



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: April 20, 2006

Subject: 116TH AVENUE NE (NORTH SECTION) NON-MOTORIZED FACILITIES
AUTHORIZATION OF ADDITIONAL FUNDS

RECOMMENDATION:

It is recommended that the City Council authorize the use of \$248,000 from surfacewater utility reserves and \$260,000 from utility reserves to complete the 116th Ave NE non-motorized facilities project.

BACKGROUND DISCUSSION:

116th Avenue NE is identified as a Priority One pedestrian and bicycle corridor in the City's non-motorized plan, and this project will provide for one portion of a protected route where pedestrians must currently use the narrow shoulder along the vehicle travel way. This project will install sidewalk and bikelane along the east side of 116th Avenue NE between NE 60th St and NE 67th St which will complete the east side corridor between the NE 60th St/I-405 pedestrian bridge and the Houghton Park and Ride at NE 70th St. (Attachment A). The planned improvements will also include the construction of a concrete gutter, ADA curb ramps, crosswalk markings, storm drainage conveyance and treatment, watermain replacement, and landscaping.

In approximately 1993, the Cities of Kirkland and Bellevue began a process to jointly design and construct bike lanes, and in some places, sidewalks, along 116th Ave N.E from NE 70th Street to Bellevue. Both cities began their design efforts around the same time using the same consultant and intended to pursue grants and funding so the project could be constructed as one or at least somewhat seamlessly. Kirkland's element of the corridor was first identified in the 1994 – 1999 CIP as a \$664,000 project with the plan that it would be completed in 1996 using just City funds.

During that time, approximately 1995, Federal funding through ISTEA, began to become available for non-motorized projects. Both Bellevue and Kirkland applied for funding to assist in the development of their respective elements of the project. Kirkland received \$182,000 worth of ISTEA funds in 1996 for design – Bellevue applied for and received significantly more funding and had programmed an equally more significant amount of their own funding for their element of the project.

Bellevue developed their elements of the project significantly earlier than Kirkland due to the local funding which they provided. They subsequently applied for additional Federal funding for construction; this they also received and proceeded to construction in 1997. Due to the limited local funding available for Kirkland's element of the project, and with a significant increases in the estimated cost to construct Kirkland's element (due to the proximity of wetlands and a stream, cost estimates were approximately \$3M

Memorandum to David Ramsay
April 20, 2006

in the fall of 1996), external funding was required for Kirkland to proceed. Unfortunately, the grant source that Bellevue utilized for their project was no longer available. To be more specific, State grant administrators of the Federal funding later noted that there had been an error in the application of the criteria, and in retrospect the Bellevue portion of 116th NE should not have been funded from that source. Kirkland was left without an external funding source but continued to pursue other grant opportunities for the corridor.

In 2004, after breaking the corridor project into a north half (NE 67th Street to NE 60th Street – this project) and a south half (NE 60th Street to Bellevue) based on discussions with various funding agencies, Kirkland received a \$524,000 federal TEA-21 grant for an update of the design and construction of the north half of the project.

The north half (this project)

Current funding for this project includes the \$524,000 federal funding (TEA-21 grant), \$337,800 from City REET reserves, and \$200,000 of State funding that was recently secured for this project by Senator Luke Esser which leads to a total project budget of \$1,061,800 (Attachment B). Since the original grant application and CIP estimate, anticipated construction costs associated with the project have dramatically increased for two primary reasons: underground utility work (storm water and water), and construction cost increases due to market changes.

As has been thoroughly discussed with City Council during previous CIP processes, the adoption of stringent surface water standards by the City has led to an increase in both detention and water quality improvements associated with transportation projects. This was recognized in the most recently adopted six-year CIP by the authorization of the annual transfer of approximately \$1 million worth of surface water funding to transportation projects. Beginning in 2006, this surface water funding is being applied to transportation projects – the 116th Ave non-motorized project did not have this source of funding available in the original budget, however it is subject to the current surface water standards. In looking at the design and now construction that will be required for this project, in order to comply with the required standards, an approximate \$248,000 increase in the project is directly related to surface water enhancements and not anticipated in the original project.

The other impact which is related to the increases in surface water detention and treatment is the proximity of the new surface water elements to the existing asbestos cement (AC) waterline. AC waterlines are prone to failure if disturbed. No failures have occurred in this area, however because of the alignment of the waterline along 116th Ave NE, a number of conflicts exist with the proposed surface water system – the waterline must be replaced and relocated in advance of the storm drainage improvements. The design and construction of the new waterline within the project limits is estimated to be \$260,000 and was not anticipated in the original project.

Finally, due to continued increases in construction costs that we are experiencing (post Hurricane Katrina), the overall project estimate has increased since the original grant application.

With City Council's authorization of additional funding, final design will be completed. It is anticipated that waterline reconstruction will be performed later this summer/fall. Upon completion of the waterline project, the non-motorized elements including surface water detention and water quality improvements will commence in winter of 2007 with final paving/completion late spring 2007.

