



**CITY OF KIRKLAND**  
**Department of Public Works**  
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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Patrick Herbig, P.E., Project Engineer  
David Snider, P.E., Capital Projects Manager  
Kathy Brown, Public Works Director

**Date:** February 16, 2015

**Subject:** KIRKLAND ITS IMPLEMENTATION PHASE IB PROJECT  
AWARD CONTRACT

**RECOMMENDATION:**

Staff recommends that the Kirkland City Council awards the construction contract for the Kirkland Intelligent Transportation System (ITS) Implementation Phase IB Project to Prime Electric, Inc., Bellevue, WA, in the amount of \$407,778.00.

**BACKGROUND DISCUSSION:**

The ITS Phase I Project will upgrade traffic signal equipment, interconnect traffic signals, and add data collection and field monitoring equipment at various locations throughout the City. The City completed the ITS Phase IA Project in summer 2014 with the construction of the new Traffic Management Center (TMC) inside City Hall. With new field equipment installed under this Phase IB contract, direct communication and control between the new Phase IB field devices and the TMC will be achieved. Specific equipment elements for Phase IB include new signal cabinet assemblies, signal controllers with accessible pedestrian signals (APS), central control hardware and software, and closed circuit television (CCTV) cameras for traffic monitoring, video detection, and central control hardware and software.

The Phase IB Project provides for the installation of the new signal equipment along two major City (and regional) arterial corridors leading to and from downtown Kirkland (Attachment A):

1. Lake Washington Blvd/Market Street/98-100th Ave NE Corridor
2. Central Way/NE 85th Street Corridor

The Phase IB Project was originally advertised for contractor bids on October 8, 2014, and on November 18, 2014, the City Council approved staff's original recommendation to award a construction contract to Prime Electric, Inc., the apparent low bidder at that time. However, after a more complete review of subsequent and supplemental Disadvantage Business Enterprise (DBE) documentation, the apparent low bidder was not able to take full credit for the DBE participation amount specified at the time of bid opening. As a

result, the amount of total DBE participation fell below the federal goal specified for the Project. Consequently, the apparent low bidder was deemed "non-responsive" by the Federal DBE Compliance Official and on January 6, 2015, City Council acted on staff's subsequent recommendation to reject all bids. Authorization to re-advertise the Phase IB Project for new contractor bids was approved.

Due to increased costs associated with engineering, design and construction of new Federal and WSDOT requirements related to Americans with Disabilities (ADA), specifically as they relate to the addition of Accessible Pedestrian Signal (APS) components, staff previously sought a budget increase of \$90,000 using REET 2 reserves. At the September 16, 2014 meeting, City Council approved staff's funding request. Thus, the Project budget was established at \$2,171,000, comprised of a \$1,800,000 federal Congestion and Mitigation of Air Quality (CMAQ) grant and \$371,000 in City funding. Phase IA, the TMC (accepted in April, 2014), was completed at a total cost of \$322,600, with \$274,000 in CMAQ grant funding and \$48,600 in City funds being expended (Attachment B).

With an updated Engineer's Estimate of \$498,657, based on the average unit prices received with the original October 29, 2014 bid tabulation, staff re-advertised for Phase IB contractor bids on January 20, 2015. On February 10, 2015, five bids were received, with Prime Electric, Inc., being the lowest responsive and responsible bidder, as follows:

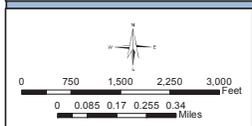
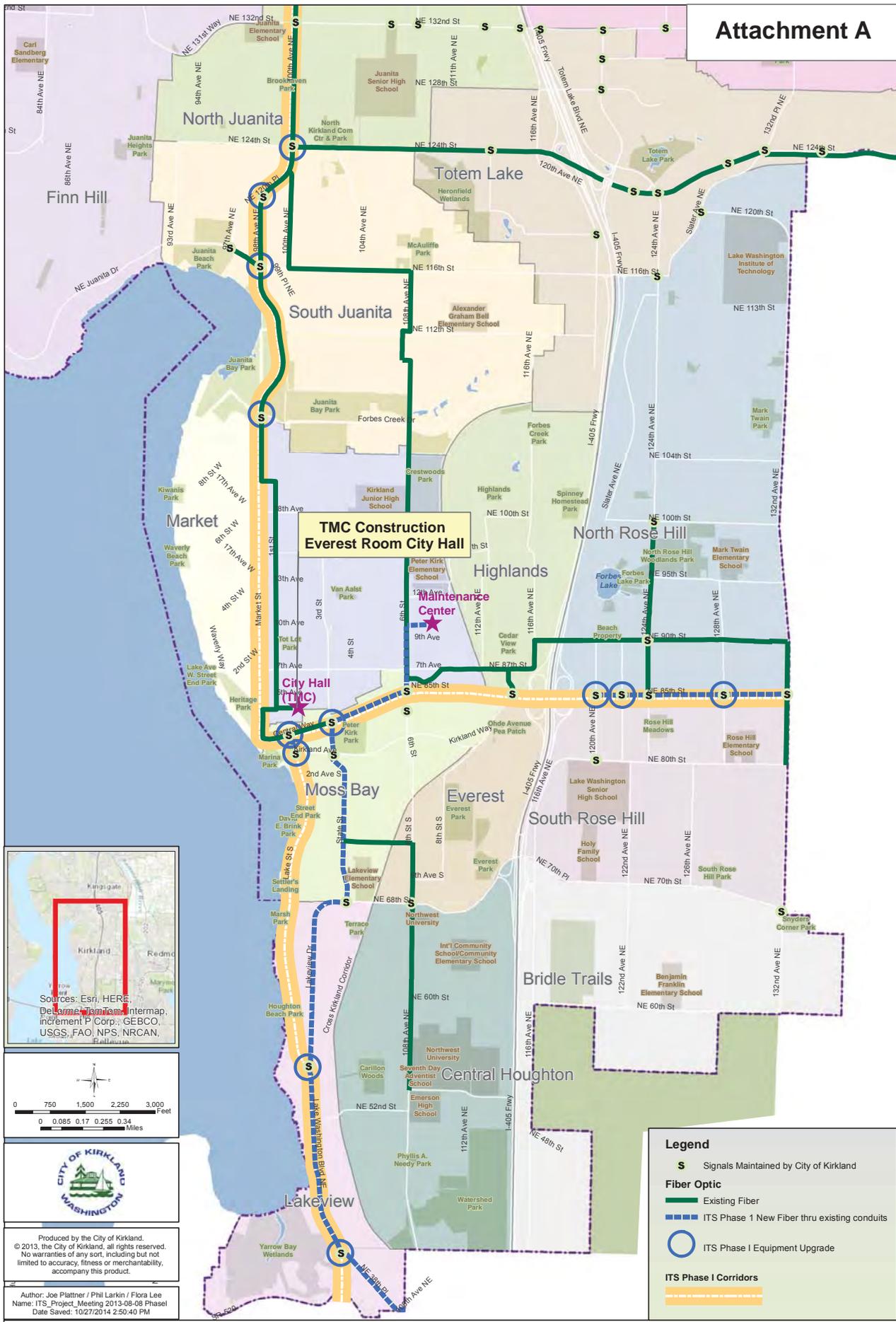
<b>Contractor</b>	<b>Total Bid February 10, 2015</b>	Original Bid October 29, 2014
<b>Prime Electric, Inc.</b>	<b>\$ 407,778.00</b>	\$ 391,075.74
VECA Electric	\$ 442,709.10	\$ 491,400.60
Totem Electric	\$ 471,653.75	\$557,275.85
West Coast Signal	\$ 474,215.14	\$ 494,733.17
<i>Engineer's Estimate</i>	<i>\$ 498,657.00</i>	<i>\$ 525,875.00</i>
Transportation Systems	\$ 524,456.00	\$ 541,453.40

As shown on the table above, Prime Electric, Inc., is once again the low bidder for the Project. At the time of the original bid Prime Electric had a miscalculation in their paperwork resulting in their DBE participation falling slightly below the federally required minimum of 9% -- their original bid was subsequently deemed "non-responsive". With the re-bid, Prime Electric's current 12.89% DBE participation is well above the minimum resulting in their new bid being deemed "responsive".

With the low bid price received, the anticipated total Project costs remain within the approved funding of \$2,171,000, including a 9.8% construction contingency. Throughout the construction process staff will work closely with the grant administrator to preserve the maximum amount of all grant eligible expenses.

With a City Council award of the construction contract on March 3, 2015, construction would begin in May 2015, with an expected substantial completion in late summer, following an 80 working day schedule. In advance of the construction, staff will renew public outreach efforts by distributing regular project updates through various means, including the project website. Website updates will contain information on contractor work zones, construction schedules and progress.

- Attachment A: Vicinity Map
- Attachment B: Project Budget Report



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**Legend**

- S Signals Maintained by City of Kirkland
- Fiber Optic**
- Existing Fiber
- ITS Phase 1 New Fiber thru existing conduits
- S ITS Phase I Equipment Upgrade
- ITS Phase I Corridors**
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## Kirkland ITS Implementation, Phase 1B

### Vicinity Map

**Kirkland ITS Implementation,  
Phase IB - Installation of Signal Equipment (CTR-0111-000)  
Project Budget Report**

**Attachment B**

