Item No. 11(a)
November 5, 2012

CITY COUNCIL AGENDA MEMORANDUM

SUBJECT:
Motion to award Bid No. 12221, West Lake Sammamish Parkway improvements, Phase One, from I-90 to SE 34th Street (CIP Plan No. PW-R-141), and Small Diameter Water Main Replacement near SE 40th Street (CIP Plan No. W-16) to Active Construction, Inc. as the lowest responsible and responsive bidder, in the amount of $4,827,562.50.

FISCAL IMPACT:
Awarding this bid will obligate the City to $4,827,562.50 to construct roadway improvements on West Lake Sammamish Parkway from I-90 to SE 34th Street (CIP Plan No. PW-R-141), and related water main improvements near SE 40th Street (CIP Plan No. W-16). This amount is 3.4% under the Engineer's Estimate. There were 15 bidders on this contract. The large number of bidders typically reflects the shortage of Public Works projects in the area.

CIP Plan No.	Description	Total
PW-R-141	West Lake Sammamish Parkway Improvements, Phase 1 (I-90 to SE 34th Street)	$4,609,690.35
W-16	Small Diameter Water Main Replacement program	$217,872.15
	TOTAL	**$4,827,562.50**

Sufficient funds exist within these CIP projects to fully fund this contract. The following table shows the financial status of Transportation's CIP Plan No. PW-R-141 portion of the project described above:

Project Category: Transportation Roadways
CIP Plan No: **PW-R-141**
Project Name: West Lake Sammamish Parkway Improvements, Phase 1

($ 000)

	Current Project Budget	Life-to-date Expenditures	Total Projected Expenditures	Projected Balance	***This Action***	Actual / Projected Completion Date
Phase I (Design, Engineering)	$1,720	$2,198	$2,226	$(506)	**$0**	Q2-2012
Phase II (Property Acquisition)	60	145	225	(165)	**0**	Q3-2012
Phase III (Construction)	6,510	0	5,839	671	***$4,610***	Q2-2014
Total	$8,290	$2,343	$8,290	$0	***$4,610***	

STAFF CONTACT:
Dave Berg, Director, 452-6468
Ron Kessack, Assistant Director, 452-4631
Mike Mattar, Design Engineering Manager, 452-4318
Paul Krawczyk, Project Manager, 452-7905
Transportation Department

Bob Mulvey, Deputy Director, 452-6012
Wes Jorgenson, Assistant Director, 452-4887
Utilities Department

POLICY CONSIDERATIONS:

Comprehensive Plan:
The objective of this project is improving safety along the West Lake Sammamish Parkway corridor for pedestrians and bicyclists by separating them from vehicular traffic. This objective implements the Transportation Element of the Comprehensive Plan, which guides the maintenance of our existing street system; management of vehicular, pedestrian, and bicycle systems.

Environmental Stewardship Initiative:
This project is also consistent with the City's Environmental Stewardship Initiative by implementing water quality improvements on roadway stormwater runoff before discharging it to Lake Sammamish.

Other Adopted City Plans:
This project was identified as a high priority in current and previous Capital Investment Program Plans, including the 2007 Supplemental CIP, and is consistent with the City's 2009 Pedestrian and Bicycle Transportation Plan.

Utilities Department Policy:
As set forth in the adopted Utilities Water Comprehensive Plan, the City supports investing resources as necessary to construct, maintain and renew water system infrastructure and equipment so that utility customers are provided with consistent, reliable service.

Utilities Department Practice:
It is the Department's practice to replace small diameter asbestos cement watermain installed in the late 1940's and 1950's to reduce the possibility of watermain breaks. CIP Plan No. W-16 has been designated to do this.

DIRECTION NEEDED FROM COUNCIL:
_X_ Action
_X_ Discussion
_X_ Information

Staff will highlight major elements incorporated in Phase One of this project, together with traffic management plans in place to address needs for road closures and detours.

Council action on the construction bid award is requested this evening.

PROJECT BACKGROUND:

On April 11, 2005, Council adopted a project scope for improvements on West Lake Sammamish Parkway (WLSP) after extensive public involvement with the local community and other users of the Parkway. The project scope was based on a context-sensitive design approach that focused on providing improvements for pedestrians, cyclists, motor vehicle users, and the local community, while maintaining the character of the Parkway. The outcome of that effort reflects the greater community's interests in providing key project features such as a multi-purpose trail separated from the vehicular traffic by a landscaping buffer, where feasible, and pedestrian crossings along the corridor.