Attachments

Park and Ride Lot

NE 67th St

Location of Non-Motorized Improvements

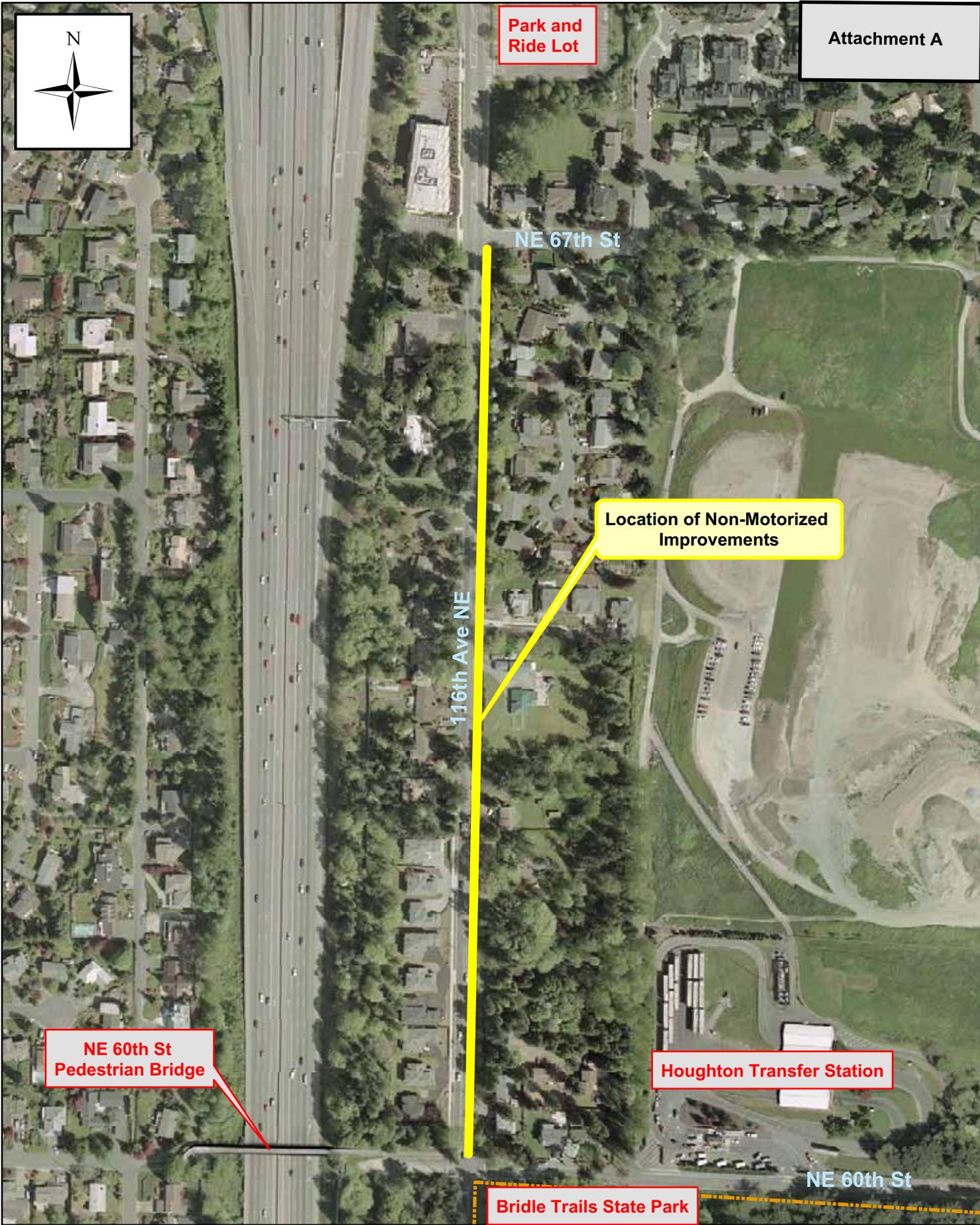
116th Ave NE

NE 60th St Pedestrian Bridge

Houghton Transfer Station

NE 60th St

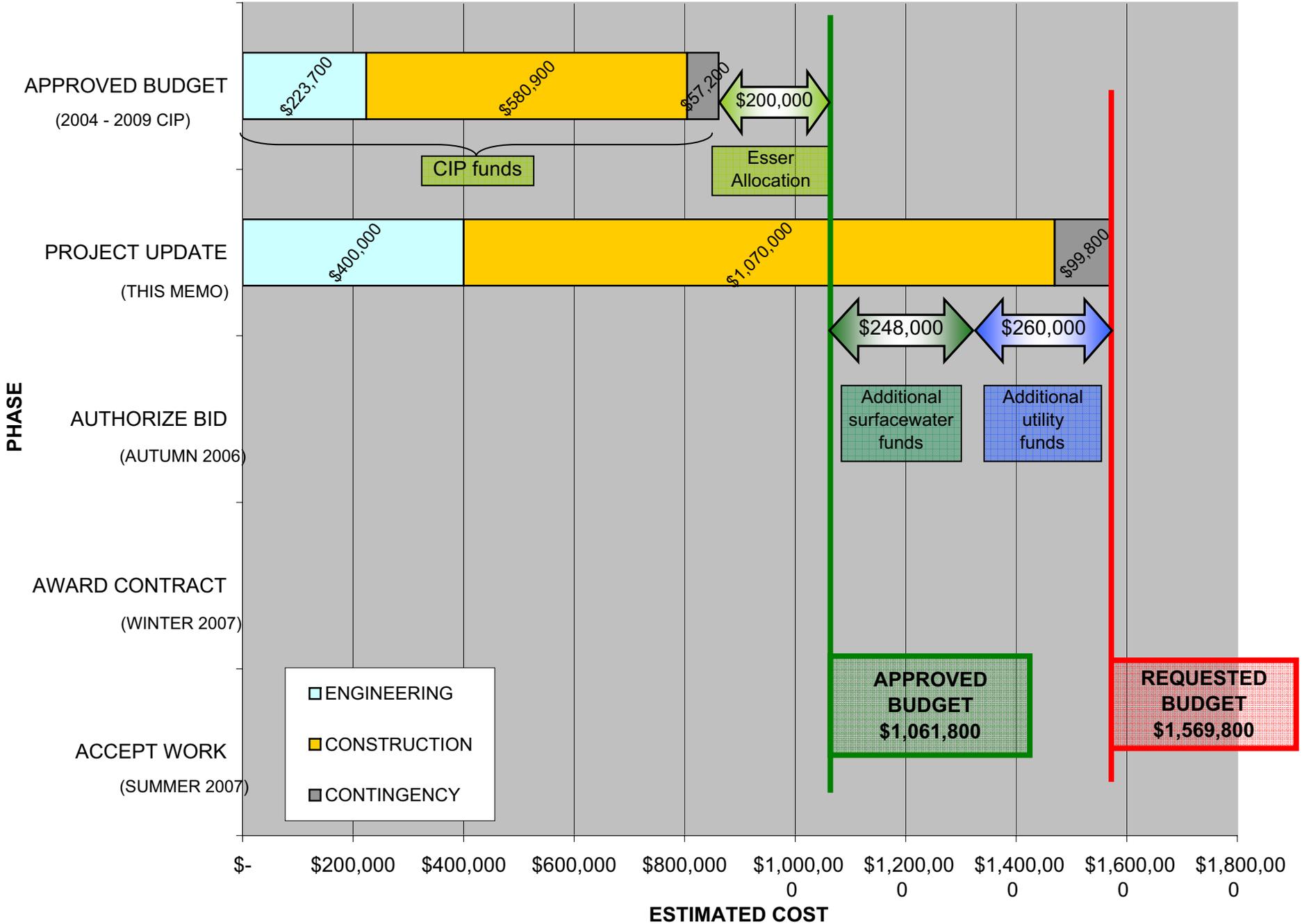
Bridle Trails State Park



Vicinity Map
NE 116th Ave NE Non-Motorized Improvements

116TH AVENUE NE (NORTH SECTION) NON-MOTORIZED FACILITIES

PROJECT BUDGET REPORT



FISCAL NOTE

Source of Request							
Daryl Grigsby, Public Works Director							
Description of Request							
Request for additional funding of \$248,000 from the Surface Water Capital Contingency and \$260,000 from the Water/Sewer Capital Contingency for the 116th Avenue NE Non-motorized Facilities project. The scope of the project has increased for several reasons - unanticipated water main relocation, significant storm utility detention, and increased construction costs due to high demand on market resources.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$248,000 of the Surface Water Capital Contingency and \$260,000 of the Water/Sewer Capital Contingency. Both contingencies are able to fully fund these requests.							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2006 Est End Balance	Prior Auth. 2005-06 Uses	Prior Auth. 2005-06 Additions	Amount This Request	Revised 2006 End Balance	2006 Target
	Surface Water Capital Contingency	569,490	47,000	0	248,000	274,490	569,490
	Water/Sewer Capital Contingency	1,766,520	247,500	0	260,000	1,259,020	1,766,520
	Surface Water Capital Contingency: 2005-2006 Prior Authorized Uses includes \$47,000 for the NE 47th Place Surface Water Outfall project. Water/Sewer Capital Contingency: 2005-2006 Prior Authorized Uses includes \$116,000 for the 18th Avenue Watermain Replacement project, \$111,500 for the 2005 Water System Improvements, and \$20,000 for a watermain replacement coinciding the 2004 Streambank Stabilization project.						
<i>Revenue/ Exp Savings</i>							
<i>Other Source</i>							
Other Information							

Prepared By	Sandi Miller, Financial Planning Manager	Date	April 24, 2006
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