



## MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** David Snider, P.E., Interim Capital Projects Manager  
Ray Steiger, P.E., Interim Public Works Director

**Date:** October 20, 2010

**Subject:** 2009 STREET PRESERVATION PROGRAM (PHASE 2 – OVERLAY PROJECT)  
ACCEPT WORK

### RECOMMENDATION:

It is recommended that City Council accept the work on the 2009 Overlay Project, as completed by Lakeside Industries, Inc., Issaquah, Washington, and establish the statutory lien period. It is also recommended that Council authorize the transfer of remaining Program funds to the 2009 Crosswalk Improvement Project and to the 2010 Street Preservation Program.

### BACKGROUND DISCUSSION:

The Overlay Project is Phase 2 of the 2009 Annual Street Preservation Program; the Project provides maintenance and rehabilitation of the City's street network through sub-grade repair, pavement milling, structural patching, and the application of a new wearing surface layer of asphalt on selected streets. The Project also includes the installation of new curb ramps, required by the Americans with Disabilities Act, and replaces adjacent broken curb and sidewalk panels. The Project addressed approximately 6.5 lane miles of roadway in four areas of the City (Attachment A). Phase 1 of the Annual Street Preservation Program was the Slurry Seal Project; that Project was accepted by Council at their February 2, 2010 meeting.

For 2009, the Street Preservation Program had an overall budget of \$2.0 million (Attachment B). At their regular meeting of June 16, 2009, Council awarded the 2009 Overlay Project to Lakeside Industries, Inc., in the amount of \$1,395,718.50; construction began on July 13, 2009 and was substantially complete in January, 2010. The Project also included the replacement of obsolete in-pavement flashing lights with a new rectangular rapid flashing beacon (RRFB) crosswalk system at the North Kirkland Community Center crosswalk near 103<sup>rd</sup> Ave NE and NE 124<sup>th</sup> Street. However, after several attempts to correct a manufacturing defect with the newly installed RRFB, staff and the contractor agreed to remove the system and delete it from the Project. As a result, the overall Project was not physically completed until September 28, 2010. A different brand of RRFB system is now being planned for this crosswalk location along with two other crosswalk locations being improved with the 2009 Crosswalk Improvement Project.

The total payments made to the Contractor for the 2009 Overlay Project were \$1,312,894.80. The reduced contract amount was due to the deletion of the RRFB crosswalk system and minor reductions in bid item quantities. For the 2009 Project, the average cost of asphalt increased slightly to \$76.05 per ton from \$75.74 per ton that was paid in 2008 (Attachment C).

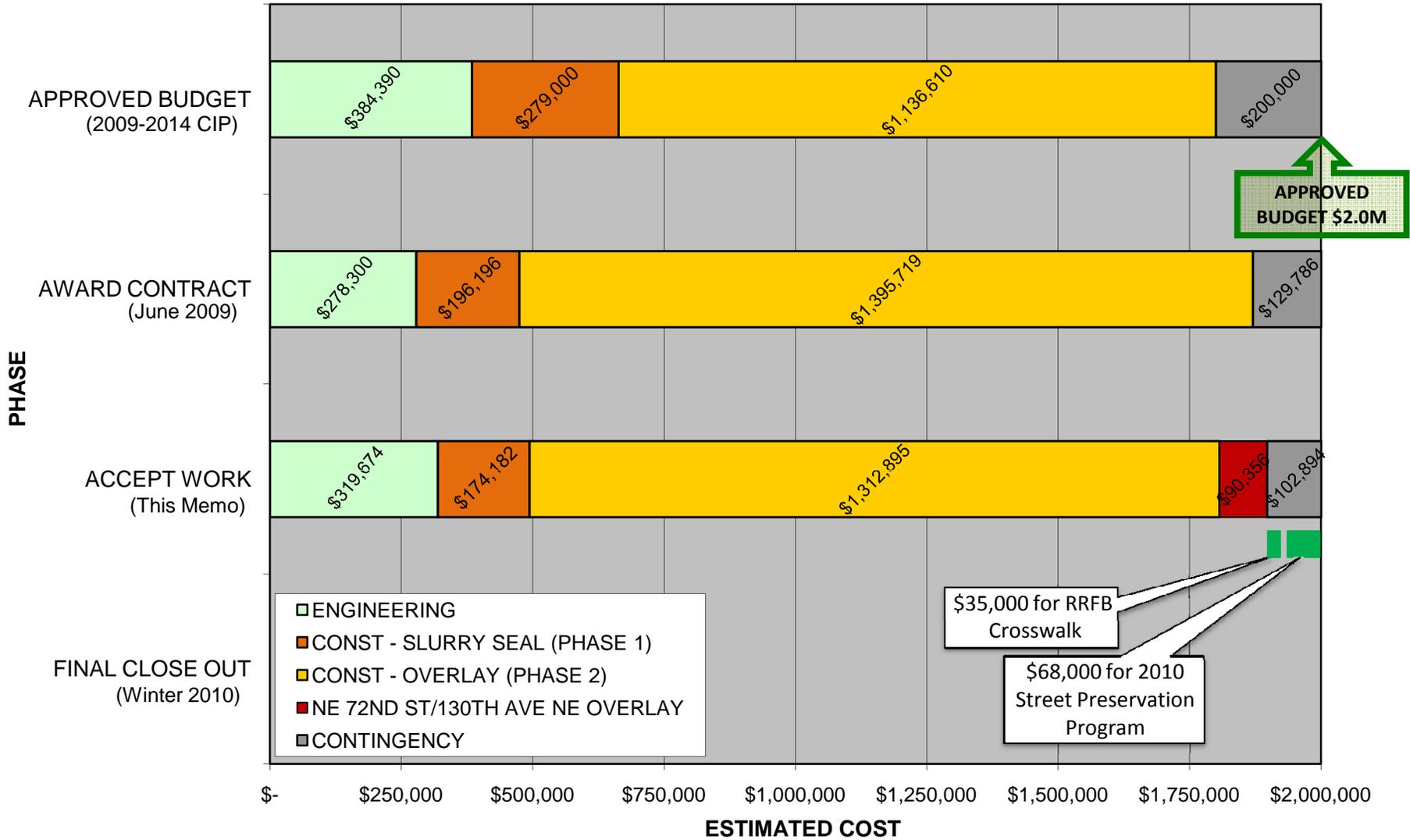
In addition to the Slurry Seal Project and the construction contract with Lakeside Industries, approximately \$90,000 of the 2009 Street Preservation Program budget was used to repave 130th Avenue NE and NE 72nd Street, where new sewer mains had been installed as part of the 2007 Emergency Sewer Program (Attachment B). These two streets were completed by the City's streets maintenance division utilizing the City's paving machine and a milling machine provided to the City as a manufacturer's demonstrator.

The budget remaining in the 2009 Street Preservation Program is approximately \$103,000. It is staff's recommendation that the balance of 2009 Street Preservation Program funds be split between the 2009 Crosswalk Upgrade Program (\$35,000 for the North Kirkland Community Center crosswalk) and the 2010 Street Preservation Program (Attachment B).

Attachments: (3)



# 2009 Street Preservation Program CST-0906 PROJECT BUDGET REPORT



### Kirkland Annual Overlay Program Cost Comparison