In 2009, the community, and users at large, were also involved in developing an implementation plan for the entire corridor. An overwhelming number of the outreach participants identified the segment of WLSP from I-90 to SE 34th Street as the highest priority to implement. Since then, staff have developed the final design, obtained the required City, State, and Army Corps of Engineers permits, acquired the needed right-of-way, performed a constructability review, investigated and implemented cost reduction opportunities, prepared the construction contract, and advertised the construction contract for bids.

In the same timeframe, the Utilities Department planned to replace parts of the existing water main within the roadway project limits. In order to maximize efficiency and reduce overall costs to the City, the Transportation and Utilities Departments collaborated to combine the water main replacement with the roadway improvement work on WLSP into one construction contract.

UPCOMING CONSTRUCTION ACTIVITIES:

Recognizing that the construction activities may span a continuous mile, with impacts to the adjacent community as well as the traveling public, staff developed supplemental bid criteria to ensure that the lowest responsible and responsive bidder incorporated a credible construction phasing plan that minimizes impacts to the community and other parkway users. Also, in order to achieve the most time-efficient construction duration and open the roadway to two-way traffic as soon as possible, staff added early completion incentives to the construction contract: $10,000 for project substantial completion by October 25, 2013 and $1,500 each day prior to October 25, 2013, up to a total incentive not to exceed $32,500 for the contract.

In early 2013, construction is expected to begin on erosion control, water line replacement, and water lines that can be performed under typical, flagger-controlled lane closures. Soon thereafter, physical removal of some of the concrete panels on sections of the roadway will be required to install lengthy utilities and to replace degraded sections of concrete roadway.

Due to the tight confines of WLSP, this work does not allow for two-way traffic to be carried on the Parkway during construction. City staff therefore consulted with Construction/Project Management experts to assist in developing effective traffic management plans. Flagger use during heavy traffic flow periods of the day was determined to have a greater detrimental impact to traffic than detouring one direction of traffic flow. In order to provide a safe work zone and predictability for the travelling public, the City will need to close the road to southbound traffic for approximately seven months. Under this plan, southbound traffic will be detoured to SE 34th Street and I-90, from which travellers may return to destinations within the closure area in a northbound direction using the WLSP I-90 off-ramp. Northbound traffic, pedestrians, and cyclists will continue to be able to use WLSP with minimal impact, although lanes may be shifted as construction progresses from one side of the road to the other.

There has been extensive communication with the community regarding the planned detour for this project. City staff has communicated with several major employers whose staff use this roadway heavily, as well as Vasa Park, Metro, garbage service providers, the Postal Service, and Bellevue and Issaquah School Districts to allow them time to make adjustments for the upcoming detour. Many residents along the roadway have also been informed through the design process, and staff are developing a comprehensive newsletter to be mailed in November to reach as many citizens as possible. The project will also use message boards and social media to alert travelers to upcoming route changes quickly and through a variety of forms.

PROJECT BID AWARD:

Following verification of the bid submittals, the bids received were as follows:

Engineer's Estimate	**$4,998,843.65**
Active Construction, Inc.	4,827,562.50
Stan Palmer Construction	4,992,179.63
KLB Construction, Inc.	5,034,959.35
Northwest Construction Inc..	5,068,868.00
Goodfellow Bros., Inc.	5,182,564.31
Westwater Construction Company	5,245,654.20
Interwest Construction, Inc.	5,325,312.38
Midmountain Contractors	5,392,087.18
Marshbank Construction, Inc.	5,482,862.75
RW Scott Construction Co.	5,533,117.70
Rodarte Construction, Inc.	5,559,977.10
Ceccanti, Inc.	5,925,332.75
Johansen Excavation, Inc.	6,015,542.80
Gary Marlino Construction Co., Inc.	6,305,445.23
A-1 Landscaping And Construction, Inc.	6,737,003.33

To the best of our knowledge and professional judgment, all factors that normally contribute to construction expenses have been accounted for in the Plans, Specifications and Estimate. Based on our experience, projects of this type may result in some field changes. All claims are rigorously reviewed and only those that are clearly necessary to accomplish the intent of the contract, but have somehow not been provided for, will be paid.

