

7:00 p.m.
Fife City Hall
Council Chambers

**FIFE CITY COUNCIL
AGENDA**

Date: March 3, 2009

**Special Meeting
Study Session**

- 6:00 EXECUTIVE SESSION
For the purpose of Real Estate RCW 42.30.140 for approximately 20 minutes.
- 7:00 1. CALL TO ORDER AND ROLL CALL
Godwin ___ Johnson ___ Hull ___ Brooks ___ Cerqui ___ de Booy ___ Roscoe ___
2. PLEDGE OF ALLEGIANCE
3. CHANGES, ADDITIONS OR DELETIONS TO AGENDA
4. STUDY SESSION
- 7:05 a. Brookville Park Design Revisions (Reuter)
- 7:25 b. Fife Municipal Code for Bus Conduct (Blackburn)
- 7:40 c. Wapato Creek Restoration Standards (Durham)
- 8:00 d. Fountain Memorial Plaques (Worthington)
- 8:20 e. Valley Avenue Construction Phasing, Detours & Impacts (Blount)
- 8:40 5. REVIEW OF UPCOMING COUNCIL AGENDAS
6. ADJOURNMENT

February 25, 2009

MEMORANDUM
For Meeting of March 3, 2009

TO: Mayor and Councilmembers
THROUGH: Steve Worthington, City Manager
FROM: Kurt Reuter, Parks, Recreation & Community Services Director
SUBJECT: Brookville Gardens Community Park 50% Design Revisions

REPORT IN BRIEF: Present and discuss the Brookville Gardens Community Park 50% design revisions requested by council at the January 20, 2009, Joint Study Session as prepared by the consultant design team.

BACKGROUND: Council and the PRCS Citizens Advisory Board reviewed the 50% design drawings at the Study session on January 20, 2009. During the course of those discussions, council and the PRCS Board requested the design team prepare two design alternatives for the "Gabion Wall" idea for the exterior of the buildings and park benches. Council also requested that a design alternative for the main playground be prepared. The request was to show the main play area with an agricultural theme. The last item council requested was to have cost estimates for additional interpretative signage along Wapato Creek. Staff received a cost estimate of \$4,200 for the additional work required to design these signs. Based on this cost, staff and the City Manager did not authorize this work to be completed.

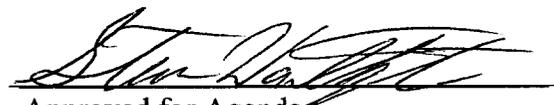
ATTACHMENTS: Design alternatives for building exteriors and main playground along with an updated Gantt Chart (project timeline) will be distributed at the meeting.

DISCUSSION: The design team will present the design alternatives to council for consideration. Staff and the design team will then address any council comments and/or questions pertaining to the design alternatives. The design team will also review the project timeline and the adjustments that have been made to reflect the additional work requested.

SUGGESTED MOTION: Discussion item only. No formal action is required at this time.



Kurt Reuter
Parks, Recreation & Community
Services Director



Approved for Agenda:
Steve Worthington, City Manager

February 25, 2009

MEMORANDUM
For Meeting of March 3, 2009

TO: Mayor Johnson and Fife City Council Members
THROUGH: Steve Worthington, City Manager

FROM: Brad Blackburn, Chief of Police

SUBJECT: Fife Municipal Code
Unlawful Bus Conduct

REPORT IN BRIEF:

The City of Fife currently utilizes the Revised Code of Washington (RCW) for incidents involving Unlawful Bus Conduct within our city limits.

In working with our partner, the Pierce Transit Department of Public Safety, we found that the agencies around us have adopted a more specific ordinance that covers items such as roller skating in the aisles, skateboarding in the aisles, use of remote controlled cars, drug use and alcohol use of patrons while on the bus, at a transit shelter or facility.

This allows all of the jurisdictions on both sides of us to have the same rule and regulations which makes it easier for enforcement and prosecution purposes.

Attached is the City of Tacoma Municipal Code that they adopted and we are proposing. I was not able to do a redline version as Council has requested in the past, but I was able to highlight and underline the changes that this proposal would bring to Fife.

Chief Baker from Pierce Transit will be present to answer any questions at the meeting.

RECOMMENDATIONS:

Council allows this to proceed to be added to the Fife Municipal Code.



Brad Blackburn
Chief of Police



Approved for Agenda:
Steve Worthington, City Manager

8.52.020 Unlawful transit conduct.

A. A person is guilty of unlawful transit conduct if, while on or in a municipal transit vehicle as defined by RCW 46.04.355 as now or hereafter amended or reenacted, or in or at a municipal transit station, he or she:

1. Smokes or carries a lighted or smoldering pipe, cigar, or cigarette; or
2. Discards litter other than in designated receptacles; or
3. Plays any radio, recorder, or other soundproducing equipment, except that nothing herein shall prohibit the use of such equipment when connected to earphones which limit the sound to individual listeners or the use of a communication device by an employee of the owner or operator of the municipal transit vehicle or municipal transit station; or

Tacoma Municipal Code

City Clerk's Office 8-83 (Revised 11/2008)

4. Spits or expectorates; or
5. Carries any flammable liquid, explosive, acid, or other article or material likely to cause harm to others; except that nothing herein shall prevent a person from carrying a cigarette, cigar, or pipe lighter or carrying a firearm or ammunition in a way that is not otherwise prohibited by law; or
6. Consumes or is under the influence of any intoxicating beverage or illicit drug; or
7. Intentionally obstructs or impedes the flow of municipal transit vehicles or passenger traffic, intentionally hinders or prevents access to municipal transit vehicles or stations, or otherwise unlawfully interferes with the provision or use of public transportation services; or
8. Engages in loud, raucous, unruly, harmful, or harassing behavior that disturbs the peace, comfort, or repose of a reasonable person of normal sensibilities; or
9. Skates on roller skates or in-line skates, or rides in

or upon or by any means a coaster, skateboard, toy vehicle, or any similar device; provided that a person may walk while wearing skates or carry a skateboard while on or in a municipal transit vehicle or in or at a municipal transit station if that conduct is not otherwise prohibited by law.

10. Engages in conduct not described in subsections 1 through 9 which is inconsistent with the intended use and purpose of the transit station or transit vehicle and refuses to obey the lawful command(s) of an agent of the transit authority or a peace officer to cease such conduct.

B. Municipal Transit Station Defined. For the purposes of this section, “municipal transit station” means all facilities, structures, stop shelters, lands, interest in lands, air rights over lands, and rights-of-way of all kinds that are owned, leased, held, or used by a public agency for the purpose of providing public transportation services.

C. Penalty. Any person violating this section is guilty of a misdemeanor. The penalty shall be a maximum fine of \$1,000, incarceration for a term of 90 days, or both such fine and imprisonment.

D. Severability. If any provision of this section is held invalid, such invalidity shall not affect any other provision, or the application thereof, which can be given effect without the invalid provision or application, and to this end the provisions of this section are declared severable. (Ord. 27712 Ex. A; passed May. 13, 2008: Ord. 25235 § 1; passed Dec. 22, 1992: Ord. 23658 § 1; passed Jul. 8, 1986)

MEMORANDUM
For Study Session Meeting of March 3, 2009

TO: Honorable Mayor and City Council
THRU: Steve Worthington, City Manager
FROM: Carl Durham, Acting Community Development Director
SUBJECT: Wapato Creek Restoration Standards

REPORT IN BRIEF: This item is intended to clarify and prioritize the City's objectives related to Wapato Creek. After we understand and agree on the objective we must determine how and what we need to know to reach that goal.

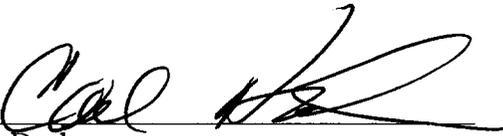
BACKGROUND: Over a period of many years, Wapato Creek has suffered impacts due to the uses that occurred around it. The flow fluctuates radically from winter to summer, and the water quality is degraded by chemicals, pesticides, fertilizers, raised temperatures and sedimentation. The buffers have suffered and the creek became channelized due to agriculture practices and development.

Recently we completed a project on Valley Avenue that was an eye opener; there are fish in Wapato Creek! Looking at that project and imagining it all along Wapato Creek is a wonderful image; now we must decide how to get to that point.

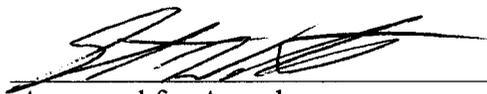
In the near future we have an opportunity to gain some enhancements on Wapato Creek due to proposed development: Freeman Road project, Benaroya project, Stowe/Coldwatercreek, Valley Avenue, and Brookville Park. Also, near the outlet, the Port expansion project proposes creek enhancements.

The first step could be to gain understanding of the creek and determine what the current conditions are. A generalized study by a professional firm, such as Natural Systems Design (Attachment A), would give us basic knowledge of the creek. Then using this general information to carefully scope a more thorough study, we could establish design parameters for the creek. These design parameters would be adopted and adhered to by everyone working in or near the creek, with the goals of Creek, Fish and Wildlife enhancement and long term health, while not causing any harm due to flooding or erosion.

ACTION: Come to agreement of goals and direct staff to seek study proposals to reach those goals.



Carl Durham
Acting Community Development Director



Approved for Agenda
Steve Worthington, City Manager



Steve Worthington, City Manager
City of Fife
5411 23rd Street East
Fife, WA 98424

2/18/09

RE: Wapato Creek Design Template Development (Phase 1)

Dear Mr. Worthington:

This letter is to express our interest in developing design templates for Wapato Creek for the City of Fife. The anticipated scope and budget for this work is identified below.

