services to maintain our schedule. Therefore, an amendment is required to the Services During Construction

(SDC) contract for CH2M Hill to design the changes required in an amount not to exceed \$50,000. This amendment will be fully reimbursable by SPU.

Once the design is complete, a change order to the construction contract will be negotiated and signed. To accomplish this work, Staff is requesting that construction contract contingency be increased from \$1,392,771 to \$1,742,771 an amount not to exceed \$350,000.00. Similar to the design services amendment request, this change order will be fully reimbursable by Seattle Public Utilities (SPU). Per our agreement, any additional inspection charges will also be assessed to SPU.

### **Harris and Associates**

As you are aware, Harris and Associates is the consulting firm providing construction inspection services for this project, acting as an extension of City staff. Staff is requesting approval of an amendment to the Harris and Associates (Harris) contract for construction management services in an amount not to exceed \$340,000. The original approved amount of this contract was \$1,700,742.

This increase is related to four key items. These include a significant increase in night construction, contractor organization of the working crews, and contractor overtime efforts and SPU work (addressed in section above).

In order to expedite construction and avoid heavy traffic congestion during the day, staff has approved a much higher percentage of night work for the construction contract than was originally anticipated. The original contract for Harris assumed minimal night work. This requires an additional inspector to be brought on to the team as staff cannot be reassigned from the daytime work as there is no relational reduction in work being performed during the day.

The construction contractor, Gary Merlino Construction (Merlino) has also consistently had up to nine crews working simultaneously on different tasks, such as joint utility trenching, laying conduits, storm water system installation, relocation of sanitary sewer, traffic signal relocation, Interurban Bridge column and wall construction, property restoration, curb/gutter/sidewalk/driveway pours, etc. It is extremely difficult for the current inspection staff to adequately inspect all tasks simultaneously and consistently require an additional inspector on site, as staff recommends that an inspector be present during each task.

Finally, the contractor has regularly worked longer days to achieve the work schedule. This is not an indication of contractor skill but more acknowledgement of the difficult construction of this project. The City requires that inspection staff must be present at all times that the contractor is working on the site.

Staff has analyzed the impact of reducing construction inspection hours. Although some reduction in hours may be realized in the very latter part of the construction contract, the additional hours required now and in the next few months to adequately cover the inspection service requirements, still results in a substantial net increase in overall inspection hours. Staff feels that the benefits realized by more complete inspection outweigh the additional costs incurred.

Please note that the services Harris provides are a "level of service" contract and not a scope related delivery contract and this increase to their services contract will ensure a continued high level of inspections services. It is also anticipated that a percentage of this amount will be reimbursed by SPU as we inspect the construction of their water line. This amount will be determined based on the final design.

### **Westminster Way North**

A couple of councilmembers have expressed interest in adding pedestrian access along the west (Sears/Central Market) side of Westminster Way N as well as paving along Westminster Way N in the area between the driveway at Pier 1 and N 155<sup>th</sup> Street. Both of these items were removed as part of cost savings measures early in the design process. Any improvements in this area would likely be removed when private redevelopment of the area occurs.

Regarding walkways in this area, there is an existing asphalt path along the east side of Westminster extending from N 155<sup>th</sup> to the driveway near Sherwin Williams. Staff believes that the walkway on the east side is adequate for the low volume of pedestrians in that area. There is existing curb and gutter along the west side of Westminster extending from the driveway at N 155<sup>th</sup> Street, to the north driveway of Aurora Square.

Staff has estimated that approximately \$60,000 in additional contract contingency will be required to add an asphalt pedestrian walkway along the west side of Westminster Way N in this area. The actual design will be complete after the Council authorizes this scope change. To eliminate any potential delay, staff is seeking approval from Council at this time for this "not to exceed amount". The least cost solution available with this budget for adding walkways in this area will be the scope approach.

