



CITY OF KIRKLAND

Department of Finance & Administration

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www.kirklandwa.gov

Council Meeting: 10/06/2020

Agenda: Other Items of Business

Item #: 8. h. (2)

MEMORANDUM

To: Kurt Triplett, City Manager

From: Marius Eugenio Jr., P.E., Project Engineer
Rod Steitzer, P.E., Capital Projects Manager
Julie Underwood, Interim Director of Public Works

Date: September 24, 2020

Subject: NE 124th STREET/113th ANENUE NE PEDESTRIAN SAFETY ENHANCEMENTS—
AUTHORIZATION TO BID

RECOMMENDATION:

It is recommended that the City Council satisfy a federal requirement by authorizing staff to advertise for contractor bids for pedestrian safety enhancements at the intersection of NE 124th Street and 113th Avenue NE because of the federal funding in this project.

By taking action on this item under the Consent Calendar, the City Council is authorizing staff to advertise for contractor bids. This is project NMC0120200 in the CIP.

BACKGROUND DISCUSSION:

The intersection of NE 124th Street and 113th Avenue NE ("Intersection"), between 5 Guys Burgers & Fries and the Marriot, has a history of vehicle/pedestrian conflicts (see Attachment A, Maps). Presently, the signal at the Intersection gives north-to-east and south-to-west vehicular traffic permissive lefts (drivers see a green light but are supposed to yield to oncoming vehicles and crosswalk users before making a left turn) and there also are north/south crosswalk signals (see [Project website](#)). Some drivers wanting to make a left turn at the Intersection may have been more focused on looking for a break in oncoming vehicular traffic than noticing a user in the crosswalk.

This project will replace the permissive left signal with a protected left signal, thereby keeping left-turning vehicles stopped while time is allowed for crosswalk users to cross NE 124th Street. Elements of the project include replacing signal heads, adjusting signal timing and phase changes, and restriping the crosswalk.

Subsequent to adding this project to the CIP, the City applied for and was awarded a federal grant that will pay a significant portion of the project's cost. Originally, the project was thought to require the replacement of the existing signal poles and mast arms, signal bases, and related trenching for conduits. The total estimated cost of that project was \$750,000. This is the total project cost staff used in its grant application, and the grant awarded by the Federal Highway Safety Improvement Program was \$670,000. However, concurrent with the grant process staff initiated the design and coordinated with the Local Programs Office of the Washington State Department of Transportation (WSDOT). It was determined that the existing poles and mast

arms could be used and still meet WSDOT structural requirements, which saved the project several hundred thousand dollars.

This federal grant requires the legislative body to authorize staff to advertise for bids.

Funding and Projected Expenses

Because the existing poles and mast arms can be used, thus also eliminating the need for trenching, the revised engineer's estimate for construction is \$90,000. The total cost of the project, including an \$18,000 contingency, now is estimated to be \$370,000.

The Project is funded by a combination of federal and City funds, as shown below.

Table 1: Funding and Projected Expenses

Federal Grant	\$354,000
City Funding (REET 2)	\$16,000
Total Funds	\$370,000
Construction	(\$90,000)
Soft Costs	(\$262,000)
Contingency	(\$18,000)
Total Projected Expenses	(\$370,000)
Balance	-zero-

Though at present it seems the project will require roughly half of the grant that was awarded, the full amount is available to the City until the project is complete. So, were the bids to be high or something unforeseen to occur, the City can obligate additional grant funds. The City cannot use any of these grant funds on another project.