All required property rights to construct this project have been obtained.

Past Council Actions

On April 11, 2005, Council adopted a roadway cross-section for West Lake Sammamish Parkway after an extensive public outreach. The adopted roadway cross-section includes a four-foot-wide shoulder on the east side of the street, one travel lane in each direction and a 10-foot-wide multi-use trail on the west side of the street separated by landscaped areas where feasible.

In December 2006, Council approved Ordinance No. 5711 adopting the City's 2007-2013 Improvement Program (CIP) plan that included CIP Plan No. PW-R-141 for the West Lake Sammamish Parkway improvements from I-90 to the north City limits. The programmed funding for this project was intended to complete the topographic survey and pre-design engineering reports for the entire corridor to a level sufficient to develop a construction

prioritized implementation phasing plan in coordination with the community and other project stakeholders.

On July 23, 2007, City Council approved Ordinance No. 5753 amending the 2007-2013 CIP to allocate $14 million in Supplemental CIP funding, which included $1 million for pre-design work on the West Lake Sammamish Boulevard project. The supplemental CIP funding increased the West Lake Sammamish project budget to $6,560,000. This accelerated funding allowed the City to begin the Design Report phase in 2008, one year earlier than previously planned.

On April 21, 2008, Council approved Resolution No. 7728 authorizing the execution of a consultant agreement with Reid Middleton, Inc. for the development of the Design Report Phase for the proposed improvements on West Lake Sammamish Parkway, between I-90 and the north City limits (CIP Plan No. PW-R-141).

On July 7, 2009, Council gave staff direction to proceed with the final design of Staff's recommended first phase from the I-90 roundabout to the SE 34th Street based on the overwhelming public support to build this segment of the parkway first.

EFFECTIVE DATE:
If approved, award of this bid becomes effective immediately.

OPTIONS:
1. Motion to award Bid No. 12221, West Lake Sammamish Parkway Improvements, Phase One, from I-90 to SE 34th Street (CIP Plan No. PW-R-141), and Small Diameter Water Main Replacement near SE 40th Street (CIP Plan No. W-16) to Active Construction, Inc. as the lowest responsible and responsive bidder, in the amount of $4,827,562.50.
2. Award the bid to the next lowest bidder if the low bidder is not responsive.
3 Reject all bids and provide alternative direction to staff.

RECOMMENDATION:
Award Bid No. 12221to Active Construction, Inc. as the lowest responsible and responsive bidder, in the amount of $4,827,562.50. They are qualified to perform the work and are willing to do so.

