



City of Kenmore - 18120 68th Avenue NE - Kenmore, WA 98028
Phone: 425-398-8900 - E-mail: cityhall@kenmorewa.gov

**City of Kenmore
City Council Special Meeting Agenda**

6:15 p.m., August 3, 2020

The meeting will be held 100% virtually via Zoom

Zoom Log-in information is stated below.

Please click the link below to join the webinar or copy and put this link in your web browser:

<https://us02web.zoom.us/j/85864353128>

Or iPhone one-tap :

US: +13126266799,,85864353128# or +16465588656,,85864353128#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 646 558 8656 or +1 301 715 8592 or +1 346 248
7799 or +1 669 900 9128 or +1 253 215 8782

Webinar ID: 858 6435 3128

International numbers available: <https://us02web.zoom.us/j/85864353128>

If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please email cityhall@kenmorewa.gov. Council agendas are also available on our website at www.kenmorewa.gov.

I. 6:15 p.m. EXECUTIVE SESSION

Pursuant to RCW 42.30.110(1)(i), pending litigation.

II. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

III. 7:00 p.m. - CALL SPECIAL MEETING TO ORDER

IV. ROLL CALL

V. FLAG SALUTE

VI. AGENDA APPROVAL

VII. CITIZEN COMMENTS

- A. This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to tgardner@kenmorewa.gov by 5:00 p.m. on Monday, August 3, 2020. All comments received will be forwarded to the Council for consideration. You can also use the "raise hand" feature in Zoom during the Citizen Comment portion of the meeting or by calling in. The 3-minute limit still applies.

VIII. PROCLAMATION

Bee awareness proclamation

A.

[Agenda Item](#)

IX. BUSINESS AGENDA

A. West Sammamish River Bridge Project Girder Delay

[Agenda Item](#)

X. COUNCILMEMBER REPORTS & COMMENTS

XI. ADJOURN SPECIAL MEETING

Upcoming Meetings:

A. All Regular Council meetings have been cancelled for the month of August.

City of Kenmore, Washington Proclamation

WHEREAS approximately one third of food crops depend on pollinators such as honey bees.¹

WHEREAS honey bees contribute nearly \$20 billion to the value of U.S. crop production.²

WHEREAS an average honey bee lives for just five to six weeks and in that time will produce about 1/12 of a teaspoon of honey.³

WHEREAS a honey bees have to visit about 2 million flowers to collect enough nectar to make a pound of honey.³

WHEREAS a colony of honey bees in the summer has 50-80,000 bees. ⁴

WHEREAS honey bees travel two to three miles or more to forage for nectar and pollen.³

WHEREAS there are several beekeepers with active honey bee hives within the city of Kenmore.

WHEREAS we encourage residents of Kenmore to avoid using insecticides as much as possible and to consider planting pollinator-friendly gardens for the health of all of our pollinators.

¹ University of California - Berkeley. "Pollinators Help One-third Of The World's Food Crop Production." ScienceDaily. ScienceDaily, 26 October 2006.

² American Beekeeping Federation - <https://www.abfnet.org/page/PollinatorFacts>

³ Sammataro, D., Avitabile, A., & Caron, D. M. (2011). The beekeeper's handbook. Ithaca: Comstock Publishing Associates, a division of Cornell University Press.

⁴ Canadian Honey Council - <https://honeycouncil.ca/bee-facts/>



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: West Sammamish River Bridge Project Girder Delay Proposed Council Action/Motion: Provide direction whether to approve Option 1 or Option 2 for mitigating the delay in girder delivery	For Council Meeting Agenda of: August 3, 2020 Department: Public Works/Engineering Prepared by: John Vicente, PE <table style="width: 100%;"> <tr> <td></td><td style="text-align: right;"><u>Initial & Date</u></td></tr> <tr> <td>Approved by Department Head:</td><td style="text-align: right;">JV 7/27/20</td></tr> <tr> <td>Approved by City Attorney:</td><td style="text-align: right;">NA</td></tr> <tr> <td>Approved by Finance Director:</td><td style="text-align: right;">[Signature] 7/27/20</td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;">[Signature] for RK</td></tr> </table> Exhibits/Attachments:		<u>Initial & Date</u>	Approved by Department Head:	JV 7/27/20	Approved by City Attorney:	NA	Approved by Finance Director:	[Signature] 7/27/20	Approved by City Manager:	[Signature] for RK
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Approved by Finance Director:	[Signature] 7/27/20										
Approved by City Manager:	[Signature] for RK										

INFORMATION/BACKGROUND:

The 82 year-old bridge is near the end of its service life and is currently categorized as “Structurally Deficient” with a rating of 6.45 out of 100. The current live loads (vehicles) and dead loads (bridge structure) on the Bridge are greater than the bridge was designed for and the bridge is showing signs of deterioration such as cracking, leaching, and spalling. Traffic volumes on the bridge continue to increase further exasperating the issue. Replacement of the bridge is necessary to maintain 2 lanes of traffic in each direction across the river.

