



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Bobbi Wallace, Surface Water and Wastewater Division Manager
Pam Bissonnette, Interim Public Works Director

Date: August 22, 2013

Subject: 2013 CROSS KIRKLAND CORRIDOR - (CKC), DITCH SEDIMENT REMOVAL AND RESTORATION – REJECT BIDS

RECOMMENDATION:

It is recommended that City Council rejects all bids received from a Small Works Roster bid advertisement for ditch sediment removal and restoration for a portion of the Cross Kirkland Corridor (CKC). The City Council will receive an update on the entire CKC Project at the next City Council meeting on September 17th.

BACKGROUND DISCUSSION:

Significant flooding in November 2012 occurred along the CKC in the Parmac industrial area. Since then beaver debris and activity has been identified along the ditch lines. To avoid future flooding this debris must be cleared prior to the next rainy season. The surface water utility is responsible for city-wide ditch maintenance work. In addition, CKC maintenance funds for safety and public access were included in the City's 2012 Park Levy.

As a result of past legal actions, including a petition filed with the Surface Transportation Board (STB) to reactivate freight rail service on the corridor, and a motion for an injunction to prohibit rail removal, staff prepared bid specifications for ditch sediment removal using specialty equipment with the existing rails remaining in-place. The specific work for the ditch drainage maintenance consists of utilizing water quality protection Best Management Practices (BMP's). These include the removal of vegetation and accumulated sediment along the existing ditch lines and re-shaping the ditches to assure proper surface water conveyance, seeding and planting cover for disturbed soils, plus the removal of hazardous illegal dumping and woody debris.



BMP's are required to control sediment and restrict it from entering and damaging adjacent wetlands and waterways of the State. Staff had originally planned to do this maintenance with the rails removed using in-house crews and equipment. However, while awaiting the ruling by the STB, staff sought bids for the use of a specialty hy-rail contractor for performing the work. Staff solicited bids only because of the need for specialty equipment to perform the maintenance with the rails in place.

With the STB ruling of August 1, 2013, allowing the City to move forward with rail removal, the suspended contract with the rail removal contractor, A & K Rail Road Materials Inc., has been reactivated. Therefore, City crews will be able to perform the ditch maintenance work without the need to hire a specialty hy-rail contractor.

With an engineer's estimate of \$52,779 with options for 5 days of additional ditch work up to \$22,338, staff invited four hy-rail equipment contractors for bids through the City's Shared Procurement Portal as a Small Public Works Roster project; a total of 2 bids were received as follows:

Contractor	CKC Ditch Restoration (10 Working Days – Base Bid Amount)	Additional 5 Days (at City discretion – not part of base bid)	Total Potential Cost (15 Working Days)
<i>Engineer's Estimate</i>	\$ 52,779	\$ 22,338	\$ 75,117
RailWorks Inc.	\$ 63,729	\$ 24,638	\$ 88,367*
MVG LLC	\$ 88,695	\$ 16,425	\$ 105,120

* 9.5% sales tax included in all numbers - sales tax of \$ 7,665 in low bid.

As a result of the recent STB ruling, staff recommends the rejection of the two bids received.

Next Steps

As the CKC rails are removed, City crews will follow behind and accomplish the ditch maintenance work. City crews will ensure BMP protections are in place, and CESCL certified personnel are on site. They will also support traffic control at intersections, maintain grade and alignment of ditches, manage sediment and vegetation piles, planting restorations, and the seed and cover application, as well as documenting daily production. Worker awareness of the presence of pedestrians and traffic accessing surrounding areas will be emphasized, and traffic control designs will be prepared. Other physical elements associated with the ditch work include notification to adjacent property owners to cease illegal dumping of yard debris and any other materials, fish presence identification, and soil sampling to identify any contaminants that will need proper protection, handling, and receiving sites.

The rail removal and ditch maintenance are starting on the north end of the CKC in Totem Lake and moving south to maximize the chance of completing the ditch maintenance work though Parmac prior to the rainy season.