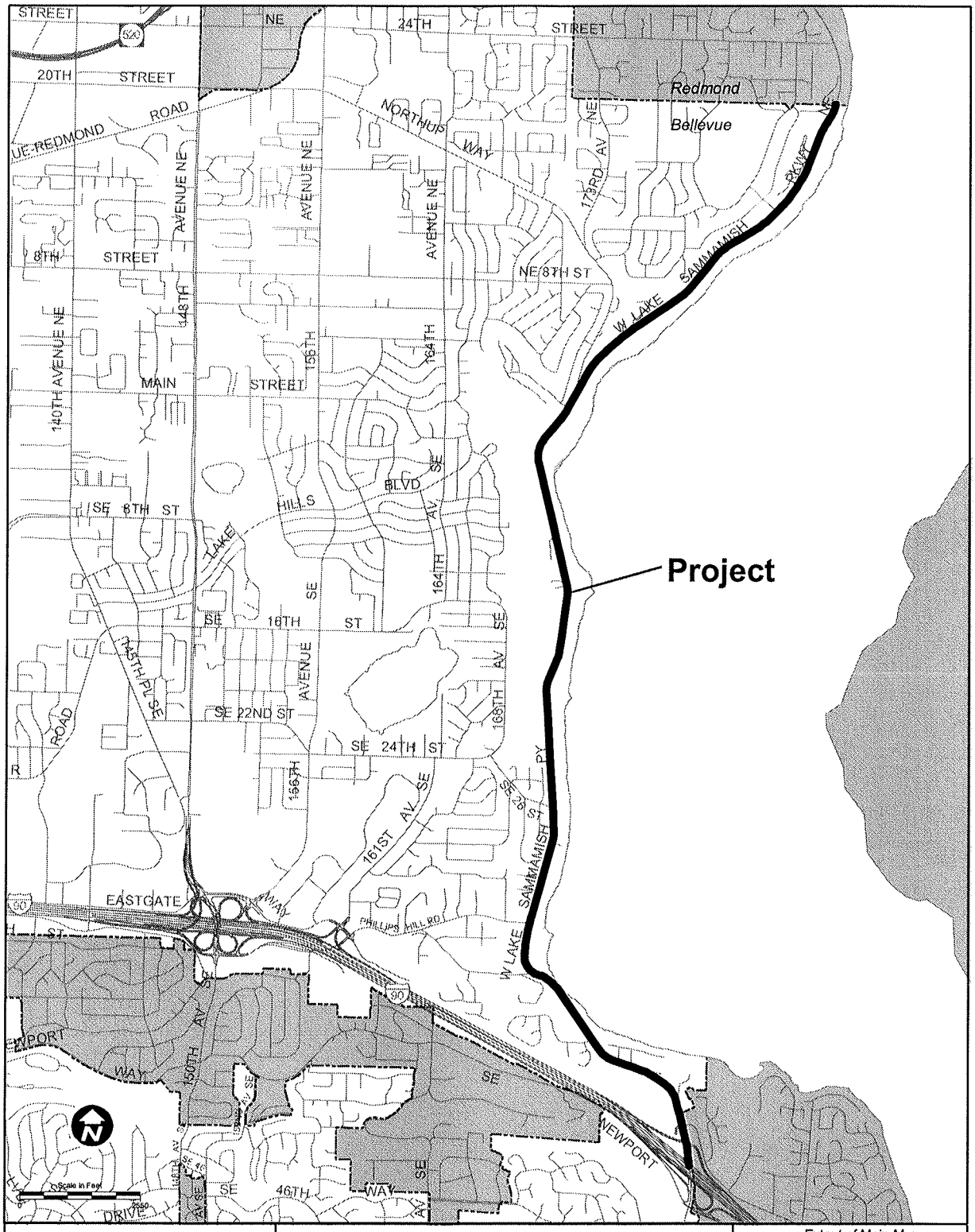
MOTION:
Move to award Bid No. 12221, West Lake Sammamish Parkway Improvements, Phase One, from I-90 to SE 34th Street (CIP Plan No. PW-R-141), and Small Diameter Water Main Replacement near SE 40th Street (CIP Plan No. W-16) to Active Construction, Inc. as the lowest responsible and responsive bidder, in the amount of $4,827,562.50.

