



## Legislation Details (With Text)

**File #:** AM No. 19-181  
**Type:** Consent Item  
**Status:** Passed  
**File created:** 11/5/2019  
**In control:** City Council  
**On agenda:** 12/3/2019  
**Final action:** 12/3/2019  
**Title:** Acceptance of Construction for the SR 520 NE 40th and 51st Street Eastbound Collector-Distributor Ramp Modification with McCann Construction Enterprises, Inc. of Renton, Washington, and Approval of Final Contract in the Amount of \$1,080,925.03, Project No. 20021605

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Agenda Memo No. 19-181, 2. Attachment A: Vicinity Map

Date	Ver.	Action By	Action	Result
12/3/2019	1	City Council	approved	

**MEMO TO:** Members of the City Council

**FROM:** Mayor John Marchione

**SUBJECT:**

**Acceptance of Construction for the SR 520 NE 40th and 51st Street Eastbound Collector-Distributor Ramp Modification with McCann Construction Enterprises, Inc. of Renton, Washington, and Approval of Final Contract in the Amount of \$1,080,925.03, Project No. 20021605**

### **I. RECOMMENDED ACTION**

Approve the final contract amount with McCann Construction Enterprises, Inc. of Renton, Washington, for the base bid amount of \$1,154,791.00, plus or minus change orders and bid items increases or decreases, resulting in a final contract amount of \$1,080,925.03, and accept construction of SR 520 NE 40<sup>th</sup> and 51<sup>st</sup> Street Eastbound Collector-Distributor Ramp Modification, Project No. 20021605, as of December 3, 2019.

### **II. DEPARTMENT CONTACTS**

Dave Juarez, Director of Public Works	425-556-2733
Gary Schimek, Interim City Engineer	425-556-2742
John Mork, Project Manager	425-556-2713

### **III. DESCRIPTION/BACKGROUND**

## Project Purpose

The purpose of this project was to improve safety and reduce congestion by splitting the Eastbound SR 520 combined exit ramp at 40<sup>th</sup> and 51<sup>st</sup> Streets into two separate off ramps. This project reduced queuing on the SR 520 mainline, particularly during AM peak hours.

## Project Description

A portion of the existing concrete barriers between the Eastbound 520 mainline and the 40<sup>th</sup> Street/51<sup>st</sup> Street Collector-Distributor (C-D) was removed and replaced with a new 51<sup>st</sup> Street exit. Work also included revisions to channelization, signage, and storm drainage.

## Background

### *Ramp Split*

The Eastbound SR 520 40<sup>th</sup>/51<sup>st</sup> ramp split concept is similar to the Westbound SR 520 40<sup>th</sup>/51<sup>st</sup> ramp split that was completed in 2015. That project successfully reduced congestion compared to the original combined ramp exit.

WSDOT and Redmond staff modeled implementation of a similar project to split the Eastbound 520 40<sup>th</sup>/51<sup>st</sup> combined ramp exit and found similar congestion reduction benefits. Washington State is providing most of the funding for this project via the Connecting Washington transportation package.

### *Connecting Washington Funding*

The 2015 Connecting Washington transportation package provided \$5 million dollars towards investments in the Overlake area. Council authorized use of a portion of these funds to design four projects. This project package includes:

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1.	Eastbound SR520 40 <sup>th</sup> /51 <sup>st</sup> Ramp Split	City to construct	Complete
2.	Pedestrian safety improvements @ SR520 on/off-ramp intersections @ 40th Eastbound	Sound Transit to construct	Complete in May 2022
3.	Pedestrian safety improvements @ SR520 on/off-ramp intersections @ 51st Eastbound	Sound Transit to construct	Complete in June 2021
4.	Pedestrian safety improvement @ SR520 on/off-ramp intersections @ 51 <sup>st</sup> Westbound	City to construct	Currently underway

All four projects were originally anticipated to be designed and constructed together on the same schedule. However, design of the Eastbound SR 520 40<sup>th</sup>/51<sup>st</sup> Ramp Split was completed in advance of the other projects and was ready to move forward and provide mobility benefits now.

Redmond managed the design and construction for the Eastbound 520 40<sup>th</sup>/51<sup>st</sup> ramp split project utilizing Washington State funds.

**IV. PREVIOUS DISCUSSIONS HELD**

Date	Action / Committee Presentation
03/08/2016	Planning and Public Works Committee/ Improvements in the SR 520 Area Around 40 <sup>th</sup> and 51 <sup>st</sup> Streets
07/12/2016	Planning and Public Works Committee
07/19/2016	Approve Consultant Agreement
02/06/2018	Approve Supplemental Consultant Agreement No. 1
06/19/2018	Award of Bid
06/19/2018	Approve Supplemental Consultant Agreement No. 2
Today	Accept Construction

**V. IMPACT****A. Service/Delivery:**

Provide a new exit from Eastbound SR 520 directly to 51<sup>st</sup> Street. This reduced queuing on the Eastbound SR 520 mainline that previously occurred during AM peak hours. Completion in advance of major construction projects in the Overlake Neighborhood will provide more route options and may reduce construction impacts on travel.

**B. Fiscal Note:**Current Project Budget:

Connection WA Funding	\$1,981,085
Transportation CIP	<u>\$50,000</u>
Total Funding	\$2,031,085

Estimated Project Costs:

Design Phase	\$910,652*
Construction Phase	<u>\$1,320,433</u>
Total Estimated Project Cost	\$2,231,085

Budget Difference Transportation CIP	(\$200,000)**
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**Transfer from Transportation CIP	\$200,000
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Connecting WA Balance:

Connecting WA Funding	\$5,000,000
Eastbound SR520 40 <sup>th</sup> /51 <sup>st</sup> Ramp Split	<u>\$1,981,085</u>
Pedestrian safety improvement @ SR520 on/off-ramp intersections @ 51 <sup>st</sup> Westbound	<u>\$ 805,723</u>
Balance	<u>\$2,231,085**</u>

\*Design amount is for varying levels of design on all four Connecting WA projects.

\*\*Working with WSDOT to move remaining balance to the 40<sup>th</sup> Street grade Separation

**VI. ALTERNATIVES TO STAFF RECOMMENDATION**

None

**VII. TIME CONSTRAINTS**

Following project acceptance, in accordance with RCW 60.28, the contract retainage will be released upon receipt of clearances from the Washington State Departments of Revenue and Labor and Industries, and a mandatory 45-day waiting period for filing claims and liens.

**VIII. LIST OF ATTACHMENTS**

A. Vicinity Map