

**SPU/SDOT Coordination on CIP Project Delivery**  
**City Council Libraries, Utilities & Center Committee**  
**January 15, 2013**

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I. CIP Coordination – General Information

A. Planning and Development for Capital Improvement Projects:

- ✚ Interdepartmental coordination for CIP Project development is a recognized need to avoid unnecessary community disruption, work efficiently between departments and maximize project benefits; SPU and SDOT have been getting better at this over the past years and there are opportunities for improvement.
- ✚ Currently, coordination of CIP project information is performed monthly by a group of staff from both SPU and SDOT to identify opportunities for joint projects and to assess needs for protection of utilities on SDOT driven paving projects.
- ✚ Some challenges in this work include:
  - Differences in funding sources between the two departments
    - SDOT: BTG, state and federal grants, etc.
    - SPU: Water, DWW, Solid Waste rate funding, bonds, grants and loans
  - Differences in the planning and funding approval processes within SPU and SDOT

B. Coordination Forums:

- ✚ Manager level CIP Coordination: monthly
- ✚ Interdepartmental project team meetings - project specific
- ✚ SPU/SDOT Joint Executive Team for problem solving and policy level decision making: quarterly meetings or more frequently as needed
- ✚ SPU/SCL/SDOT/WSDOT Coordination for AWVSRP, Central Waterfront Project and SR520 Bridge Replacement - monthly project and policy level coordination meetings or as needed

### C. Coordination Issues:

- ✚ Timing of project elements and decision to have the work under the same contract (managed by one department through interdepartmental MOA) or separate projects (managed by each department and coordinated); this can apply to both design contracts and construction contracts
- ✚ Decisions on cost allocation of project elements - who pays?
  - SPU/SCL/SDOT developed the "Public Asset Protection and Cost Sharing for Public Works Construction Projects" MOA and adopted this in July, 2011
- ✚ Community outreach and community engagement - joint processes as much as possible

## II. Examples of CIP Coordination

### A. Examples of ongoing coordination on Major Interagency Projects: see attached "Quarterly Transportation Meeting - Q4-2012" handout

- ✚ Denny Substation Program
- ✚ Alaskan Way Viaduct & Seawall Replacement Program
- ✚ First Hill Streetcar
- ✚ South Park Bridge Replacement
- ✚ Sound Transit Light Rail
- ✚ Mercer Corridor East Improvements
- ✚ SR 520 Program

### B. Neighborhood Greenways and Natural Drainage Solutions Coordination:

- ✚ SDOT and SPU staff meet regularly to coordinate the neighborhood greenways and natural drainage solutions projects in the Ballard and Delridge neighborhoods.
- ✚ While the coordination is in the preliminary planning phase, combining neighborhood greenways with natural drainage solutions seems to be a good fit, where physically feasible.
- ✚ SPU is in the process of determining what areas are most effective for natural drainage solutions, and are looking to begin outreach efforts with the community in the third quarter in 2013, with construction in the fall of 2015. Both departments are committed to conducting joint outreach meetings.

### C. 1st Avenue AAC: SPU and SDOT worked together to advance the waterline design to incorporate it into the plans and construction of the SDOT paving project. This work was completed as a joining project by one contractor.

D. Delridge AAC: The project teams in SPU and SDOT worked closely together to determine the needs and opportunities for drainage improvements on this project.

E. 14th Ave. S. Projects

✚ SDOT - 14th Ave. S. TIB Street Improvements Project

- SDOT & SPU coordinated in the planning for this project in 2006
- SDOT received a TIB grant to upgrade the road infrastructure between S. Director and S. Dallas Streets
- SDOT's scope included full depth replacement of the pavement from S. Cloverdale to S. Concord St. plus spot replacements for curb cuts/ramps at three locations between S. Concord and S. Director Streets.

✚ SPU - S. Park Basin Planning and Support of SDOT's 14th Ave. S. Project:

- SPU's role was to support the SDOT project as defined in the Memorandum of Agreement (see attachment)
- At the time, SPU's available budget was limited and the drainage basin plan for 14th Avenue S. was not going to be finished for several years
- Therefore, SPU's main objective was to help SDOT define and comply with the City's Stormwater, Grading and Drainage Control Code requirements for SDOT's project and implement the necessary drainage improvements to implement these code requirements
- It was expected that there would be a potential future impact on SDOT's road project, when the results of SPU's basin planning was completed and decisions were made regarding stormwater separation for flooding prevention as well as water quality and sediment remediation improvements within the S. Park Basin were determined through the basin planning process.

F. Windermere CSO Project (SPU) and NE 65<sup>th</sup> Street Cycle Track and Pedestrian Improvements (SDOT)

✚ SDOT has a project in construction that includes a cycle track on NE 65<sup>th</sup> Street between the Burke-Gilman Trail and Sand Point Way NE and intersection improvements at NE 65<sup>th</sup> Street and Sand Point Way NE.

✚ SPU has a CSO project in Magnuson Park that, among other elements, was originally planned to include ADA improvements at the intersection of NE 65<sup>th</sup> Street and Sand Point Way NE.

✚ In early 2012, SDOT and SPU jointly identified their projects as coordination and potential partnering opportunities. The Department of Parks and Recreation also participated in the coordination.

✚ SPU was ultimately not able to fund the intersections improvements they had originally planned due to changes in the design of the project. This left

SDOT to fund and build the improvements at this intersection. However, SDOT is constructing the NE 65<sup>th</sup> project at the same time SPU is constructing their CSO project and is working to minimize the duration of impact to the neighborhood and to park patrons:

- a. In accordance with Parks policies, we are keeping one 11-foot lane open at all times for CSO construction access and public waterfront access. Because we aren't shutting down the whole road, this lengthens the construction duration of the SDOT project slightly.
- b. SDOT is limiting our construction to the fall and winter seasons when community demand for Magnuson Park access is lowest. The SDOT project should be done by the end of January.

### III. General Successes and Areas for Improvement

#### Successes:

- A. Joint planning, CIP development and management has enabled SPU and SDOT to partner on many transportation projects, to perform replacement, rehabilitation, and protection of utilities to occur as part of the SDOT design and construction contracts, with funding integration from SPU
- B. Development and implementation of both policy and project level MOA's for cost allocation and management protocols has enabled better and more efficient problem solving
- C. Close working relationships between the project managers and construction managers within both departments allow for more seamless project delivery and fewer disruptions to communities that are impacted by construction.

#### Areas for Improvement:

- A. On some projects, there are disagreements regarding cost allocation of project elements between the departments.
- B. Community engagement and communication work for joint projects needs strengthening
- C. Need for streamlining the Street Improvement Permit and Utility Major Permit Processes to avoid negative impacts on project schedules and ensure efficiency

**SPU and SDOT are committed to continue to work together closely and look for ways to minimize project impacts on the public, save the public's money and maximize the overall benefit of the projects to meet their intended purposes.**