ATTACHMENTS:
Vicinity Map
Phase I Map
Rendering
CIP Project Description

AVAILABLE IN COUNCIL OFFICE:
Construction Contract Plans

Vicinity Map

PW-R-141
West Lake Sammamish Parkway Improvements



City of Bellevue
Transportation Deparment
Real Property

Plot Date: 4/9/08
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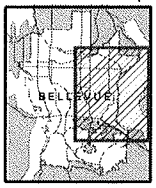
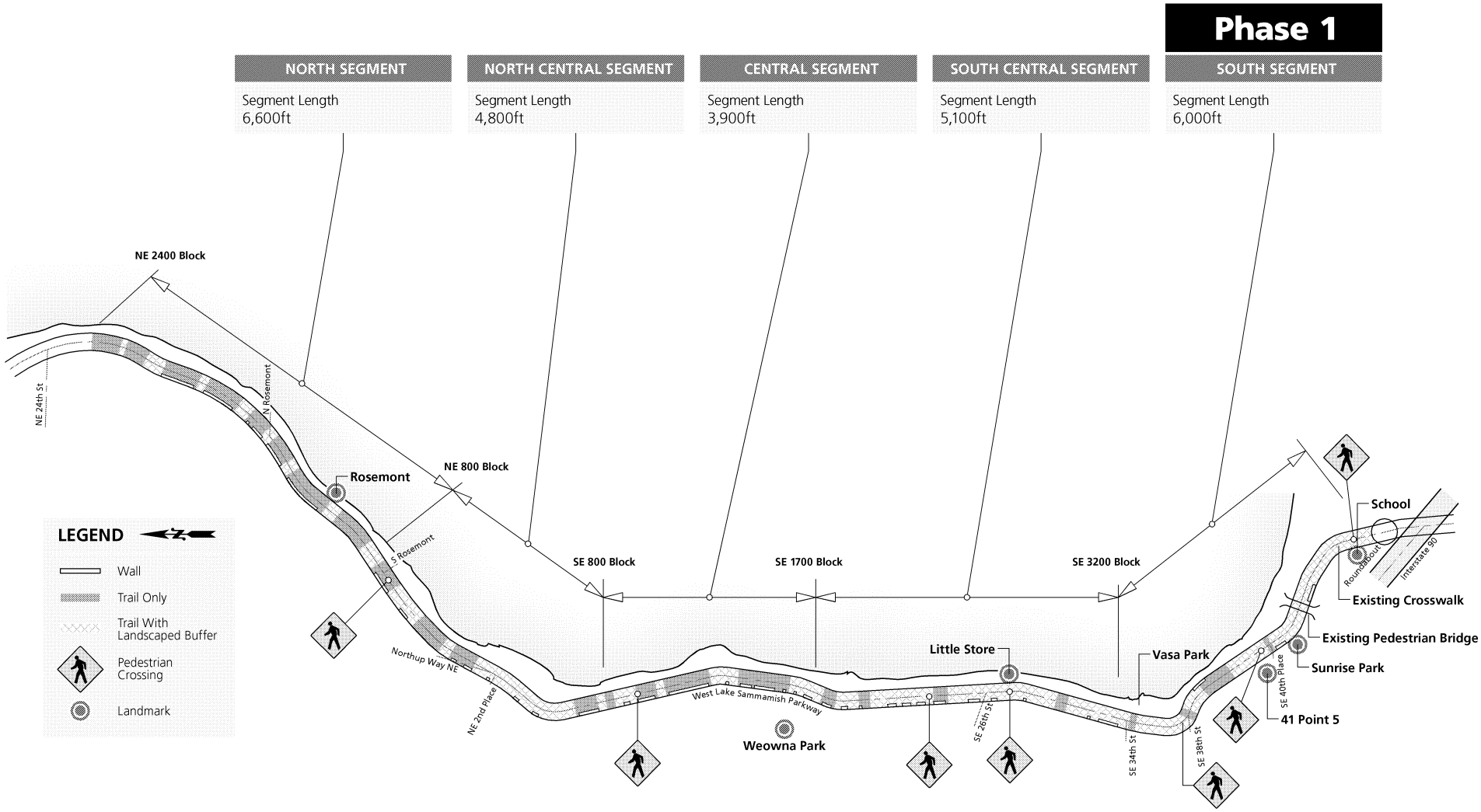
Extent of Main Map

