



**CITY OF KIRKLAND**  
**Department of Public Works**  
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 www.kirklandwa.gov

**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Dave Snider, P.E., Capital Projects Manager  
 Marilynne Beard, Interim Public Works Director

**Date:** June 5, 2014

**Subject:** PETER KIRK ELEMENTARY SCHOOL WALK ROUTE SIDEWALK  
 ACCEPT WORK

**RECOMMENDATION:**

It is recommended that City Council accept construction of the Peter Kirk Elementary School Walk Route Sidewalk Project, as constructed by Road Construction Northwest of Renton, WA, and establish the statutory lien period.

**BACKGROUND DISCUSSION:**

The Peter Kirk Elementary School Walk Route Sidewalk Project, located in the Highlands Neighborhood, provided approximately 600 feet of new sidewalk along the south side of NE 100<sup>th</sup> Street. Also included were updated sidewalk ramps at the intersections of 112<sup>th</sup> Ave NE & NE 100<sup>th</sup> St and at 116<sup>th</sup> Ave NE & NE 100<sup>th</sup> St, including new crosswalk thermoplastic striping at both locations (Attachment A). New mailbox clusters for residents on both sides of the street were also provided.

The Project is funded through a combination of a federal Safe Routes to Schools grant and City reserves, as shown below:



NE 100<sup>th</sup> St. Before



NE 100<sup>th</sup> St. After

**Table 1: Project Budget Summary Table**

	Total	Grant	City Match	City Match Sources	
				Surf Wtr	Gen Govt.
A. Approved Budget CIP at Award	\$438,000	\$408,000	\$30,000	\$5,000	\$25,000

Included within the federal grant is \$26,000 for Education and Enforcement with \$20,000 for additional police patrols during the school year and \$6,000 for education activities at Peter Kirk Elementary. These components will be administered through a CIP-Outreach Program with the fall start of the balance of the 2014 (new) school year.

As originally scoped and budgeted, the Project was to install a new sidewalk on the north side of 100th Ave NE. During the design phase; however, it became apparent that the overall Project costs could be reduced and there would be significantly less impact on private property by placing the sidewalk on the south side of the street. Through the design process, staff's outreach included reviewing proposed designs individually with immediately adjacent property owners, together with presentations at Highlands Neighborhood Association meetings. Of particular interest during those meetings was the fact that three mature evergreen trees located in the public right-of-way, on the south side of the street, are being directly impacted by the improvements.

With assistance from the City's Arborist and the Urban Forester, staff assessed multiple design solutions and discussed these options with all adjacent property owners and interested parties. After thorough review, staff and the neighborhood residents concluded that the project goals were best achieved by placing the sidewalk on the south side of the street, including the removal of the three trees. As a result of the extraordinary public outreach efforts on the overall project scope and the tree situation, the amount of time and expense for engineering and outreach is significantly higher than what is typical for an ordinary in-fill sidewalk project. Additionally, federal grant requirements for increased environmental processes and reporting have also resulted in increased engineering, inspection and administrative costs.

At their regular meeting of September 3, 2013, City Council awarded the construction contract to Road Construction Northwest in the amount of \$183,217.50. The total amount paid to the contractor was \$159,329.44, including one change order was executed in the amount of \$1,005.29 for additional storm water work to add a locking manhole cover and one new through-curb inlet modification for improving future maintenance capabilities. The overall net reduction of nearly \$23,900 in the total construction cost came as a result of material quantities being less than originally estimated.

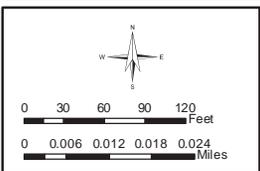
With all past and future Project costs now accounted for, including all soft costs plus the \$26,000 remaining to be spent on the enforcement and education component of the grant, the overall project cost has gone down nearly \$50,000. As a result, the total amount of the grant has been reduced with no net change in the City contribution, as shown in Table 2 below:

**Table 2: Project Cost Summary Table**

	Total	Grant	City Match	City Match Sources	
				Surf Wtr	Gen Govt.
A. Approved Budget CIP at Award	\$438,000	\$408,000	\$30,000	\$5,000	\$25,000
B. As Constructed-This Memo	\$388,125	\$358,125	\$30,000	\$5,000	\$25,000
<b>C. Reduction</b>	<b>\$49,875</b>	<b>\$49,875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