Background

The intent of this project is to develop concept design templates for Wapato Creek that can be used by the City to provide consistent design guidance for private developers and City-sponsored projects. The intent of the templates will be to maximize opportunities for in-water habitat and enhancement of the riparian corridor within the stream buffers during the course of development. The focus will be on identifying geomorphically correct channel / floodplain cross-sections that accommodate constraints of existing urban development such as roads and buildings.

Phase 1 will review the existing channel and categorize different areas of Wapato Creek within City limits into groups which can utilize similar concept design templates. Existing information will be used to the highest possible degree – this includes experience of City staff, aerial photos, and GIS data.

Phase 2 will be scoped after Phase 1 is complete. The scope of Phase 2 will be determined by the number of groups identified during Phase 1. The general Phase 2 scope is as follows:

- Develop concept design templates – plan, profile, cross-section – for each of the groupings of segments of Wapato Creek. These will be artists renderings of “typical” channel drawings with key channel dimensions.
- Develop text that can be used to supplement development standards for each of the concept design template groups

Phase 1 Scope

- Field work with City staff to review existing conditions along Wapato Creek
- Categorization of different segments of Wapato Creek into groups with similar existing constraints and opportunities for enhancement. Groups will be developed based on constraints of buffer width, existing structures, gradient and soil types. The intent is to identify the minimum number of groups necessary.
- Produce a brief report (2-4 pgs plus photos and a graphic illustrating grouping of the different reaches).

City-Provided Materials

- City to provide GIS data of existing conditions including roads, underground utilities and aerial photos of the Wapato creek corridor. Creek information to be provided to include gradient data, existing buffer distances, soil type, flow and wetland location(s) where available.
- City staff to join the 1-day field visit to share expertise on local conditions.

Schedule

- Phase 1 to begin at City's request
- Phase 2 target schedule is to be complete within 90 days of start of Phase 1.

Phase 1 Budget

	Principal Engineer	Restoration Ecologist	Principal Scientist	CAD / GIS	Admin	Total
Task Rate	\$135/hr	\$105/hr	\$135/hr	\$85/hr	\$65/hr	
Field Work	8		8			
Analysis & Report	8	4	16	12		
Project Mgmt & Comm	2				2	
Subtotal	\$2,430	\$420	\$3,240	\$1,020	\$130	
					Total	\$7,240

We look forward to working with you on this project. We are prepared to begin at your convenience.

Sincerely,



Mike (Rocky) Hrachovec, P.E.

MEMORANDUM
For Meeting of March 3, 2009

TO: Mayor and Councilmembers
FROM: Steve Worthington, City Manager
SUBJECT: Fountain Memorial Name Plates

REPORT IN BRIEF:

Based upon Council action taken by the Fife City Council on June 6, 1988, the historical landmark fountain was additionally designated as a lasting memorial site upon which memorial plaques may be affixed in honor and remembrance.

BACKGROUND:

Policy statement from October, 10, 1989 reads, "It is, henceforth, the policy of the City Council to entertain recommendations and grant enshrinement by placement of a plaque upon the fountain of those who by their lives of faithful service, exemplary actions and good deeds, have substantially enriched the community of Fife and the welfare of its residents."

ATTACHMENTS:

Policy Statement
Dedication Program

DISCUSSION:

Is this a policy that Council would like to continue with? Name plaques were last added to the fountain in 1999. Does Council want to initiate a process for recognizing individual names to be added to the fountain?



Approved for Agenda:
Steve Worthington, City Manager

POLICY STATEMENT

MEMORIAL FOUNTAIN

Based upon action taken by the Fife City Council on June 6, 1988, the historical landmark fountain, located at a focal point in front of Fife Swimming Pool, was additionally designated as a lasting memorial site upon which memorial plaques may be affixed in honor and remembrance.

It is, henceforth, the policy of the City Council to entertain recommendations and grant enshrinement by placement of a plaque upon the fountain of those who by their lives of faithful service, exemplary actions and good deeds, have substantially enriched the community of Fife and the welfare of its residents.

Approved by the City Council by motion duly made and seconded at a public meeting before the City Council held on the 10th day of October, 1989.

ATTEST:

Shirlee A. Kinney
Director of Administration

Policy Effective Date: 10/10/89

FIFE FOUNTAIN HISTORICAL MEMORIAL DEDICATION

Sincere welcome to all of you!

Thank you for coming as we dedicate our historical fountain with a marker telling a wee bit of its history. Also, proclaiming this fountain as a permanent memorial to the early settlers and enshrining the names of contemporary persons who have contributed by their good works to our City.

This structure originally stood in the center of the intersection of 54th Avenue East and 20th Street and had its beginnings as a watering trough for horses.

Later, with the coming of the automobile, it was filled with good valley soil and became a lovely planter cared for by the ladies of the Garden Club.

In 1961, with the coming of the freeway (I-5), it was moved by the State Department of Transportation to a temporary location in front of the Fire Station #10.

We are deeply indebted to Fire District #10 for 25 years of rent free storage and watchfulness of our historical horse watering trough.

In 1964, Fritz Bohren (also a volunteer fireman) and contributing others enhanced the structure with decorative brick work encircling the base and created another flower planter which was colorfully planted each year. The structure was also wired for lighting and plumbing work done to turn the center portion into a decorative fountain in front of the Fire Station.

In 1978, the brick work was damaged by a moving truck and had to be removed. Later, during a civic effort by the Fife School, the exterior of the base was painted the school colors.

In, 1984, with the coming of the Fife Swim Pool plans were made to relocate the structure to this permanent place. Many persons, clubs, businesses organizations, residents volunteered to be involved in this community project.

We are deeply grateful to Fife-Milton Rotary, Linde Corp. Mr. Sam Shdo, Merritt and Pardine Architects, and many others for their most generous support in attempting and completing this relocation project for the City of Fife.

There were many, many hours of volunteer labor and valuable expertise donated by caring community folks, Bill Addy gave both material and labor in the electrical work. The City of Fife thanks to all of you most sincerely and will always be grateful for your efforts.

I also wish to acknowledge the fine work contributed by the Swim Pool Staff and our Public Works Department; The design of the location pad, the cement work, the rockery, the lighting, the landscape, the water fountain design, and the work of Joe Felice in the water blasting and cleaning of the structure.

This project has truly been a caring community effort. Feel good, my friends for your efforts and contribution to this very special structure.

I will now unveil the historical marker plaque and read the short story there.

"Erected in 1914, this structure stood at the center of the intersection of 20th Street East and 54th Avenue East, 200 Feet West of this location.

Originally a picturesque water trough for horses, the structure was build by the merchants of the four street corners and allowed the horses to drink and rest while the owners shopped and visited at the growing agricultural and business center of Fife Square.

The graceful structure is preserved here as a flowing water fountain in recognition and remembrance of the sturdy German, Italian, Swedish, Norwegian, Swiss, Indian, Japanese and Slovak people who lived and worked in the fertile Puyallup River Valley.

We are deeply indebted to this diverse heritage for our solid, basic beginnings and their early pathways into the present and future."

On the other side of this structure is another plaque proclaiming our fountain as a memorial to those persons of Fife who by their lives and good deeds have forever enriched our community. This dedication will be done by Public Works Department Director Richard Meuschke.

"This fountain is dedicated as a lasting memorial to those who by their lives of faithful service, exemplary actions, and good deeds, have substantially enriched the community of Fife and the welfare of its residents."

"YOU ARE REMEMBERED AND HONORED"

Memorial Fountain

Joseph J. Felice
Joe Vraves
Fred Bevegni
Yoshihko Tanabe
Art Conduff
Louis Dacca
Donna J. Reetz
Alberta M. Kaelin
Eva Felice
Glenn Welde
Eugene Louman

MEMORANDUM
For Meeting of March 3, 2009

TO: Mayor and Councilmembers
 THROUGH: Steve Worthington
 FROM: Russ Blount
 SUBJECT: **New Business** – 70th & Valley Avenue Corridor Improvements
 Phase 1 Valley Avenue and Intersection Improvements

REPORT IN BRIEF: Receive an update on project progress, for the 70th and Valley Corridor, and discuss phasing, detours, and impacts on neighboring property owners and the travelling public.

BACKGROUND: Fife has retained David Evans and Associates (DEA) to provide engineering services for this project, has received necessary environmental permits, except a NEPA reevaluation to incorporate tribal lands, and is acquiring necessary right-of-way towards construction in 2009. The City's funding program for this and several other street projects relied on cash flow from sales taxes and federal grants that have come in lower than anticipated. This item was first scheduled for February 24, at which time the Council voted to move it forward. Attachments to this memo differ from those for the February 24 meeting in that the detour map has been revised per WSDOT comments and the cost estimate added.

ATTACHMENTS: DEA project schedule and detour map and separate memos regarding:

- Issues and DEA Comments or recommendations
- Deferred Work Possibilities
- Project Cost Estimate and Information regarding changes from previous estimates

DISCUSSION: Key issues for which Council guidance is sought include:

1. Road closure, restricted one-way traffic, or no closure
2. Early completion incentive pay
3. Work hours, including potential to revise noise control ordinance and require night work
4. Provision of electrical services for decorative holiday lighting
5. Deferral of illumination system
6. Deferral of street trees
7. Deferral of top lift of asphalt

FISCAL IMPACT: For Phase 1 of the 70th and Valley Corridor, the overall project budget is approximately \$24.8 million, with approximately \$20.9 million of that amount yet to be spent. Cost reductions from that amount, associated with key issues as described, could exceed \$4 million.

ALTERNATIVE COURSES OF ACTION: Direct staff to prepare bid specifications setting parameters for each of the key issues described, or defer decisions on some issues until a later date or until after bids have been received.

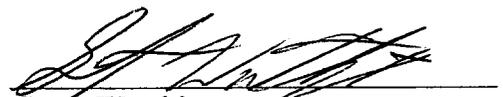
RECOMMENDATIONS: Make final decisions on as many items as possible, and then direct staff to require bid alternatives for the remaining items, such that decisions can be made after bids are received.