Westminster Way between the area of the north driveway to Aurora Square (Pier 1) and the Intersection with N 155<sup>th</sup> Street has been used for construction material storage. This leaves the asphalt looking somewhat distressed in appearance but has not affected its structural integrity. Merlino's estimated cost for a scope change to overlay this area is \$85,000. Although overlaying this segment of road would be an aesthetic enhancement for the overall appearance of Westminster Way, staff does not feel that this expense should be undertaken at this point, due to the uncertainty and timing of redevelopment potential in the area. Instead, staff will recommend working within the existing contingency and providing other measures to improve the aesthetic appearance of this area at the end of construction. By contract, Merlino is required to restore any paving that is damaged during construction.

### **Engineering Services During Construction (ESDC)**

The services during design contract with CH2M Hill is currently proceeding on pace with anticipated expenditures. However, there was no Council authorization in this contract for any contingencies. There have been instances during construction where property owners have decided to redevelop, and staff has accommodated their plans by adapting our design to meet their future configuration. Several more redevelopments during construction are now anticipated, and were not budgeted for in the original contract. We also currently anticipate the possibility of additional utility conflicts requiring engineering services as we prepare to shift construction to the east side of Aurora. Additionally, the

bridges engineering services have undergone substantial engineering consultations due to requests from the fabricator to alter construction methods.

While most of these scope items were anticipated and budgeted for, the frequency and potential magnitude of remaining construction effort would exceed our current authority. In order to preclude the possibility depleting our contract authority and delaying design by returning to Council for additional approvals, staff recommends that a contingency not to exceed \$50,000 be added to the current contract.

### **FINANCIAL IMPACT:**

The construction change order and CH2M Hill design change order for the SPU work will not have any net financial impact. These funds will be completely reimbursed by SPU per the existing agreement.

The estimated cost for additional construction management services of \$340,000 for the Harris contract and the \$50,000 additional contingency for the CH2M Hill contract are available in the current Aurora Phase I budget. Only amendment signature authority is required from City Council.

The estimated cost for an asphalt walkway along the west side of Westminster way is \$60,000. This amount is for additional contract contingency and both budget and contract authority is required.

If all changes are approved, the respective contracts would be amended as follows through our contract amendment and change order process:

Contract	Original Amount	Change Order/Amendment	Revised Amount
<b>Merlino</b>	\$23,606,287	\$60,000 (sidewalk) \$350,000 (SPU)	<b>\$24,016,287</b>
<b>Harris</b>	\$1,700,742	\$340,000	<b>\$2,040,742</b>
<b>CH2MHill</b>	\$308,026	\$50,000 (DSDC) \$50,000 (SPU)	<b>\$408,026</b>

The existing budget amounts are sufficient to cover these expenses. Staff will prepare a detailed memo outlining overall project budget details prior to the Council meeting.

### **RECOMMENDATION**

Regarding the SPU Water Line relocation changes:

Staff recommends that Council increase the construction contingency in an amount not to exceed \$350,000.

Staff further recommends that Council approve an amendment to the CH2M Hill services during construction contract in an amount not to exceed \$50,000. All of the costs will be fully reimbursable by SPU.

Regarding Harris & Associates:

Staff recommends that the Harris Construction Management Services Contract be increased by an amount not to exceed \$340,000. A percentage of these costs will be reimbursable from SPU.

Regarding asphalt sidewalks along Westminster:

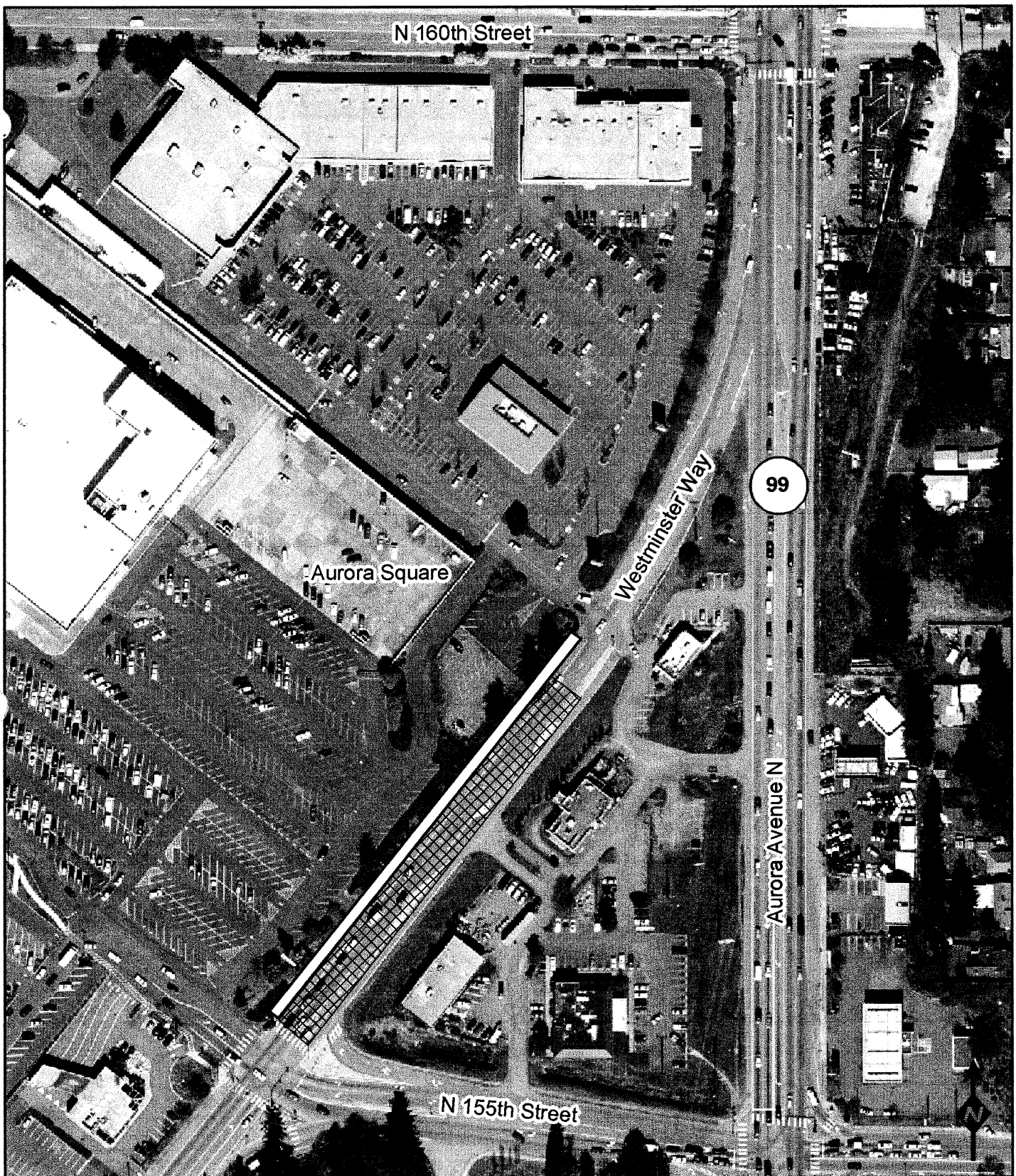
Staff recommends scope modification approval and increased change order authority to the Merlino contract to install an asphalt pedestrian walkway on the west side of Westminster Way from N 155<sup>th</sup> to the north driveway of the Aurora Square in an amount not to exceed \$60,000.

Finally, regarding Aurora Ave North and the Interurban Trail Bridges:

Staff recommends that Council approve an amendment to the CH2M Hill services during construction contract in an amount not to exceed \$50,000 for use by the Aurora Corridor and Interurban Trail Bridges project.

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

Attachment: Westminster Proposal



# Aurora Avenue North - N 145th Street to N 155th Street

Westminster Proposal - May 2006



Proposed Pedestrian Facility



Proposed Overlay (approximate location)