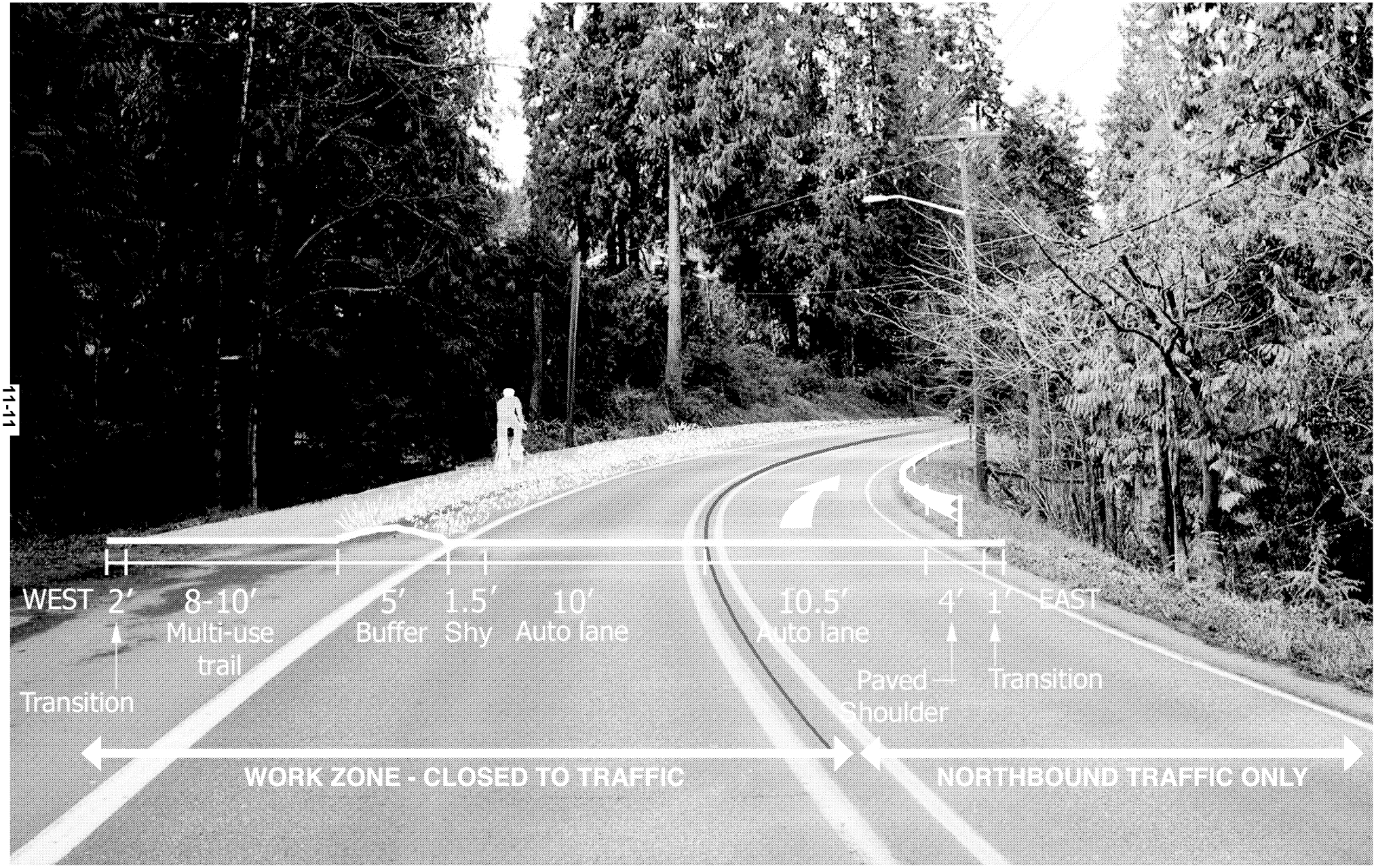


WEST LAKE SAMMAMISH PARKWAY IMPROVEMENTS



CONSTRUCTION

West Lake Sammamish Parkway Improvements



PW-R-141 West Lake Sammamish Parkway Improvements

Category: **Roadways**
Department: **Transportation**
Status: **Approved and Begun**
Location: **West Lake Sammamish Parkway - North City limits to I-90**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,290,000	1,447,000	573,000	1,060,000	3,550,000	1,660,000	-	-	-

Description and Scope

The ultimate corridor improvement project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings where identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal will be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor.

Due to the length and overall cost of the West Lake Sammamish parkway corridor (5.5 miles), a public process was conducted to develop construction phasing plan. This plan suggests the segmentation of the corridor into five approximately one-mile long segments.

The current budget will fund the preliminary design of the entire corridor and the completion of the final design, right-of-way, and construction phases of the first segment of the corridor from Interstate 90 to SE 34th Street (approximately 1.2 miles), including the installation of a northbound left turn lane and a new signal at the SE 34th Street intersection.

Rationale

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes in recent years and Bellevue's annexation of the long, southern segment of this road provided the impetus for re-evaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between Interstate 90 and the north Bellevue/Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The 2009 City of Belleuve Pedestrian and Bicycle Transportation Plan Update identifies improvements to this corridor as a high priority.

Environmental Impacts

An environmental analysis will be made in conjunction with preliminary engineering for this project.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase(s).

Project Map

Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2003 - 2014	8,290,000
Total Budgetary Cost Estimate:		8,290,000

Means of Financing

Funding Source	Amount
Developer Contributions	8,112
General Taxes	243,105
Real Estate Excise Tax	4,316,265
Supplemental CIP LTGO Bonds	710,518
Transportation Funding	3,012,000
Total Programmed Funding:	8,290,000
Future Funding Requirements:	0

Description/Scope: The description of this project was updated to indicate the complete implementation of the first segment of the corridor improvements, between I-90 and SE 34th Street. Options for the undergrounding of overhead utilities were evaluated and are no longer being considered within the project scope.

Capital Costs/Revenue: Capital costs increased $1,730,000 with the intention of fully funding the first implementation phase of the project.

Project Schedule: Project schedule has been extended to 2014.