SUGGESTED MOTION: Individual motions regarding each of the key issues described.



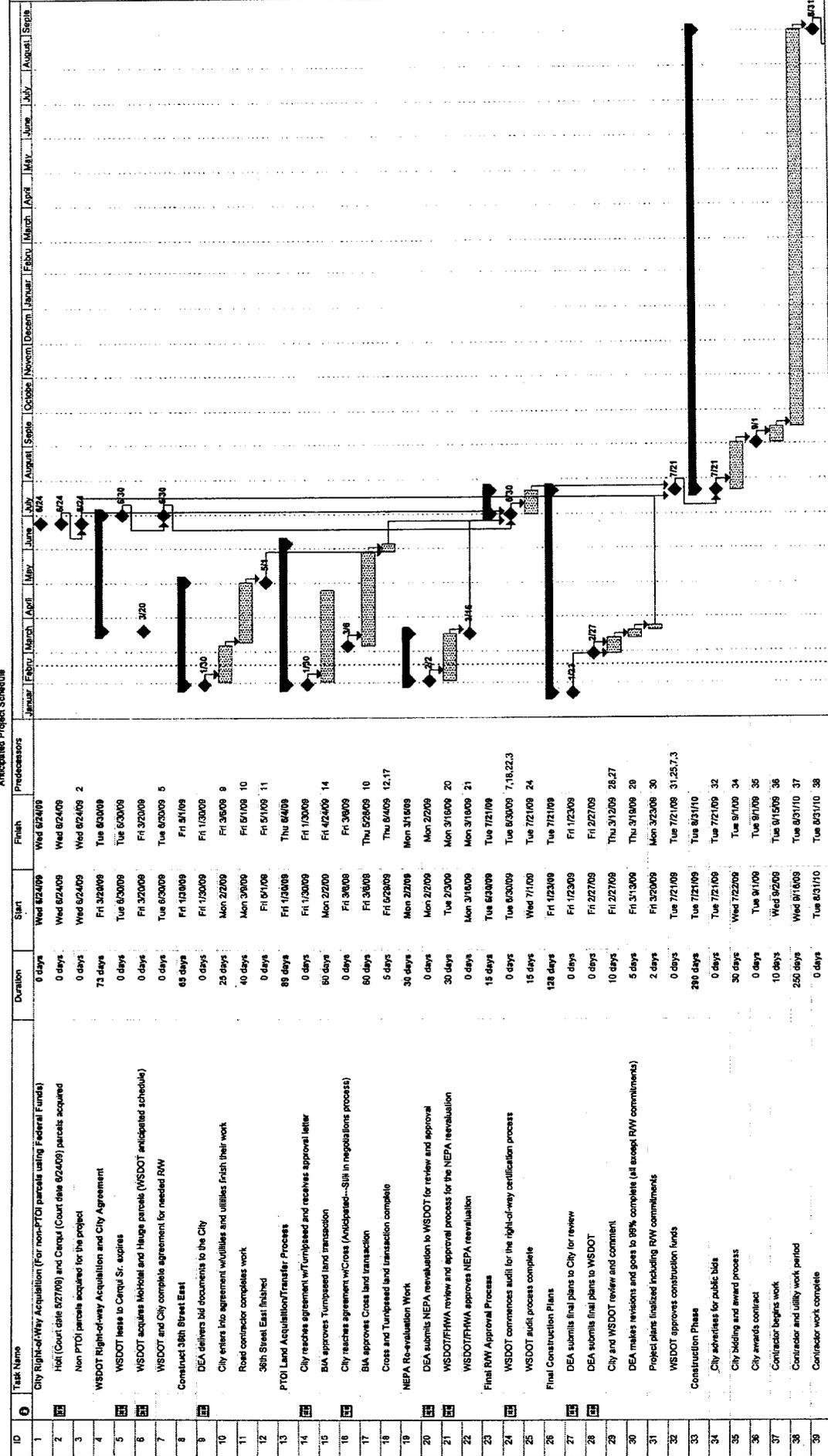
Russ Blount
 Public Works Director

Approved for Agenda



Steve Worthington
 City Manager

70th Avenue East/Mokey Avenue East Corridor Project
Anticipated Project Schedule



Project: 70th VALLEY OVERALL SCH
Date: Tue 2/17/09

Task: Project Guide: Critical Task

SPR: Progress

Milestone: Summary

Project Summary: External Tasks

External Milestone: Desktop

Page 1



DAVID EVANS
AND ASSOCIATES INC.

Trans Pacific Trade Center Building
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone: 253.922.9780
Facsimile: 253.922.9781

CITY ISSUES DOCUMENT	
PROJECT: 70 th Avenue East/ Valley Avenue East	DATE: February 17, 2009
PROJECT #: FIFE0000-0062	TIME:
DESCRIPTION: Issues and DEA comments or recommendations	PLACE:
Prepared by: Randy Anderson	

Russ---As you are aware DEA is in the process of finalizing the plans and specifications for this project. We want to finish this work and then put them on the shelf until all right-of-way is acquired for the project and it is ready to go to the public bid process.

You have asked us for additional information regarding the finalization of this project as follows:

1. A memorandum (which will be this one) that outlines a number of issues that need clarification or direction from the city council or city manager.
2. A cost spreadsheet that shows the differences between the 60% cost estimate and the 90% cost estimate. I have already provided you with a memorandum that provides this information but not in spreadsheet format.
3. A draft detour plan for Valley Avenue East if the decision is made to close that road to all but local or business traffic while critical work is being done by the contractor.
4. A spreadsheet or similar document that provides cost information regarding work that is in the project now but could possibly be deferred into the future when additional funds are available for this project.
5. A revised project schedule was forwarded to you last week for review and comment.

Items 2 through 4 are being prepared at this time and will be submitted to you as separate documents.

The following are issues that involve the 70th Avenue East/Valley Avenue East Phase 1 project that need to be addresses or resolved before DEA can finalize the bid documents for this project. DEA has provided comments or information on some of these items as you requested.

Anywhere days are used in this document it means working days (Monday through Friday) and not calendar days. Additionally working days are actual contractor working days where weather has not impeded the contractor's work.

Road closure, restricted one-way traffic or no road closure issue

Road closures or restricted traffic through a work site is a significant issue for this project. Both 70th Avenue East and Valley Avenue East are arterial roads and convey local access traffic and through traffic, much of which is commercial in nature. There are three general options for dealing with traffic on an existing road. They include a complete closure of the road (except local access and business traffic which would not be denied), restricting traffic to one-way using traffic control measures or no closure at all.

Complete closure means the road is closed for a certain period of time to all but local access traffic and business traffic and through traffic would be required to use a detour route for a certain period of time. Pros to a complete closure:

- This option gives the contractor the most flexibility to get the work done without impacts from moving traffic.
- Traffic control costs are lower because the need for flaggers or pilot cars are reduced or eliminated.



-
- The less traffic a contractor has to deal with during construction the faster he/she can get the work done, which should be reflected in a lower cost of work.
 - Work zone safety is improved when through traffic is removed from project area for both the traveling public and the contractor's employees.

Cons to a complete closure:

- Through traffic has to use a detour route and will likely increase their time of travel.
- Property along the detour route will be subject to more traffic than usual.
- Emergency vehicles could be impacted depending on the work being done by the contractor at any particular time.
- Property owners along the closed road are impacted to some degree.

Restricted one-way traffic means the road would remain open but only in one direction at a time. Flaggers and possibly pilot cars would be used to direct traffic through the work site. Traffic would move in one direction for a period of time and then traffic would be allowed to move in the opposite direction.

Pros to restricted one-way traffic:

- This gives the contractor some relief from moving traffic as it can be moved from one existing lane to another to accommodate contractor work.
- There is no requirement for a longer detour route.

Cons to restricted one-way traffic:

- The contractor still has to deal with moving traffic which will impact work activities.
- Traffic control costs are higher because flaggers and possibly pilots cars are needed to control traffic flows.

No closure at all. This option does not necessarily mean that traffic would not be impacted. The road would remain open to traffic but certain contractor work tasks will require that the road be subject to one-way traffic at certain times. As an example any work that requires trenching across the road means that the road will be temporarily subject to one-way traffic. It is noted that for Valley Avenue East there are an unusually high number of crossings that will need to be made for this project.

Pros to no road closure:

- The least impact to the motoring public.

Cons to no road closure:

- The most inconvenient to the contractor which would be reflected in higher bid costs.
- Working days will be higher because the contractor simply cannot work as fast when work is impacted by moving traffic adjacent to the contractor's work.
- Traffic delays will still occur and a five minute wait for someone in a hurry turns into an hour when they call their elected official.

Valley Avenue East road closure---DEA estimates that it would take approximately 50 days to complete critical work on Valley Avenue East. This would include making all needed crossings, removing the existing cement concrete panels and constructing a two-lane road up to a first lift of asphalt concrete pavement. It is estimated that it would take approximately 100 days to complete all work on Valley Avenue East that would be impacted by through traffic.



The current cost estimate for work on Valley Avenue East is approximately \$8,588,000. From discussions with contractors and DEA's opinion it is estimated that a contractor's bid will be approximately 10% to 30% lower for work done under a complete road closure versus no closure.

There are a substantial number of options and alternatives that can be made for road closures on this project but a basic decision on how the City wants to approach this issue needs to be made as soon as possible.

Early completion incentive pay

Incentive pay is a method of encouraging a contractor to complete certain work tasks or the entire project earlier than normal. Incentive pay is used by the contractor to pay for overtime work either through longer working days or working weekends or a combination of both or using his/her best and most experienced crews. .

