



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: May 20, 2008

Subject: 2008 PAVEMENT MARKING PROJECT – FUNDING OPTIONS

RECOMMENDATION

It is recommended that the City Council consider three options presented with this memo and authorize staff to advertise the above project.

BACKGROUND DISCUSSION

The purpose of this project is to maintain the pavement markings that define the path of safe travel for motorists, bicyclists, and pedestrians. This project includes restriping lane lines, bike lanes, and public parking stalls as well as replacing worn crosswalk markings, stop lines, turn arrows, railroad crossing and other symbols throughout the City. This year's project also includes adding painted bike lanes on 6th Street South (from 68th Street to Kirkland Way), NE 80th Street (from 122nd Ave. NE to 132nd Ave. NE), Kirkland Way (from 6th street to 3rd Street) and Lake Washington Boulevard (from 60th Street to 2nd Ave. S), significant routes identified in the City's Non-motorized Transportation Plan. These bikes lanes are being installed in coordination with development projects happening in the City (i.e. Google campus construction).

The pavement marking program takes place in two phases: Phase I in the spring includes all paint striping and thermoplastic work, Phase II occurs in the early fall with a re-striping of all paint on collectors and arterials in preparation for the darker days of winter.

The project has a 2008 budget of \$124,800 that is programmed in the street operating fund. The engineer's estimate for the project is \$206,000. With this memo three options are presented for Council to consider:

- 1) Revise the project plans and specifications at this point to reduce the scope of work more closely to the existing budget amount, and then proceed to advertisement. Elements that would be eliminated from the project plans and specifications are:
 - A. Eliminate the second phase of striping (typically done in early fall prior to the darker season) – savings estimate is \$45,000.
 - B. Eliminate striping of downtown parking stalls –savings estimate \$5,000.
 - C. Eliminate the downtown curb painting –savings estimate \$25,000.
- 2) Proceed with the bid process with the aforementioned elements identified as alternates, once bids are opened, return to Council for award with options to consider.

- 3) Approve \$82,000 from the street improvement fund reserve and proceed to bid with all elements of the work.

The annual pavement marking program has had a relatively consistent funding level since 2000; funding was increased in 2000 from the previous budget of \$90,000. Since 2000 however, the City has added approximately 34 additional miles of striped bike lanes (132nd Ave NE, Slater Ave, Juanita Drive, Market Street, etc.). During the same period, double yellow centerlines were added to approximately 60 miles of roadway to comply with appropriate safety guidelines. Additional inventory added through both private development and the City's own Capital Improvement Program continue to require ongoing maintenance. The period between 2000 and 2008 has also seen increases in the costs of materials that are utilized in the pavement marking program: labor, paint, and plastic.

Staff has examined the largest components of the City's annual pavement marking program. The five largest cost items in the program are: four-inch wide skip stripes (along the roadway centerlines), double yellow centerlines (which also includes center turn lane striping), six-inch wide bike lane striping, and the removal and/or reapplication of thermoplastic crosswalks. Chart 1 shows the change in quantities of these five components that were included in the pavement marking program over the last few years.