When completed, the new bridge will include 2 lanes south bound, a wide 16-foot promenade for pedestrians and bicycles, better roadway and pedestrian illumination, drainage improvements including storm treatment, new landscaping, undergrounding of existing utilities, and new signals at NE 170th and NE 175th Streets. The 16-foot promenade will be along the west side of the new bridge and will extend from NE 170th Street to NE 175th Street and will provide a safe place for pedestrians and bicyclist to travel across the river in both directions. In addition, a look out will be constructed providing a place to gather and enjoy the view.

Project Status:

The project is currently under construction and is in the first of three fish windows. Due to impacts from the Covid-19 pandemic, the bridge girder fabrication has been delayed. This delay has created a problem with the construction schedule and the Contractor’s (Ceccanti’s) ability to meet specific required milestones.

The contractor prepared their bid for this project in the fall of 2019 before Covid19. At that time, their bid assumed delivery of the girders the first part of January 2021 from Concrete Technology Corp. Work performed in the water may only be done during approved fish windows. 3 fish windows (July 1-August 31, 2020/2021 and July 15-August 31, 2022) were approved for this project. The girders are necessary before work can be done in the water during the 2nd fish window. Prior to Covid19, to meet the required fish windows for this project, the contractor prepared to work extra days and have multiple crews operating.

The bridge girders are necessary to build the west portion of the new bridge so that we can move traffic off of the old bridge and transfer them to the new. Once that was done, we would have been able to demolish the existing bridge and begin work in the water during the 2nd fish window in 2021. The demolition of the

remainder of the bridge is necessary prior the 2nd fish window which cannot be done until all traffic is taken off of the old bridge. The current schedule showed bridge demolition work being completed at the end of June in time for the 2nd fish window.

With the start of Covid19, Concrete Technology Corp was required to reduce production to comply with state requirements, this persisted until June. This reduction in operation has resulted in a 2-month delay in deliver of the bridge girders.

With the 2-month delay, the contractor will not be able to demolish the bridge in time to do necessary in-water work during the summer of 2021. Without the ability to do the in-water work in 2021, construction on the bridge must be halted at the end of the summer 2021 until the next fish window in 2022.

Options to Mitigate:

City staff, our construction management consultant (KBA) and the contractor brainstormed several options to mitigate for the delay in the girder delivery. Of the options presented, only 2 were deemed feasible given the current conditions and timing.

Option 1 – Request 4th Fish Window. This option would require City staff to approach our permitting agencies and request a 4th fish window be added to the project in 2023. The added 4th fish window will provide the time needed to complete in-water work.

PROS:

- **Maintain 2 lanes in each direction** with regular single/double lane closures to maintain traffic flow/impacts consistent to what has been experienced to date.
- **Increase in grant expenditures:** The project currently has \$1.46M in grant funds not allocated to any eligible expenditures. This option would increase the qualifying expenditures utilizing the grant funds. Unused grant funds must be returned to the granting agency.

CONS:

- **4th fish window needed:** To get this approved, all permitting agencies would need to be notified and all permits adjusted. This will require significant time from our team and will take approximately 6-8 months to get approved. While there is a risk the permitting agencies will not approve a 4th window, we anticipate their approval given the global impacts of Covid19. However, it is uncertain if new restrictions will be added to the project permits which could increase the overall cost to complete the project. Cost increases are estimated to be approximately \$30-\$50K.
- **1-year delay in project completion:** This option would result in a delay in project completion by 1 year. A 1-year delay will require additional staff and consultant time to manage the project. It is uncertain what the cost increase would be, but it is estimated to be between \$150-\$200K.
- **Approximately 8-10 months of project minimal activity:** Missing the 2021 fish window prevents the contractor from constructing the foundation for the new bridge pushing bridge work to the summer of 2022.
- **Increase in construction cost:** Due to the 1-year delay, the contractor has calculated a standby cost of approximately \$2.3 million for their cranes and for reduced efficiency. This would utilize the remainder of grant funds and require expending City dollars.