Incentive pay for this project could involve a number of different work tasks to include:

1. Incentive pay for the early completion of work on Valley Avenue East assuming that a total road closure is desired by the City or even with no road closure.
2. Incentive pay for the early completion of work on the 70th Avenue East/Valley Avenue East intersection or portions of the intersection.
3. Incentive pay for the early completion of work on a storm drainage trunk system that will be installed in 70th Avenue East.
4. Incentive pay for the early completion of work on a deep sanitary sewer system that will be installed in 70th Avenue East.
5. Incentive pay for the early completion of the entire project.

There are a number of other work tasks that could be subject to incentive pay but these are the major ones in our opinion.

Storm drainage work on 70th Avenue East---Normal working hours or mandatory night work.

The installation of a large storm drainage truck system on the east side of 70th Avenue East from north of Valley Avenue East to 20th Street East will be done as part of this project. The installation of this system will require that 70th Avenue East be subject to one-way traffic for approximately 15 days if the work is done during daylight hours. An additional 5 working days may be needed to do all of the work at night. Does the City want to require the contractor to do this work at night or allow it to be done during normal working hours? This same situation is applicable to a deep gravity sanitary sewer system that will be installed in 70th Avenue East.

Sanitary sewer work on 70th Avenue East---Possible complete road closure, one-way traffic and/or night work

As part of the right-of-way negotiation process the City agree to provide sanitary sewer service to the Im parcel. This will be a relatively deep gravity sanitary sewer stub that connects into the existing system in 70th Avenue East. The sewer line will be approximately 12 feet west of the road's easterly pavement edge and is 420 feet in length. Work on this line will take approximately four working days unless work table or debris is encountered during the construction process.

City noise control ordinance---Revise or revoke for this project

The City's noise ordinance prohibits work before 7:00 AM or after 10:00 PM. This reduces the hours the contractor can work particularly during the summer when days are long and the contractor may want to work a double shift or at least start before 7:00 AM.



Additional electrical capacity for lighting

Provisions for additional electrical capacity for holiday lights were not included in the project's original design scope. Upgrades in the form of extra electrical capacity, conduit and wiring would be needed to accommodate holiday lights for the full length of Valley Avenue East. The plans currently show approximately 250 landscape trees being installed for this project. Does the City's want the capability to decorate all of these trees? Or does the City just want to decorate the luminaire poles with holiday lights?



DAVID EVANS
AND ASSOCIATES INC.

MEMORANDUM

DATE: February 17, 2009
TO: Mr. Russ Blount, P.E.
Public Works Director
3725 Pacific Highway East
Fife, WA 98424
FROM: Randy Anderson
SUBJECT: **Deferred Work Possibilities**
PROJECT: 70th Avenue East /Valley Avenue East Corridor Study
PROJECT NO: FIFE0000-0062
COPIES: File

Russ---This memorandum is a follow up to our plan review meeting on 2/5/09. You requested that DEA review the project to determine what work might be deferred to a later date to reduce initial project costs. The following are work tasks that might be deferred and could be done in the future at only a reasonable cost increase to the City.

Any deferred work item will cost more because of additional construction administration costs, contractor re-mobilization costs, agency re-bidding costs and additional contractor administrative costs such as bonding and insurance costs. With current economic conditions inflation is not an issue at this time but could be if the work is deferred for a substantial period of time. Another consideration is the impact to the traveling public as they will likely be impacted by construction activity a second time when the deferred work is done.

The following work tasks could be deferred with minimal impact to the project:

- Installation of the complete illumination system. Conduit and junction boxes could be installed as part of the current work but the installation of the luminaires and wiring work on Valley Avenue East could be deferred. This would represent a cost reduction of approximately \$180,000.
- Installation of the street trees. This would represent a cost reduction of approximately \$66,500.
- Installation of holiday lighting electrical work. This is additional work that was not included in the original project cost and is a complete add on. This would represent a cost reduction of approximately \$145,000.
- Installation of water stub lines under Valley Avenue East. Deletion of this work is not recommended by DEA but could be done if cost reduction becomes critical for the City. This would represent a cost reduction of approximately \$53,000.

There are other work tasks or bid items that could be deferred but would have a significant impact to the project. A cost reduction has not been determined at this time as these items need more input from the City.

Fife, WA 98424
February 17, 2009
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- Eliminating the utility undergrounding work and staying with overhead utilities.
- Forgoing the installation of the final lift of HMA for a majority of the project.
- Eliminating some of the intersection work that is being done to accommodate future WSDOT SR 167 traffic projections.

If you have any questions or comments regarding these work tasks or bid items that could be deferred please let me know.

**70th Avenue East
Valley Avenue East
Preliminary (90%) Engineer's Estimate of Probable Contractors Bid Price
February 9, 2009**

	PHASE 1	
		Valley Avenue East = 5,100 LF 70th Avenue East = 5,300 LF

ITEM #	SPEC. SECTION	STD BID ITEM #	STD BID SECTION	ITEM	UNIT	UNIT COST (1)	QUANTITY	ITEM TOTAL
PREPARATION (GROUP 1)								
1	1-08.7	0001	1	MOBILIZATION	L.S.	\$1.00	LUMP SUM	\$1,200,000
2	1-04.12	GSP		RECORD DRAWINGS	L.S.	\$1.00	LUMP SUM	\$5,000
3	2-01.1	GSP		CLEARING AND GRUBBING - AREA 'A'	ACRE	\$20,000.00	3.00	\$60,000
4	2-01.1	GSP		CLEARING AND GRUBBING - AREA 'B'	ACRE	\$25,000.00	4.50	\$112,500
5	2-01.3(4)	7480		ROADSIDE CLEANUP	F.A.	\$1.00	LUMP SUM	\$100,000
6	2-02	0050		REMOVAL OF STRUCTURE AND OBSTRUCTION	L.S.	\$1.00	LUMP SUM	\$100,000
7	2-02	GSP		REMOVING EXISTING BUILDING PARCEL #0420174042	L.S.	\$1.00	LUMP SUM	\$50,000
8	2-02	GSP		ADDITIONAL SITE WORK PARCEL #0420174042	F.A.	\$1.00	LUMP SUM	\$10,000
9	2-02	0090		REMOVING CEMENT CONCRETE PAVING (APPROXIMATELY 8 IN. THICK WITH REINFORCIN	S.Y.	\$25.00	10,000	\$250,000
10	2-02	0100		REMOVING CEMENT CONC. SIDEWALK	S.Y.	\$40.00	141	\$5,640
11	2-02	0110		REMOVING CEMENT CONC. EXTRUDED CURB	L.F.	\$5.00	315	\$1,575
12	2-02	0120		REMOVING ASPHALT CONC. PAVEMENT	S.Y.	\$5.00	1,400	\$7,000
13	2-02.3(3)	0130		REMOVING ASPHALT CONC. SIDEWALK	S.Y.	\$5.00	160	\$800
14	2-02	0220		REMOVING CHAIN LINK FENCE	L.F.	\$9.00	270	\$2,430
15	2-02	0230		REMOVING WIRE FENCE	L.F.	\$5.00	1,220	\$6,100
16	2-02.3(4)	GSP		SAWCUTTING	L.F.	\$3.50	4,500.00	\$15,750
17	1-08.8	GSP		POTHOLING	F.A.	\$1.00	LUMP SUM	\$15,000
GRADING (GROUP 1)								
18	2-03	0310		ROADWAY EXCAVATION INCLUDING HAUL	C.Y.	\$20.00	25,000	\$500,000
19	2-03	0330		ROADWAY EXCAVATION INCLUDING HAUL - VALLEY STORMWATER POND	C.Y.	\$25.00	500	\$12,500
20	2-10	1030		DITCH EXCAVATION INCLUDING HAUL	C.Y.	\$28.00	200	\$5,600
21	2-03.3(4)J	0431		GRAVEL BORROW INCLUDING HAUL	TON	\$20.00	38,810	\$776,200
22	2-03.3(4)K	0408		SELECT BORROW INCLUDING HAUL	TON	\$22.00	30,000	\$660,000
23	2-03.3(4)	0470		EMBANKMENT COMPACTION	C.Y.	\$10.00	18,000	\$180,000
24	2-03.3(4)	0470		EMBANKMENT COMPACTION - VALLEY STORMWATER POND	C.Y.	\$15.00	800	\$12,000
DRAINAGE (GROUP 1)								
25	7-05	1046		CONCRETE INLET	EACH	\$1,000.00	2	\$2,000
26	8-15.3(3)	1072		HAND PLACED RIP RAP	C.Y.	\$50.00	13	\$650
27	8-15.3(6)	1088		QUARRY SPALLS	TON	\$35.00	5,200	\$182,000
28	7-03.5	0984		TAPERED END SECTION WITH TYPE X SAFETY BARS 42 IN. DIAM.	EACH	\$200.00	1	\$200
29		GSP		ACCESS BARRIER	EACH	\$100.00	8	\$800
30	7-04	GSP		BACK FLOW PREVENTER - 12 IN. DIAM.	EACH	\$2,000.00	1	\$2,000
31	7-04	GSP		BACK FLOW PREVENTER - 15 IN. DIAM.	EACH	\$3,000.00	1	\$3,000
32	2-03	GSP		BIOSWALE RESTORATION	L.S.	\$1.00	LUMP SUM	\$2,500
STORM SEWER (GROUP 1)								
33	7-05.3	3091		CATCH BASIN TYPE 1	EACH	\$1,300.00	61	\$78,300
34	7-05.3	3105		CATCH BASIN TYPE 2 - 48 IN. DIAM.	EACH	\$2,000.00	18	\$36,000
35	7-05.3	3108		CATCH BASIN TYPE 2 - 54 IN. DIAM.	EACH	\$5,000.00	20	\$100,000
36	7-05.3	GSP		CATCH BASIN TYPE 2 - 54 IN. DIAM. W/ (2) FLOW RESTRICTORS	EACH	\$8,000.00	1	\$8,000
37	7-05.3	GSP		CATCH BASIN TYPE 2 - 54 IN. DIAM. W/ (3) FLOW RESTRICTORS	EACH	\$10,000.00	1	\$10,000
38	7-05.3	3109		CATCH BASIN TYPE 2 - 60 IN. DIAM.	EACH	\$12,500.00	10	\$125,000
39	7-05.3	GSP		CATCH BASIN TYPE 2 - 60 IN. DIAM. W/ FLOW RESTRICTOR	EACH	\$10,000.00	1	\$10,000
40	7-05.3	3107		CATCH BASIN TYPE 2 - 72 IN. DIAM.	EACH	\$15,000.00	3	\$45,000
41	7-04	3602		CORRUGATED POLYETHYLENE STORM SEWER PIPE 10 IN. DIAM.	L.F.	\$35.00	380	\$13,300

