



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Rod Steitzer, PE, Capital Projects Supervisor
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: August 4, 2016

Subject: CITY HALL SOUTH PARKING LOT - REJECT BIDS

RECOMMENDATION:

City Council reject all bids for the City Hall South Parking Lot and authorizes staff to re-scope the project and re-advertise for additional contractor bids.

By taking action on this memo during approval of the consent calendar, City Council is rejecting the two recently received bids for the City Hall South Parking lot Project (hereafter referred to as the South lot Project). This action will allow staff to move forward with a re-scoping and re-advertising for new contractor bids during the more bid-favorable fall/winter months.

BACKGROUND DISCUSSION:

On June 7, 2016, City Council approved a [pre-authorization](#) for the City Manager to sign a Public Works contract for the 84-stall South Lot Project (Attachment A), provided that the lowest responsive bid price received from a responsible bidder was an amount not greater than 5% over the engineer's estimate. The recommended 5% above the engineer's estimate would have resulted in a total contract award and a completed project that was still within the established total South Lot Project Budget of \$820,000.

The Project was first advertised for contractor bids on June 22 and on July 8, 2016. Only two bids were received, as follows:

Table 1: Bid Results

Contractor / Engineer's Estimate	Amount
<i>Engineer's Estimate</i>	<i>\$ 590,850</i>
Rodarte Construction	\$ 842,222
A1 Landscaping	\$ 999,626

Staff's preliminary review of the disparity between the engineer's estimate and the lowest bid price identified two major contributing factors: 1) the time of year and, 2) the relatively small size for the specialty porous paving elements of the planned improvement. While the contractors' bid pricing for the porous asphalt was in-line with the estimated costs, the bid pricing for subsurface preparation and imported rock base material costs were significantly higher than estimated. In addition, as outlined in the June 7 memo, public outreach and the environmental permitting process drove the overall project schedule. The result was that permitting was completed in late spring, leading to a

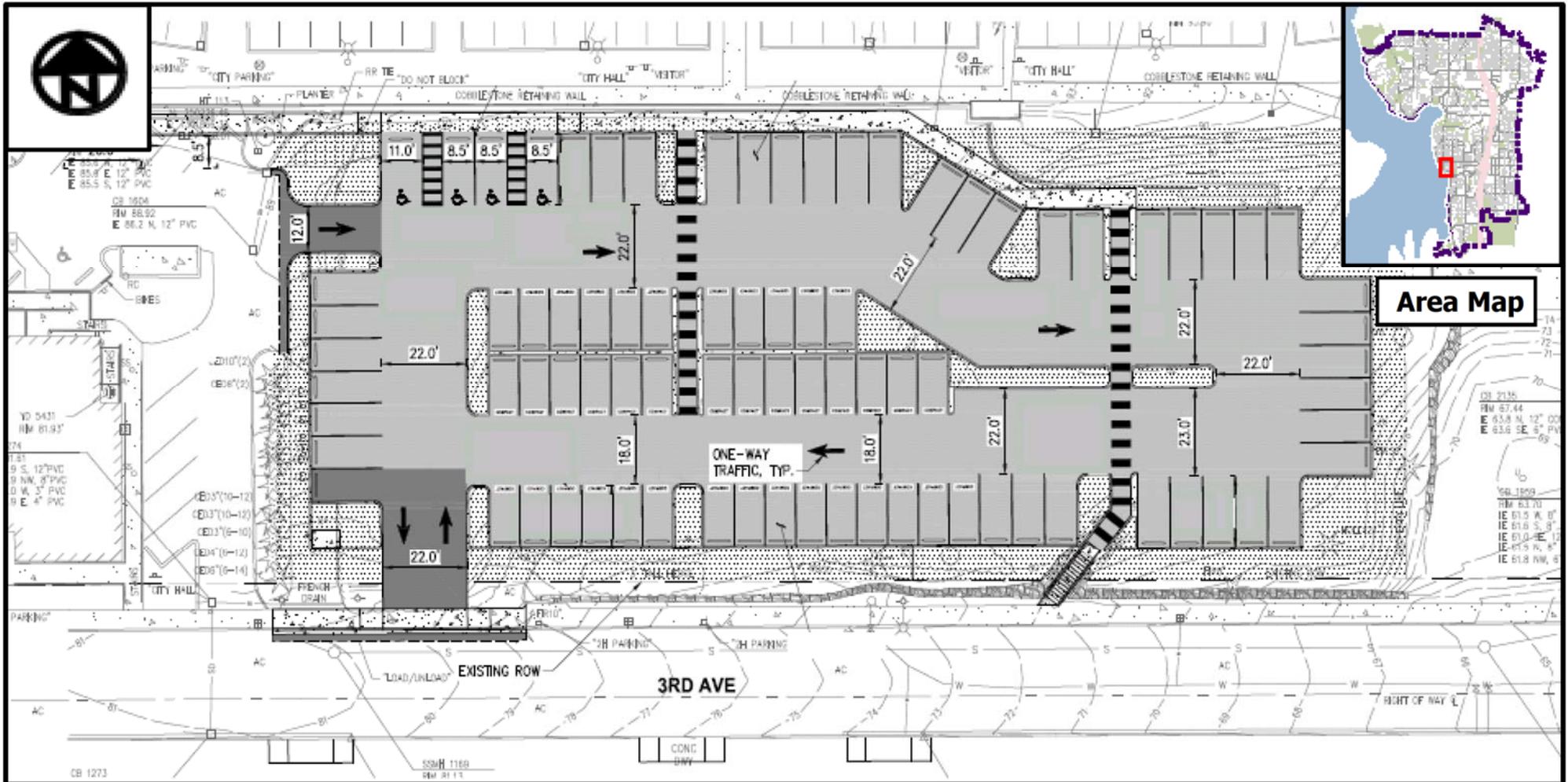
summer bidding period during the peak of the construction season. With the region's booming construction economy, contractors were too busy to respond, resulting in a less-than-competitive result for the Project.

With City Council approval for the rejecting of the bids received, together with authorizing a re-scoping and re-advertising the Project, staff will further evaluate the cost impacts of the current porous pavement design. Staff will complete the design evaluation, along with an evaluation of any applicable associated permit amendments, in time to re-advertise the Project during the more favorable fall/early winter bidding months in an effort to solicit additional and more competitive bids. Staff proposes to re-bid the Project with alternates to more fully account for the costs of a porous pavement versus a more traditional impervious (non-porous) pavement design. The re-advertising of the Project will also be complete in time for a late winter recommendation for further City Council action with the goal of a late spring 2017 construction schedule.

Outreach

Public Works staff, along with the assigned City Planner for the South Lot Project, previously established a construction advisory group (CAG) to solicit input from nearby and interested stakeholders of the South Lot Project. After the design evaluation process, staff will update the CAG, as well as other interested stakeholders about the project.

Attachment A: Vicinity Map



Area Map



Vicinity Map
Permit Parking at City Hall
84 Stall Configuration