Option 2 – reduce traffic to 1 lane each direction: This option would require shifting all traffic to the northbound bridge and effectively reducing traffic to 1 lane in each direction from NE 170th St to NE 175th St. One lane in each direction would occur from January 2021 to the end of October 2021. This option will allow the contractor to perform tasks in parallel to make up for the lost time and meet the 2021 fish window. With the increase in traffic, additional traffic control personnel and police officers will be utilized to assist in moving traffic through the worksite.

PROS:

- **Complete Project on time:** This option will allow the project to be completed on schedule, September 2022.
- **Safer work zone:** With traffic pushed to the NB bridge, the work zone will be further from the traveling public providing increased safety for the contractor and the general public. This option will also reduce the amount to traffic control changes providing increased consistency and predictability for drivers.
- **Major roadway work completed early:** With the contractor able to work several tasks in parallel, the major roadway/sidewalk work can be completed early and open to the public as early as June 2022 (3 months early). While there will still be construction activity occurring during the summer of 2022, impacts to the public will be limited to smaller work zones and occasional single lane closures.
- **Cost savings of \$500K:** With the ability to work several tasks in parallel and with the southbound bridge closed, several construction work items of a temporary nature will no longer be needed. This will result in a cost savings (after other impacts due to this option are taken into account) of approximately \$500K.
- **Reduced night work:** The original contract required night work during the 2021 year with round-the-clock work likely during the 2021 fish window work period. This option would reduce night work activity to a limited amount of time.
- **Additive Bid 1 awarded at bid amount:** The contractor has agreed to complete the work on the Q-jump/sidewalk north of the bridge (east side) for the original bid amount (\$1.017M)

CONS:

- **Increase in traffic congestion:** Traffic congestion will increase during this period. Should Covid19 end prior to the 10-month period, traffic backups/travel delay is likely to be extreme if drivers do not take alternative routes. To mitigate for this, we would increase the use of flaggers and uniform police officers at intersections to ensure traffic flows as smoothly as possible. We would also restrict the contractor from taking any additional lanes during day and restricting traffic to one lane only.
- **Reduction in grant expenditures:** This option increases the amount of grant funds not allocated to any qualifying expenditure. Should expenses not increase, grant funds will need to be returned to the granting agency.

Additive Bid 1 – Q-Jump Lane/Sidewalk

This project bid was broken into two sections, the Base Bid and the Additive Bid 1. The Base Bid work includes all bridge replacement, west side sidewalk/bike path, sidewalk in front of Rhododendron Park, utility undergrounding, lighting and landscaping. The additive bid included all sidewalk improvements and extension of the queue jump lane along the east side of 68th Ave NE between the northbound bridge and NE 175th Street. Since City Council did not award the additive bid at the time of contract award, the contractor is not obligated to honor their original price. If option 2 is approved, the contractor will honor their original bid and complete the additive work.

FISCAL CONSIDERATION:

Council has approved a construction contract contingency of \$3,030,141. This contingency consists of \$1.46M in Connection Washington (CWA) grant funds and \$1.57M in City dollars. CWA funds must be expended on the Bridge project or returned to the granting agency. If there are not enough eligible expenditures, any remaining grant funds must be returned to the granting agency.

If Option 1 is approved, the available contingency will be required to cover the added cost of the delay to project completion. This option will cost approximately \$2.5M (\$1.46M CWA plus \$1.04M City dollars). With Option 1, the project contingency would be reduced to approximately \$500K in City dollars. This contingency would

need to last the remainder of the project (unless additional City funding is approved by Council). At this time, it is a high risk to let the contingency be reduced this significantly.

If Option 2 is approved, the cost savings of \$500K will increase the contingency to \$3.53M. The funding for this cost savings will come from CWA funds and increases our chance of having to return grant funds.

An opportunity exists within this girder delay. With the savings from Option 2, awarding Additive Bid 1 would reduce the contingency to \$2.48M (accounting for \$32K in change orders already executed). The project would still have approximately 0.91M remaining in CWA funds and \$1.57M in City dollars. This is still a comfortable amount of contingency for the project at this stage and with 0.91M in CWA funds still available, leaves the City with the possibility that the \$1.57M in City funds may not be needed and reallocated to other City transportation capital projects.

RECOMMENDATION:

City staff recommends Council approve Option 2 and reduce traffic to 1 lane in each direction on to the northbound bridge and approve award of Additive 1 Bid for constructing the Q-jump/sidewalk work.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council Goal 1: To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.