**70th Avenue East
Valley Avenue East
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February 9, 2009**

PHASE 1

Valley Avenue East = 5,100 LF
70th Avenue East = 5,300 LF

ITEM #	SPEC. SECTION	STD BID ITEM #	STD BID SECTION	ITEM	UNIT	UNIT COST (1)	QUANTITY	ITEM TOTAL
42	7-04	3602		5.10 CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	L.F.	\$45.00	5,020	\$225,900
43	7-04	3603		5.11 CORRUGATED POLYETHYLENE STORM SEWER PIPE 15 IN. DIAM.	L.F.	\$55.00	331	\$18,205
44	7-04	3607		5.12 CORRUGATED POLYETHYLENE STORM SEWER PIPE 18 IN. DIAM.	L.F.	\$76.00	576	\$34,560
45	7-04	3608		5.13 CORRUGATED POLYETHYLENE STORM SEWER PIPE 24 IN. DIAM.	L.F.	\$65.00	684	\$44,460
46	7-04	3608		5.14 CORRUGATED POLYETHYLENE STORM SEWER PIPE 30 IN. DIAM.	L.F.	\$75.00	2,500	\$197,500
47	7-04	3609		5.15 CORRUGATED POLYETHYLENE STORM SEWER PIPE 36 IN. DIAM.	L.F.	\$85.00	1,210	\$102,850
48	7-04			5.16 CORRUGATED POLYETHYLENE STORM SEWER PIPE 42 IN. DIAM.	L.F.	\$90.00	302	\$27,180
49	7-04	3774		5.17 DUCTILE IRON STORM SEWER PIPE 10 IN. DIAM.	L.F.	\$75.00	136	\$10,200
50	7-04	3774		5.18 DUCTILE IRON STORM SEWER PIPE 12 IN. DIAM.	L.F.	\$60.00	124	\$9,225
51	7-04	3775		5.19 DUCTILE IRON STORM SEWER PIPE 18 IN. DIAM.	L.F.	\$100.00	81	\$8,100
52	7-04	GSP		5.20 DETENTION TANK 36 IN. DIAM.	L.F.	\$300.00	600	\$180,000
53	7-05.2	GSP		5.21 STORMWATER TREATMENT VAULT	EACH	\$20,000.00	3	\$60,000
54		GSP		5.22 STORM POND PUMP STATION	L.S.	\$1.00	LUMP SUM	\$125,000
55		GSP		5.23 STORM POND PUMP STATION ELECTRICAL	L.S.	\$1.00	LUMP SUM	\$10,000
56	7-05.5	GSP		5.24 DEWATERING FOR STORM DRAINAGE	L.S.	\$1.00	LUMP SUM	\$50,000
6 SANITARY SEWER - LID (GROUP 2)								
57	7-17	GSP		6.01 HDPE FORCE MAIN 8 IN. & 2 IN. DIAM. DR11	L.F.	\$100.00	2,392	\$239,200
58	7-17	GSP		6.02 HDPE FORCE MAIN 8 IN. & 3 IN. DIAM. DR11	L.F.	\$100.00	2,400	\$240,000
59	7-17	GSP		6.03 SIDE SEWER SERVICE LATERAL FORCE MAIN, LESS THAN 50 FT.	EACH	\$750.00	8	\$6,000
60	7-18	GSP		6.04 SIDE SEWER SERVICE LATERAL FORCE MAIN, 50 FT. OR GREATER	EACH	\$2,000.00	13	\$26,000
61	7-17	3768		6.05 PVC SANITARY SEWER PIPE 10 IN. DIAM.	L.F.	\$50.00	50	\$2,500
62	7-08.3(5)	7015		6.06 ENCASE FORCE MAIN OR LATERAL WITH GDF	EACH	\$1,000.00	15	\$15,000
63	7-17.3(2)	GSP		6.07 SANITARY SEWER PIG LAUNCHER VAULT	L.S.	\$22,000.00	1	\$22,000
64		GSP		6.08 ASPHALT CONCRETE OVER FORCE MAIN TRENCH (TEMPORARY)	L.S.	\$45.00	650	\$29,250
65		GSP		6.09 ASPHALT CONCRETE OVER LATERAL TRENCH (TEMPORARY)	L.S.	\$40.00	330	\$13,200
66	7-05.3(6)	7964		6.10 SANITARY SEWER HDPE MANHOLE, 60 IN. DIAM	L.S.	\$10,000.00	1	\$10,000
67	7-05.3(5)	GSP		6.11 CONNECT TO EXISTING 72 IN. MANHOLE WITH INSIDE DROP	L.S.	\$3,000.00	1	\$3,000
68	7-20	GSP		6.12 SANITARY SEWER ODOR CONTROL FACILITY	L.S.	\$18,000	1	\$18,000
69	7-20	GSP		6.13 SANITARY SEWER ODOR CONTROL FACILITY ELECTRICAL	L.S.	\$3,000	1	\$3,000
70	7-17.3(2)	3152		6.14 FORCE MAIN TESTING	L.S.	\$20,000	1	\$20,000
71	7-08.3(1)D	GSP		6.15 DEWATERING FOR SANITARY SEWER	L.S.	\$50,000	1	\$50,000
72	7-08.5	7012		6.16 GRAVEL BACKFILL FOR FOUNDATION CLASS B	C.Y.	\$45	2,653	\$119,365
73	7-08.3	77		6.17 BACKFILL FOR PIPE ZONE BEDDING	C.Y.	\$50	250	\$12,500
74	2-09.3	7006		6.18 STRUCTURE EXCAVATION CLASS B INCLUDING HAUL	C.Y.	\$75	3,782	\$283,650
75	2-09.4	7008		6.19 SHORING OR EXTRA EXCAVATION CLASS B	S.F.	\$3	38,800	\$110,400
6A SANITARY SEWER - NON-LID (GROUP 2A)								
76	7-17	3766		6.01 PVC SANITARY SEWER PIPE 6 IN. DIAM.	L.F.	\$25.00	52	\$1,300
77	7-17	3767		6.02 PVC SANITARY SEWER PIPE 8 IN. DIAM.	L.F.	\$35.00	524	\$18,340
78	7-19	3640		6.03 SEWER CLEANOUT 6 IN. DIAM.	EACH	\$750.00	2	\$1,500
79	7-05	7360		6.04 SANITARY SEWER MANHOLE, 48 IN. DIAM	EACH	\$5,000.00	2	\$10,000
80	7-05	3063		6.05 MANHOLE INSIDE DROP 8 IN. DIAM.	EACH	\$1,000.00	2	\$2,000
81	7-17	3152		6.06 TESTING SANITARY SEWER PIPE	L.F.	\$5	570	\$2,850
82	2-03	0350		6.07 UNSUITABLE FOUNDATION EXCAVATION INC. HAUL	C.Y.	\$50	100	\$5,000
83	2-09.3	7006		6.08 STRUCTURE EXCAVATION CLASS B INCLUDING HAUL	C.Y.	\$25	660	\$16,500
84	2-09.3	7008		6.09 SHORING OR EXTRA EXCAVATION CLASS B	S.F.	\$3	5,400	\$16,200
85	8-15.3(6)	1068		6.10 QUARRY SPALLS	TON	\$35	3	\$105
86	7-08.3(1)D	GSP		6.11 DEWATERING FOR SANITARY SEWER	L.S.	\$10,000	1	\$10,000