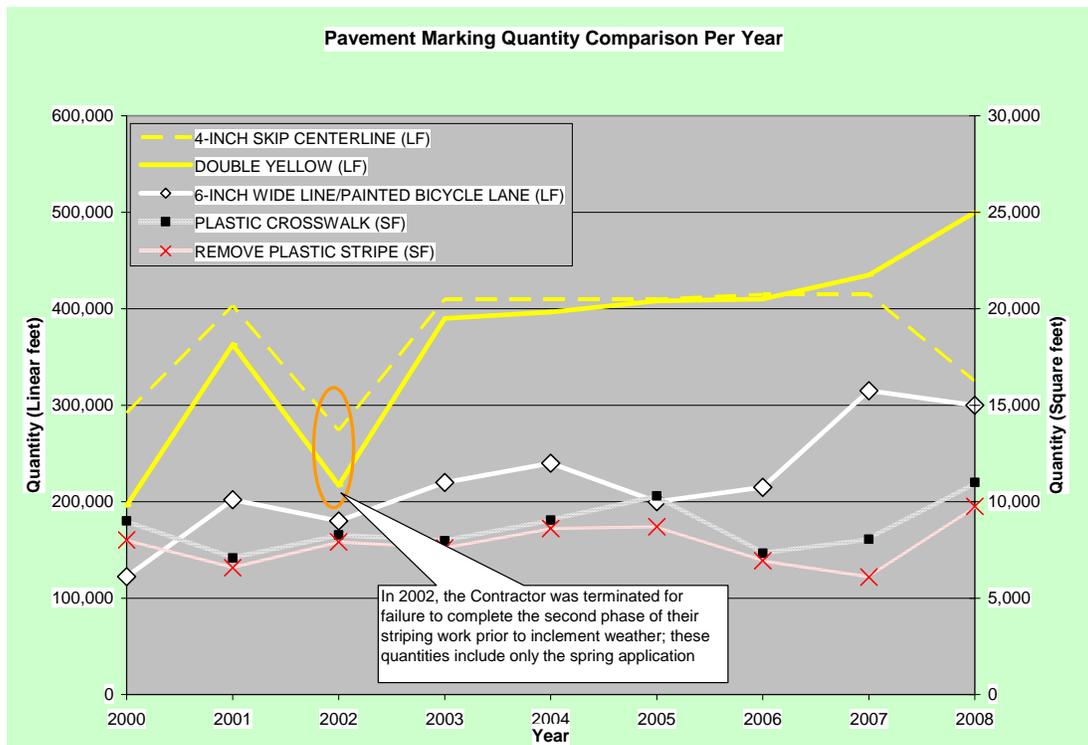


Chart 1 – Quantity comparison 2000 – 2008

During that same time escalation of prices, shown in Chart 2 for the same items, has combined to push the annual pavement marking program consistently beyond its budget (Chart 3).