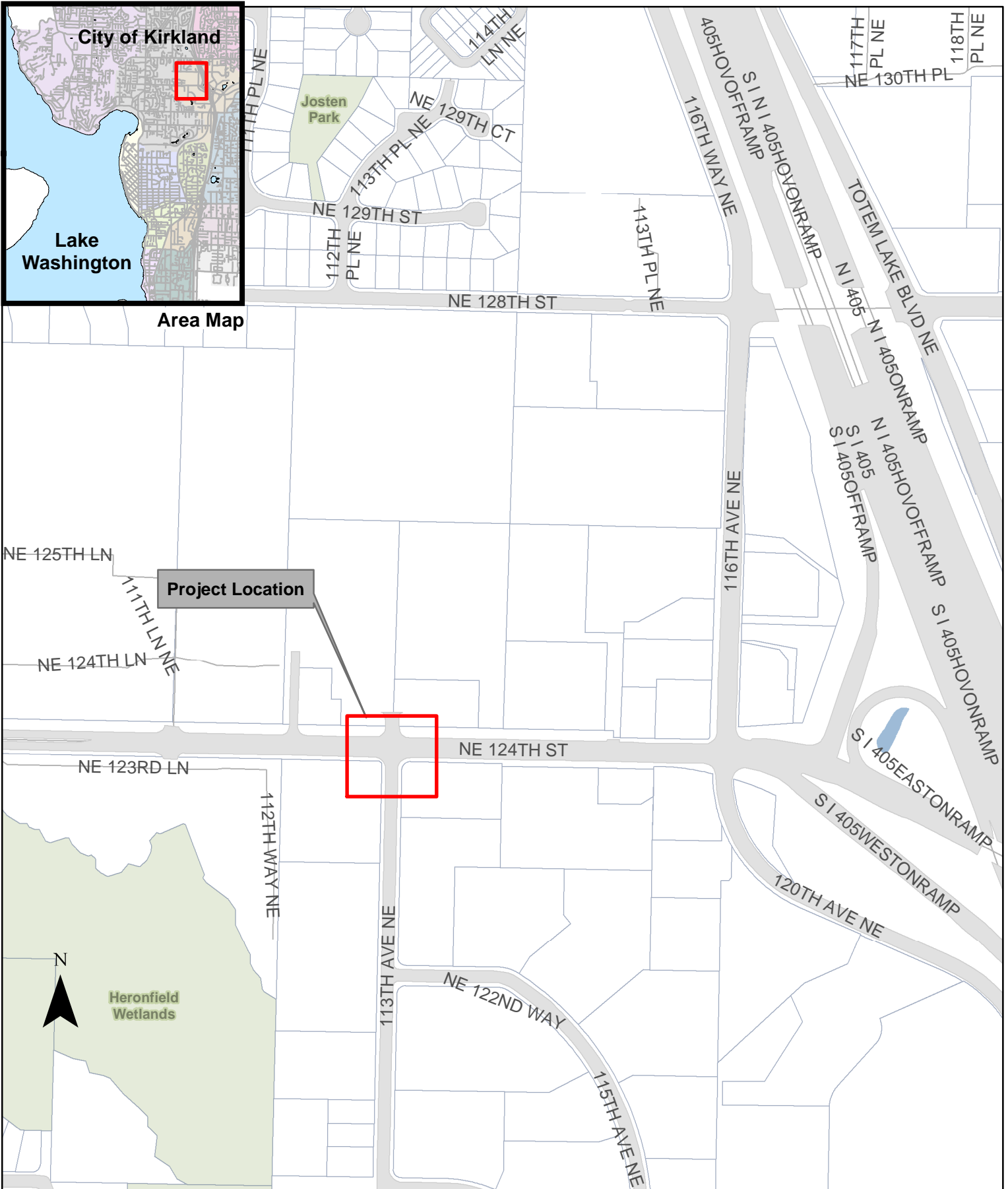
Compared to the construction estimate, soft costs appear high. This is because the design engineering included the development of alternative solutions, the project will require a fair amount of inspection, and a provision is made for project management. The amount shown for soft costs is a budget amount, and staff anticipates the actual amount will be less.

Next Steps

As federal process requires, WSDOT has approved the bid documents for advertisement and has established Disadvantaged Business Enterprises goals and training. If the Council authorizes the advertisement of bids, the bid opening would be near the end of October, with a Council award of bid anticipated for a November, 2020 meeting. Construction could begin as soon as December, 2020.

In advance of construction, staff will continue updating area residents and business owners of the coming work, including an informational flyer with project timelines and all pertinent contact information. Project information also will be provided on the website.

Attachment A: Vicinity Map with Area Map Inset



Vicinity Map

NE 124th Street and 113th Avenue NE
Crosswalk Upgrade