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PHASE 1

ITEM #	SPEC. SECTION	STD BID ITEM #	STD BID SECTION	ITEM	UNIT	UNIT COST (1)	QUANTITY	ITEM TOTAL
Valley Avenue East = 5,100 LF 70th Avenue East = 5,300 LF								
7								
WATER LINES - LID (GROUP 3)								
87	7-09	3889		7.01 DUCTILE IRON PIPE CLASS 52 FOR WATER MAIN 12 IN. DIAM.	L.F.	\$100.00	5,050	\$505,000
88	7-09	3887		7.02 DUCTILE IRON PIPE CLASS 52 FOR WATER MAIN 8 IN. DIAM.	L.F.	\$80.00	220	\$17,600
89	7-09	3838		7.03 BLOWOFF ASSEMBLY 3 IN.	EACH	\$1,500.00	9	\$13,500
90	7-12	6180		7.04 GATE VALVE 8 IN.	EACH	\$8,750	7	\$61,250
91	7-12	6185		7.05 GATE VALVE 12 IN.	EACH	\$1,500.00	31	\$46,500
92	7-12	3837		7.06 COMBINED AIR RELEASE/AIR VACUUM VALVE ASSEMBLY 2 IN.	EACH	\$2,000.00	2	\$4,000
93	7-14	3846		7.07 HYDRANT ASSEMBLY	EACH	\$4,500.00	16	\$72,000
94	7-15	3858		7.08 SERVICE CONNECTION 1 IN. DIAM.	EACH	\$2,500.00	4	\$10,000
95	7-15	3857		7.09 SERVICE CONNECTION 5/8 IN. X 3/4 IN. DIAM.	EACH	\$2,000.00	23	\$46,000
96	2-09	7008		7.10 SHORING OR EXTRA EXCAVATION CLASS B	S.F.	\$3.00	10,000	\$30,000
97	7-15	GSP		7.11 DEWATERING FOR WATER MAINS	L.S.	\$1.00	LUMP SUM	\$20,000
7A								
WATER LINES - NON-LID (GROUP 3A)								
98	7-09	3889		7.01 DUCTILE IRON PIPE CLASS 52 FOR WATER MAIN 12 IN. DIAM.	L.F.	\$100.00	0	\$0
99	7-09	3887		7.02 DUCTILE IRON PIPE CLASS 52 FOR WATER MAIN 8 IN. DIAM.	L.F.	\$80.00	0	\$0
100	7-14	3848		7.03 RESETTING EXISTING HYDRANT	EACH	\$1,000.00	2	\$2,000
101	7-14	GSP		7.04 ADJUST WATER VALVE LID	EACH	\$250.00	16	\$4,000
102	7-14	GSP		7.05 ADJUST/RELOCATE WATER METER BOX	EACH	\$500.00	1	\$500
103	2-09	7008		7.06 SHORING OR EXTRA EXCAVATION CLASS B	S.F.	\$3.00	1,000	\$3,000
8								
STRUCTURE (GROUP 1)								
104	9-03.12(2)	4025		8.01 GRAVEL BACKFILL FOR WALLS	C.Y.	\$30.00	1,200	\$36,000
105	6-16	4048		8.02 SHAFT - 24 IN. DIAMETER	L.F.	\$100.00	1,000	\$100,000
106	6-16	GSP		8.03 REMOVE SOLDIER PILE SHAFT OBSTRUCTION	F.A.	\$1.00	LUMP SUM	\$5,000
107	6-16	4053		8.04 FURNISHING SOLDIER PILE - W12x83	L.F.	\$150.00	1,440	\$216,000
108	6-16	4301		8.05 TIMBER LAGGING	MBM	\$500.00	3	\$1,500
109	6-16	4474		8.06 CONCRETE FASCIA PANEL	S.F.	\$60.00	2,850	\$171,000
110	6-16	4482		8.07 PREFABRICATED DRAINAGE MAT	S.Y.	\$20.00	300	\$6,000
111	6-13	7169		8.08 STRUCTURAL EARTH WALL	S.F.	\$75.00	3,400	\$255,000
112	8-24.3(2)	7164		8.09 GRAVITY BLOCK WALL - TYPE A AND C	S.F.	\$55.00	4,400	\$242,000
113	8-24.3(2)	7164		8.10 GRAVITY BLOCK WALL - TYPE B AND D	S.F.	\$75.00	2,540	\$190,500
114	8-24	GSP		8.11 GRAVITY BLOCK WALL FOR TREE PROTECTION	S.F.	\$25.00	200	\$5,000
115	8-24	GSP		8.12 DEWATERING FOR WALLS	L.S.	\$1.00	LUMP SUM	\$50,000
9								
SURFACING (GROUP 1)								
116	4-04	5100		9.01 CRUSHED SURFACING BASE COURSE	TON	\$25.00	12,650	\$316,250
117	4-04	5120		9.02 CRUSHED SURFACING TOP COURSE	TON	\$25.00	6,220	\$155,500
10								
LIQUID ASPHALT (GROUP 1)								
118	5-04.3(2)	5334		10.01 ANTI-STRIP ADDITIVE	EST.	\$1,000.00	ESTIMATED	\$1,000
13								
CEMENT CONCRETE PAVEMENT (GROUP 1)								
119	5-05	5625		13.01 CEMENT CONCRETE PAVING	S.Y.	\$150.00	128	\$19,200
14								
HOT MIX ASPHALT (GROUP 1)								
120	5-04	5711		14.01 PLANNING BITUMINOUS PAVEMENT	S.Y.	\$10.00	2,000	\$20,000
121	5-04	5717		14.02 HMA FOR PRELEVELING CLASS 1/2" PG 64-22	TON	\$90.00	1,000	\$90,000

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122	5-04	5767		14.03 HMA CLASS 1/2" PG 64-22	TON	\$90.00	6,000	\$540,000
123	5-04	5768		14.04 HMA CLASS 3/4" PG 64-22	TON	\$100.00	13,000	\$1,300,000
124	5-04	5873		14.05 HMA FOR APPROACH CLASS 1/2" PG 64-22	TON	\$125.00	500	\$62,500
16 IRRIGATION AND WATER DISTRIBUTION (GROUP 1)								
125	8-03	6071		16.01 IRRIGATION SYSTEM	L.S.	1	LUMP SUM	\$90,000
17 EROSION CONTROL AND PLANTING (GROUP 1)								
126	8-01.3(9)A	6373		17.01 SILT FENCE	L.F.	\$7.50	7,000	\$52,500
127	8-02.3(1)B	6403		17.02 ESC LEAD	DAY	\$45.00	300	\$25,500
128	8-02.3(4)	6405		17.03 TOPSOIL TYPE A	C.Y.	\$40.00	1,300	\$52,000
129	8-01	6414		17.04 SEEDING, FERTILIZING AND MULCHING (PLANTER STRIP HYDROSEEDING)	S.F.	\$0.20	100,000	\$20,000
130	8-01	6414		17.05 SEEDING, FERTILIZING AND MULCHING (STORM POND HYDROSEEDING)	S.F.	\$0.20	25,500	\$5,100
131	8-01.3(9)	6470		17.06 SEEDING, FERTILIZING AND MULCHING (STORM POND HYDROSEEDING)	HOUR	\$200.00	240	\$48,000
132	8-01.3(9)D	6471		17.07 INLET PROTECTION	EACH	\$100.00	27	\$2,700
133	8-01.5	6489		17.08 TIRE WASH	EACH	\$500.00	1	\$500
134	8-01	6490		17.09 EROSION/WATER POLLUTION CONTROL	F.A.	1	LUMP SUM	\$150,000
135	8-02	6552		17.10 PPIPE - PYRUS CALLERANA 'AUTUMN BLAZE'	EACH	\$250.00	14	\$3,500
136	8-02	6552		17.11 PPIPE - TILIA CORDATA 'GREEN SPIRE'	EACH	\$250.00	232	\$58,000
137	8-02	6552		17.12 PPIPE - SCIRPUS ACUTUS, ROOT STOCK	EACH	\$3.00	480	\$1,440
138	8-02	6552		17.13 PPIPE - SCIRPUS MICROCARPUS, ROOT STOCK	EACH	\$3.00	1,922	\$5,766
139	8-02	6552		17.14 PPIPE - SPARGANIUM EMERSUM, ROOT STOCK	EACH	\$3.00	200	\$600
140	8-02	6552		17.15 PPIPE - SPARGANIUM EURYCARPUM, ROOT STOCK	EACH	\$3.00	200	\$600
141	8-02	6552		17.16 PPIPE - VERONICA SPECIES, ROOT STOCK	EACH	\$3.00	530	\$1,590
142	8-02	GSP		17.17 PROPERTY RESTORATION	F.A.	\$1.00	LUMP SUM	\$50,000
143	8-03.11(4)	1098		17.18 HABITAT BUILDER - SIX MAN	EACH	\$250.00	6	\$1,500
18 TRAFFIC (GROUP 1)								
144	8-04	6700		18.01 CEMENT CONCRETE TRAFFIC CURB AND GUTTER	L.F.	\$20.00	12,350	\$247,000
145	8-04.3(1)A	6727		18.02 EXTRUDED CEMENT CONCRETE CURB	L.F.	\$18.00	360	\$6,480
146	8-22	6806		18.03 PAINT LINE	L.F.	\$1.10	21,000	\$23,100
147	8-22	6817		18.04 PAINTED WIDE LANE LINE	L.F.	\$1.10	13,000	\$14,300
148	8-22	6860		18.05 PLASTIC TRAFFIC ARROW - TYPE 1	EACH	\$320.00	7	\$2,240
149	8-22	6860		18.06 PLASTIC TRAFFIC ARROW - TYPE 2L	EACH	\$320.00	16	\$5,120
150	8-22	6860		18.07 PLASTIC TRAFFIC ARROW - TYPE 2R	EACH	\$320.00	4	\$1,280
151	8-22	6860		18.08 PLASTIC TRAFFIC ARROW - TYPE 3R	EACH	\$320.00	2	\$640
152	8-22	6867		18.09 PLASTIC BIKE LANE SYMBOL	EACH	\$50.00	41	\$2,050
153	8-22	6857		18.10 PLASTIC CROSSWALK LINE	S.F.	\$8.00	1,010	\$8,080
154	8-22	6859		18.11 PLASTIC STOP LINE	L.F.	\$45.00	330	\$14,850
155	8-22	6879		18.12 PLASTIC RAILROAD CROSSING SYMBOL	EACH	\$250.00	1	\$250
156	8-23	6889		18.13 TEMPORARY PAVEMENT MARKINGS	L.F.	\$1.00	20,500	\$20,500
157	8-09	6882		18.14 RAISED PAVEMENT MARKING TYPE 1	HUND	\$200.00	100	\$20,000
158	8-09	6884		18.15 RAISED PAVEMENT MARKING TYPE 2	HUND	\$200.00	100	\$20,000
159	8-23	0200		18.16 REMOVING PLASTIC TRAFFIC MARKING	EACH	\$100.00	14	\$1,400
160	8-21	6890		18.17 PERMANENT SIGNING	L.S.	1	LUMP SUM	\$50,000
161	8-21	GSP		18.18 PROJECT FUNDING SIGN	EACH	\$500.00	4	\$2,000
162	8-20.5	6904		18.19 ILLUMINATION SYSTEM COMPLETE	L.S.	1	LUMP SUM	\$320,000
163	8-20.5	GSP		18.20 ADDITIONAL DECORATIVE FIXTURE	EACH	\$6,500.00	2	\$13,000
164	8-20	6912		18.21 TRAFFIC SIGNAL SYSTEM - 70TH AND VALLEY	L.S.	1	LUMP SUM	\$350,000