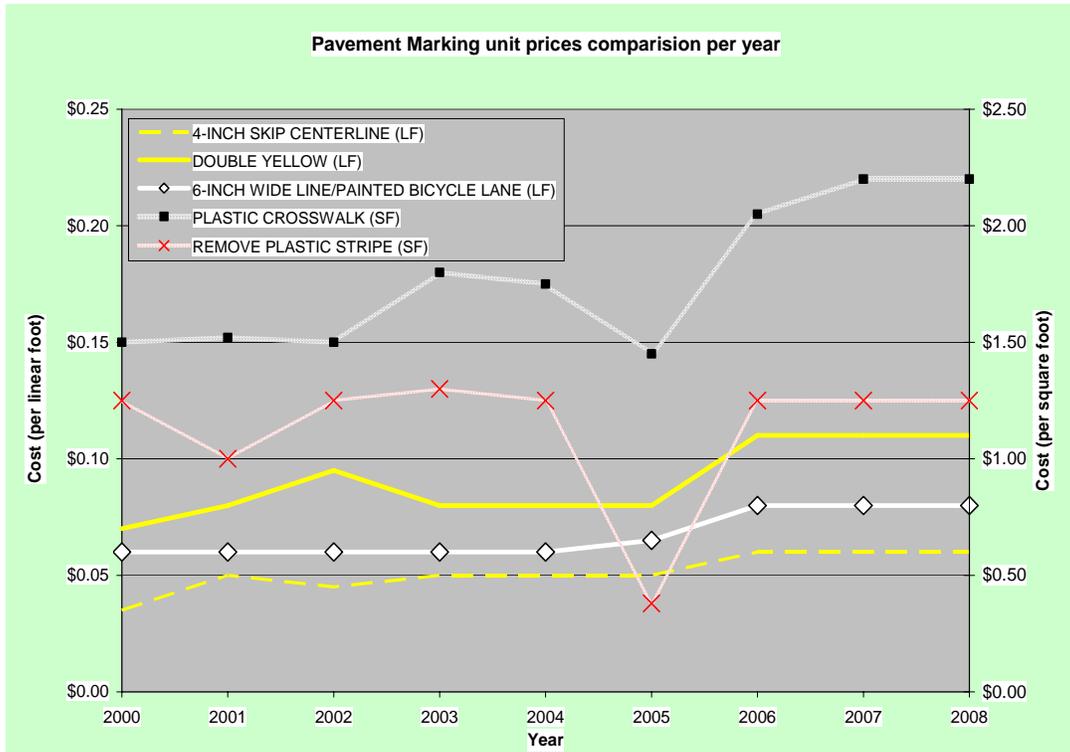


Chart 2 – Unit Price comparison 2000 – 2008

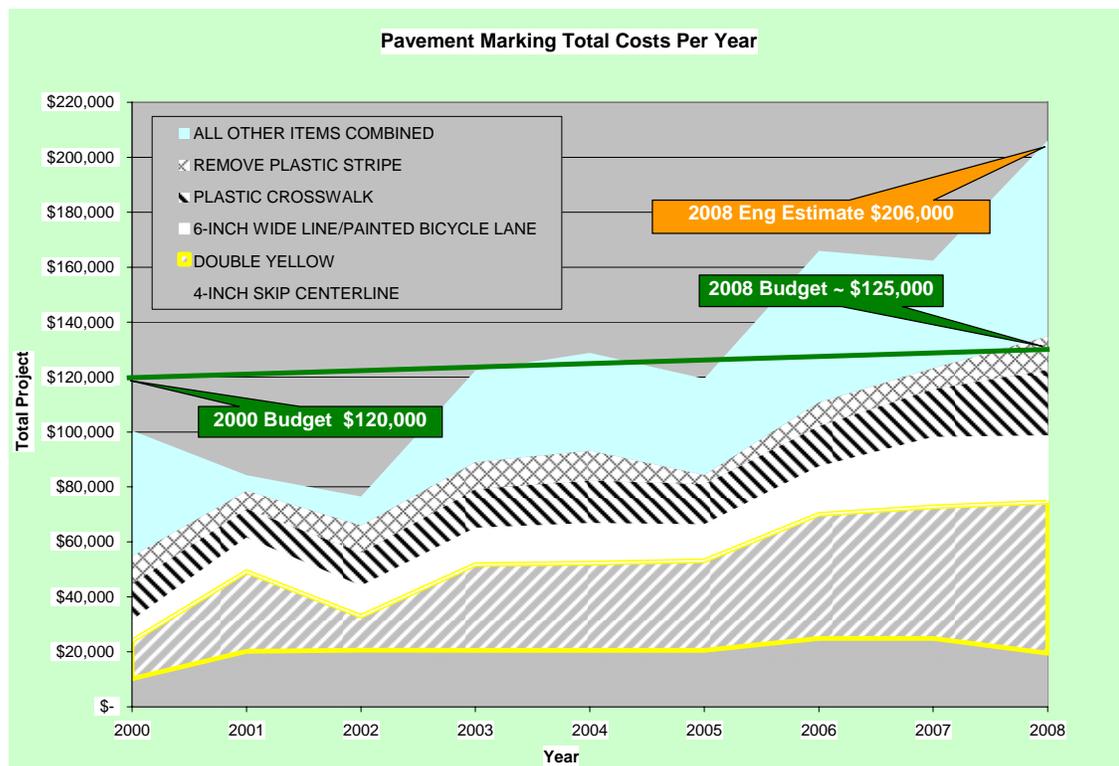


Chart 3 – Total Contract comparison 2000 – 2008

In both 2006 and in 2007, Council authorized additional funds from the street improvement fund reserve once the bids were opened at the award of contract phase of the project. During the 2009/2010 budget process, \$80,000 in additional funding is being proposed to be included in the street operating fund to continue to provide the existing level of service for the annual program.

In light of recent comments from the Council regarding a desire to have additional opportunities to weigh in on contract cost modifications, Staff has prepared a number of options herein for the Council to consider for the 2008 pavement marking program. As stated earlier in the Memo, the three options are:

- 1) Revise the project plans and specifications at this point to reduce the scope of work more closely to the existing budget amount, and then proceed to advertisement. Elements that would be eliminated from the project plans and specifications are:
 - A. Eliminate the second phase of striping (typically done in early fall prior to the darker season) – savings estimate is \$45,000.
 - B. Eliminate striping of downtown parking stalls –savings estimate \$5,000.
 - C. Eliminate the downtown curb painting –savings estimate \$25,000.
- 2) Proceed with the bid process with the aforementioned elements identified as alternates, once bids are opened, return to Council for award with options to consider.
- 3) Approve \$82,000 from the street improvement fund reserve and proceed to bid with all elements of the work (Staff will return a Fiscal Note at award acknowledging this approval).

Staff recommends proceeding with the bid process using various alternatives as describes in Option 2. It is anticipated that bids will be opened in June, and then staff will return to the Council with options for funding and/or alternates to include in the 2008 program.