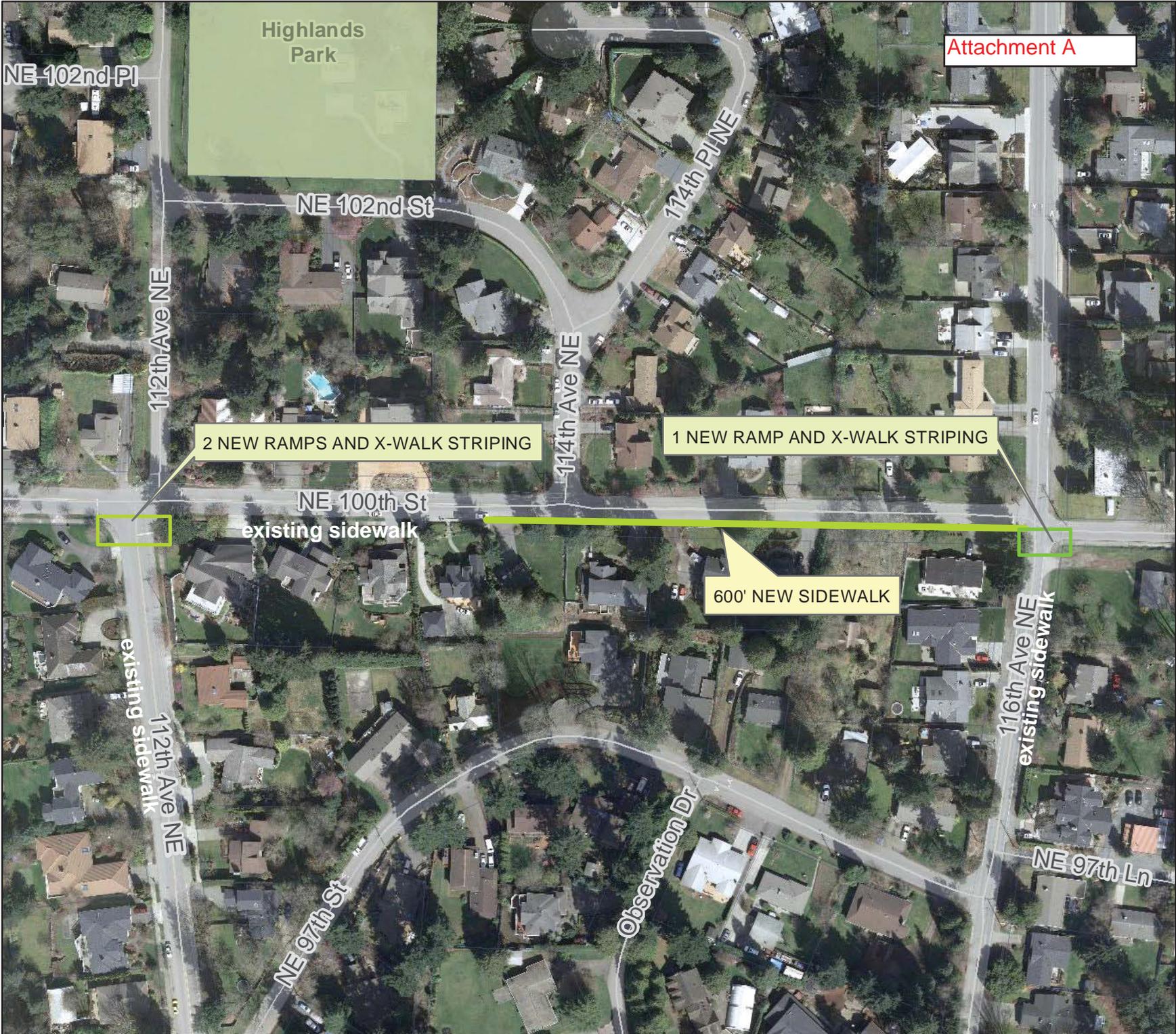
**PETER KIRK  
ELEMENTARY  
SCHOOL WALK-  
ROUTE  
SIDEWALK**

-  Buildings
-  Road
-  Overpass
-  Parks
-  Schools
-  Parcels
-  Major Streets
-  Streets
-  Cross Kirkland Corridor
-  Regional Rail Corridor
-  City Limits
-  COK Grid
-  QQ Grid
-  Lakes



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Author:  
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Attachment A