**70th Avenue East
Valley Avenue East
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PHASE 1

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Valley Avenue East = 5,100 LF 70th Avenue East = 5,300 LF								
165	8-20	6912		18.22 TRAFFIC SIGNAL SYSTEM - VALLEY AND FREEMAN	L.S.	1	LUMP SUM	\$250,000
166	1-10.4(2)	6974		18.23 TRAFFIC CONTROL SUPERVISOR	HOURL	\$45.00	2,400	\$108,000
167	1-10.4(2)	6980		18.24 FLAGGERS AND SPOTTERS (\$35HR MIN)	HOURL	\$40.00	18,000	\$720,000
168	1-10.4(2)	6992		18.25 OTHER TRAFFIC CONTROL LABOR	HOURL	\$40.00	2,000	\$80,000
169	1-10.4(2)	6982		18.26 CONSTRUCTION SIGNS CLASS A	SF	\$5.00	1,000	\$5,000
170	1-10.4(2)	6956		18.27 SEQUENTIAL ARROW SIGN	HOURL	\$20.00	2,000	\$40,000
171	1-10.4(2)	6994		18.28 PORTABLE CHANGEABLE MESSAGE SIGN	EACH	\$5,000.00	4	\$20,000
172	1-10.4(2)	6995		18.29 OPERATION OF PORTABLE CHANGEABLE MESSAGE SIGN	HOURL	\$10.00	2,400	\$24,000
173	1-10.4(2)			18.30 TRUCK-MOUNTED IMPACT ATTENUATOR	EACH	\$10,000.00	2	\$20,000
174	1-10.4(2)			18.31 OPERATION OF TRUCK-MOUNTED IMPACT ATTENUATOR	HOURL	\$150.00	500	\$75,000
175	1-10.4(2)	6973		18.32 REPAIR OF TRUCK-MOUNTED IMPACT ATTENUATOR	F.A.	1	LUMP SUM	\$10,000
176	1-10.4(2)	GSP		18.33 OTHER TEMPORARY TRAFFIC CONTROL	L.S.	1	LUMP SUM	\$50,000
177	1-10.4(2)	GSP		18.34 TEMPORARY TRAFFIC CONTROL PLAN	L.S.	1	LUMP SUM	\$1,500
178	1-10.4	GSP		18.35 OFF-DUTY POLICE	HOURL	\$45.00	600	\$27,000
19 OTHER ITEMS (GROUP 1)								
179	7-05.3(1)	3080		19.01 ADJUST MANHOLE	EACH	\$500.00	13	\$6,500
180	7-05.3(1)	3100		19.02 ADJUST CATCHBASIN	EACH	\$2,450	7	\$17,150
181	GSP			19.03 ADJUST UTILITY RIM	EACH	\$350.00	9	\$3,150
182	7-05.3(3)	9605		19.04 CONNECTION TO DRAINAGE STRUCTURE	EACH	\$500.00	9	\$4,500
183	7-07	7350		19.05 CLEANING EXISTING DRAINAGE STRUCTURE	EACH	\$500.00	11	\$5,500
184	2-12	7550		19.06 CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE	S.Y.	\$5.00	1,500	\$7,500
185	2-12	7550		19.07 CONSTRUCTION GEOTEXTILE FOR SEPARATION	S.Y.	\$10.00	500	\$5,000
186	2-09.5(4)	7068		19.08 STRUCTURE EXCAVATION CLASS B INCLUDING HAUL	C.Y.	\$25.00	6,000	\$150,000
187	2-09	7008		19.09 SHORING OR EXTRA EXCAVATION CLASS B	S.F.	\$3.00	30,000	\$90,000
188	2-09	7011		19.10 GRAVEL BACKFILL FOR FOUNDATION CLASS A	C.Y.	\$25.00	450	\$11,250
189	2-09	7012		19.11 GRAVEL BACKFILL FOR FOUNDATION CLASS B	C.Y.	\$25.00	200	\$5,000
190	4-04	5120		19.12 CRUSHED SURFACING BASE COURSE FOR TRENCH BACKFILL	TON	\$25.00	4,000	\$100,000
191	2-07	7018		19.13 WATER	M GAL	\$100.00	500	\$50,000
192	8-29	7041		19.14 BOLLARD TYPE 2	EACH	\$500.00	4	\$2,000
193	8-04	GSP		19.15 CURB COVER AND FRAME	EACH	\$500.00	1	\$500
194	8-13	GSP		19.16 SURVEY MONUMENT	EACH	\$500.00	14	\$7,000
195	8-13	7045		19.17 MONUMENT CASE AND COVER	EACH	\$500.00	1	\$500
196	8-13	7380		19.18 ADJUST OR RESET MONUMENT CASE AND COVER	S.Y.	\$45.00	6,400	\$288,000
197	8-14	7055		19.19 CEMENT CONCRETE SIDEWALK	S.F.	\$50.00	500	\$25,000
198	8-14	GSP		19.20 CEMENT CONCRETE SIDEWALK WITH INTEGRAL WALL	EACH	\$1,300.00	6	\$7,800
199	8-14	7058		19.21 CEMENT CONCRETE SIDEWALK RAMP WSDOT TYPE 1	EACH	\$1,300.00	1	\$1,300
200	8-14	7058		19.22 CEMENT CONCRETE SIDEWALK RAMP WSDOT TYPE 2	EACH	\$1,300.00	1	\$1,300
201	8-14	GSP		19.23 CEMENT CONCRETE SIDEWALK RAMP TYPE 4B	EACH	\$75.00	1,220	\$91,500
202	8-06	GSP		19.24 CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE 1	S.Y.	\$75.00	1,220	\$91,500
203	8-12.3(1)	7082		19.25 COATED CHAIN LINK FENCE TYPE 3 - 6 FT.	L.F.	\$28.00	710	\$19,880
204	8-12.3(1)	7082		19.26 COATED CHAIN LINK FENCE TYPE 4 - 4 FT.	L.F.	\$28.00	2,700	\$75,600
205	8-12.3(1)	7104		19.27 DOUBLE 20 FT. COATED CHAIN LINK GATE	EACH	\$1,000.00	1	\$1,000
206	8-12.3(1)	7098		19.28 COATED END. GATE, CORNER AND PULL POST FOR CHAIN LINK FENCE	EACH	\$400.00	9	\$3,600
207	2-11	7490		19.29 TRIMMING AND CLEANUP	L.S.	1	LUMP SUM	\$20,000
208	8-18	7562		19.30 MAILBOX SUPPORT TYPE 1	EACH	\$250.00	14	\$3,500
209	8-18	7728		19.31 MAILBOX SUPPORT TYPE 2	EACH	\$500.00	3	\$1,500
210	1-04.4(1)			19.32 MINOR SURCHARGE	F.A.	1	LUMP SUM	\$100,000
211	1-07.15(1)	7736		19.33 SPOCC PLAN	L.S.	1	LUMP SUM	\$2,000

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Valley Avenue East = 5,100 LF 70th Avenue East = 5,300 LF								
212	2-02.5	GSP		19.34 HAZARDOUS MATERIAL HANDLING AND DISPOSAL	F.A.	\$1.00	LUMP SUM	\$100,000
213	2-02.5	GSP		19.35 HAZARDOUS MATERIAL EXCAVATION INCLUDING HAUL	C.Y.	\$100.00	1,000	\$100,000
214		GSP		19.36 PROPERTY OWNER COORDINATION	F.A.	\$1.00	LUMP SUM	\$10,000
20 PUGET SOUND ENERGY - ELECTRICAL (GROUP 4)								
NOTE: PSE TO PROVIDE ALL CONDUIT AND VAULTS TO SITE								
215	10-15	GSP		20.01 2" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT INSTALLATION	L.F.	\$1.00	2,600	\$2,600
216	10-15	GSP		20.02 3" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT INSTALLATION	L.F.	\$1.50	500	\$750
217	10-15	GSP		20.03 4" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT INSTALLATION	L.F.	\$2.00	18,500	\$37,000
218	10-15	GSP		20.04 6" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT INSTALLATION	L.F.	\$3.00	12,000	\$36,000
219	10-15	GSP		20.05 JUNCTION VAULT INSTALLATION	EACH	\$500.00	9	\$4,500
220	10-15	GSP		20.06 PULL VAULT INSTALLATION	EACH	\$500.00	7	\$3,500
221	10-15	GSP		20.07 TRANSFORMER VAULT INSTALLATION - 2 PHASE	EACH	\$500.00	6	\$3,000
222	10-15	GSP		20.08 TRANSFORMER VAULT INSTALLATION - 3 PHASE	EACH	\$750.00	1	\$750
223	10-15	GSP		20.09 SWITCH GEAR VAULT INSTALLATION	EACH	\$1,500.00	2	\$3,000
224	10-15	GSP		20.10 TRENCH EXCAVATION, BACKFILL AND COMPACTION	L.F.	\$30.00	5,000	\$150,000
21 TACOMA PUBLIC UTILITIES - ELECTRICAL (GROUP 5)								
225	11-15	GSP		21.01 2" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT	L.F.	\$5.00	1,000	\$5,000
226	11-15	GSP		21.02 4" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT	L.F.	\$7.00	2,000	\$14,000
227	11-15	GSP		21.03 5" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT	L.F.	\$8.00	4,000	\$32,000
228	11-15	GSP		21.04 SECONDARY SERVICE BOX PENCIL #PE-20HD	EACH	\$2,000.00	1	\$2,000
229	11-15	GSP		21.05 PRECAST CONCRETE TRANSFORMER VAULT #54	EACH	\$2,000.00	4	\$8,000
230	11-15	GSP		21.06 PRECAST CONCRETE VAULT #54 JUNCTION VAULT	EACH	\$2,500.00	4	\$10,000
231	11-15	GSP		21.07 PRECAST CONCRETE VAULT #684	EACH	\$8,000.00	1	\$8,000
232	11-15	GSP		21.08 PRECAST CONCRETE VAULT #810	EACH	\$16,000.00	1	\$16,000
233	11-15	GSP		21.09 TRENCH EXCAVATION, BACKFILL AND COMPACTION	L.F.	\$30.00	1,500	\$45,000
22 TACOMA PUBLIC UTILITIES - DATA (GROUP 5)								
234	11-15	GSP		22.01 2" DIAM. PVC (GREEN) SCHEDULE 40 CONDUIT	L.F.	\$5.00	2,000	\$10,000
235	11-15	GSP		22.02 4" DIAM. PVC (GREEN) SCHEDULE 40 CONDUIT	L.F.	\$7.00	2,000	\$14,000
236	11-15	GSP		22.03 TPU DATA VAULT #284-TA	EACH	\$2,000.00	5	\$10,000
237	11-15	GSP		22.04 TPU DATA VAULT CHANNEL GLB910	EACH	\$500.00	1	\$500
238	11-15	GSP		22.05 TPU DATA PEDESTAL CHANNEL SPH1022	EACH	\$500.00	0	\$0
239	11-15	GSP		22.06 TPU DATA PEDESTAL CHANNEL SPH1432	EACH	\$500.00	4	\$2,000
23 QWEST (GROUP 6)								
240	12-15	GSP		23.01 4" DIAM. PVC (GREY) SCHEDULE 40 CONDUIT	L.F.	\$7.00	6,000	\$42,000
241	12-15	GSP		23.02 PRECAST CONCRETE HANDHOLD #4484-TA	EACH	\$18,000.00	3	\$54,000
24 COMCAST - COAXIAL (GROUP 7)								
242	13-15	GSP		24.01 2" DIAM. PVC (WHITE) SCHEDULE 40 CONDUIT	L.F.	\$5.00	6,000	\$30,000
25 COMCAST - FIBER OPTIC (GROUP 7)								
243	13-15	GSP		25.01 4" DIAM. PVC INTERDUCT E41 (GREY) SCHEDULE 40 CONDUIT	L.F.	\$13.00	6,800	\$88,400
244	13-15	GSP		25.02 PRECAST CONCRETE VAULT #25-TA	EACH	\$2,000.00	5	\$10,000
26 CITY OF FIFE - UTILITY CONVERSIONS AND SPARE CONDUIT (GROUP 8)								
245	14-15	GSP		26.01 4" DIAM. PVC SCHEDULE 40 CONDUIT	L.F.	\$7.00	10,000	\$70,000
246	11-15	GSP		26.02 RESIDENTIAL UNDERGROUND CONVERSION	EACH	\$5,000.00	9	\$45,000
247	10-15	GSP		26.03 COMMERCIAL UNDERGROUND CONVERSION	EACH	\$8,000.00	7	\$56,000



DAVID EVANS
AND ASSOCIATES INC.

MEMORANDUM

DATE: February 17, 2009
TO: Mr. Russ Blount, P.E.
Public Works Director
3725 Pacific Highway East
Fife, WA 98424
FROM: Randy Anderson
SUBJECT: Project Cost Information
PROJECT: 70th Avenue East /Valley Avenue East Corridor Study
PROJECT NO: FIFE0000-0062
COPIES: File

Russ---This memorandum is an update from our 2/9/2009 previously submitted to you. That memorandum was in response to our plan review meeting on 2/5/09 and your e-mail that same day. You requested information regarding the 90% design level cost estimate compared to the 60% design level cost estimate. The 60% cost estimate was approximately \$18.6M and the 90% cost estimate was approximately \$20.9M. These costs include construction administration costs, right-of-way acquisition costs and utility relocation and undergrounding costs.

We believe our design level cost estimates have been conservative. From a bidding perspective it is better to proceed with a high bid rather than a low bid. We have based our unit costs on past work or the use of WSDOT's on line unit bid price information. With the prevailing economic conditions it is reasonable to believe that bids for this project will be extremely competitive.

The majority of the cost increase was in Group 1 bid items. Group 1 work consists of all work except LID work, non-LID water and sewer work and utility undergrounding work. However other groups had cost increases as well.

Group 2A is a new group to provide sanitary sewers for the Im parcel and the Han parcel. As a result of right-of-way negotiations the City agree to construct a gravity sanitary sewer connection in 70th Avenue East for Han. Han was originally in the LID service area but will now connect to the existing system in 70th Avenue East. Im was also be connected to the 70th Avenue East sanitary sewer system as part of right-of-way negotiations. The Group 2A cost is estimated to be \$85,000.

Other right-of-way negotiation costs have been added to the project including two new water and sanitary sewer connections for the Turnipseed parcel and fence relocation work for the Crittendon parcel. These costs are estimated to be \$10,000.

Group 2, LID sanitary sewer work, has increased by approximately \$592,000. Costs differences for this group include:

- The design of the system was incomplete at the 60% stage and additional work items were added to the cost estimate. Infrastructure such as the pigging station, odor control facility and other items were included in 90% cost estimate.
- The City requested that CSBC be used for trench backfill. This increased costs by approximately \$12,000.
- Dewatering for the sanitary sewer force main system was added but may not be used. The level of the groundwater table at the time of construction will dictate whether that item will be used or not. This added a cost of \$50,000 to the group.
- The unit bid cost for the item Structure Excavation Class B Including Haul has been reduced to \$25/CY to lower the 90% cost estimate by approximately \$189,000.
- The bid item Shoring or Extra Excavation Class B was added and increased the cost by \$110,000. Depending on how the contractor approaches the force main installation work portions of this bid item may not be used. A closure or non-closure of Valley Avenue East could influence the need for this bid item.

The scope of work for Group 3, Water Lines, increased and cost differences include:

- Water stub lines were added to cross under Valley Avenue East. This will allow development to occur in the future without requiring that trenches be constructed on Valley Avenue East but is additional work and cost at this time. Approximately 6 stubs were added at an estimated cost of \$30,000.
- Dewatering for Water Mains was added as a bid item and may or may not be needed dependent on the time of the year that the work is done. If the water table elevation is down and groundwater is not encountered this bid item will not be needed.

The need for various size and types of retaining walls for this project was refined during the design process. Cost differences and increases include the following:

- The single most expensive cost difference is the addition of soldier pile retaining walls. These walls are needed at most of the locations where utility vaults are being installed along 70th Avenue East. Most of these areas are adjacent to existing storm drainage ponds and bioswales so it was not practical to acquire more property for slope easements and negating the need for retaining walls. Originally gravity block retaining walls were proposed at these locations. However due to the thickness of these blocks, the size of the vaults and the area needed for conduit sweeps into and out of the vaults it was determined that gravity block walls could not be used at these locations. Also the utilities were adamant that their structures themselves could not act as a retaining wall. This added approximately \$487,000 to the cost of the project.
- Dewatering for Walls was also added and again will only be used if required and will be dependent on ground water elevations at the time of construction.
- Gravity block retaining walls will be constructed at all PTOI locations on the north side of Valley Avenue East. The unit bid price cost for this work was increased after it became apparent that construction easements or slope easements could not be obtained for these properties. The walls are tight to the right-

of-way line and will be difficult to build when no contact or infringement on these parcels will be allowed. This increase amounted to approximately \$70,000.

- Refinement of the wall designs by the geotechnical engineer during the design process included additional foundation stabilization work to meet earthquake loading requirements and increased costs by approximately \$180,000.

Other Group 1 costs increases include the following:

- The cost for the removal of the existing cement concrete panels in Valley Avenue East increased by approximately \$250,000 when it was determined that they contained substantial amount of steel rebar in them. This was not originally anticipated due to the age of the concrete panels.
- The cost of HMA was increased by approximately \$700,000 from the 60% cost estimate. The volume of HMA increased by approximately 5,700 tons after the roadway sections were finalized to reflect future anticipated vehicle and truck volumes and existing valley soil conditions. A conservative unit bid price of \$90/ton has been used for this item. The cost of petroleum products has gone both down and up throughout the history of this project and that price may be high but is an unknown at this time.
- CSBC has been added for all trench backfill material for water systems and storm drainage systems at the request of the City. This is a cost increase of approximately \$100,000.
- A new bid item "Hazardous Material Handling and Disposal" was added at a cost of \$100,000. This bid item was added in case contaminated soils are encountered and need to be removed and disposed of in compliance with existing environmental regulations.
- A new bid item "PTOI Property Restoration" has been added at a cost of \$35,000. This bid item may not be needed but will be used if additional restoration work is needed on PTOI parcels.
- Mobilization costs have increased as they are a direct percentage of the overall project costs.
- Traffic control costs were increased by approximately \$500,000 pending a decision on whether Valley Avenue East will be closed to traffic or remain open during construction. The 90% estimate is conservative and assumes that Valley Avenue East is constructed under traffic conditions.

DEA has discussed the road closure issue internally and with outside contractors familiar with this type of work. Cost savings for work on Valley Avenue East range from 20% to 30% if the construction work can be done under road closed conditions.

This project has yet to be reviewed by WSDOT. They could add Training and will set a percentage for minority participation. Training will be a lump sum cost that will need to be added to the project. Costs for minority participation should be covered in the unit bid prices for the project.