STANDING COMMITTEE MINUTES  
City of Spokane  
Public Infrastructure, Environment, and Sustainability  
February 24, 2020

Committee members present
Council President Breean Beggs, Committee Chair
Council Member Michael Cathcart, Vice Committee Chair
Council Member Kate Burke
Council Member Lori Kinnear
Council Member Candace Mumm
Council Member Karen Stratton
Council Member Betsy Wilkerson

Staff present
Hannahlee Allers, Chris Averyt, Kris Becker, Tirrell Black, Shae Blackwell, Dustin Bender, Eldon Brown, Dan Buller, Giaccobbe Byrd, Chirs Cafaro, Kirstin Davis, Marlene Feist, Eric Finch, Raylene Gennett, Nick Hammad, Clint Harris, Garrett Jones, Dan Kegley, Rod Mann, Brian McClatchey, Louis Meuler, Katherine Miller, Colen Naake, Mike Ormsby, Kyle Overbust, David Paine, Kevin Picano, Erik Poulsen, Elizabeth Schoedel, Mark Serbousek, Riley Smith, Sally Stopher, Paul Warfield, Kandace Watkins

Council President Beggs called the meeting to order at 1:15 p.m.

Review and approval of minutes
Council President Beggs asked for a motion to approve the minutes of the January 27, 2020 meeting.

Action taken
Council Member Wilkerson moved to approve the minutes of the January 27, 2020 meeting as presented; the motion was seconded by Council Member Burke.

Discussion items
A. Council Requests
   1. Boards and Commissions Interviews
      The Committee interviewed three candidates for the Arts Commission.
   2. Consent items for discussion
   3. Legislative Update (if needed)
   4. Vaulted Sidewalk Policy – This item was not discussed.

B. Staff Requests
   1. Update on Downtown and North Bank construction
      Marlene Feist gave a brief update on the construction planned this year around downtown. She reviewed the pedestrian route changes and communication.
Discussion was had on the timeline for the suspension bridge closures. Staff answered questions about the terms of the contracts and the waterline project in conjunction with the Post Street Bridge project.

2. Washington Commerce grant award for Housing Action Plan
Terrill Black discussed the grant that focuses on the supply of housing across all levels, transportation connections and minimize displacement of low income residents. She discussed the public participation and implementation strategies and the actions required. Spokane Valley is also receiving a grant and planners will collaborate where there is cross over.

Strategic Plan Session
A. Priority Strategy 1. Rapidly accelerating street pavement maintenance projects
   - No report this meeting.

B. Priority Strategy 2. Repurposing public property to stimulate private investment
   - West Plains Public Development Authority
     Todd Coleman discussed the West Plans Public Development Authority current focus, including developing a regional stormwater facility and are proceeding with a study and as development occurs, exploring planning phases, and funding. He also discussed development of a wetlands mitigation bank, locating, meeting with agencies for the long-term process. Todd gave an overview of the work to make improvements to the transportation system connecting airway heights and city of Spokane working with a consultant of the design of 6th and 12th avenue. Todd discussed the marketing brand and new website as well as focus on continued education of local workforce.

C. Priority Strategy 3. Sustainable city
   - Update on Parks water conservation projects
     Garret Jones gave a brief overview of the coordination work with the Water Department and introduced Nick Hammad. Nick discussed the goals of the five projects including a reduction of 30% in water use. He gave an overview of the Indian Canyon automated sprinkler system, Esmeralda golf course completed automated sprinkler system and underground piping for future stormwater. He discussed Manito Park low meadow, Friendship park splash pad sensor upgrades, Manito Japanese Garden Pond construction this fall with 85% water savings. Discussion was had on park system planting and turf reduction by evaluating the type and standardizing the sprinkler systems.

Consent items
1. Post St. Bridge replacement (Engineering Services)
2. Two-year value blanket contract with Cascade Engineering (Solid Waste Collection)
3. Value blanket for automotive filters (Fleet Services)
4. Utility concrete repair services contract (Wastewater)
5. Utility construction agreement UTB 1388 (Development Services Center)
Executive session
Council President Beggs announced a 15 minute executive session to discuss labor negotiations at 2:27 p.m. It was extended for ten minutes by announcement and the executive session ended at 2:55 p.m. at which time Council President Beggs announced the end of executive session and adjourned the regular meeting.

Adjournment
The meeting adjourned at 2:55 p.m.

Prepared by:
Barbara Patrick, Administrative Specialist

Approved by:

Chair
The Spokane City Council’s Public Infrastructure, Environment, and Sustainability Committee meeting will be held at 1:15 p.m. on February 24, 2020 in Council Briefing Center, Lower Level, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council. The Public Infrastructure, Environment and Sustainability Committee meeting is regularly held every 4th Monday of each month at 1:15 p.m. unless otherwise posted.

The meeting will be open to the public, with the possibility of moving or reconvening into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

AGENDA

I. Call to order

II. Approval of minutes from January 27, 2020

III. Discussion items
   A. Council requests
      1. Boards and Commissions Interviews
      2. Consent items for discussion
      3. Legislative Update (if needed)
      4. Vaulted Sidewalk Policy
   B. Staff requests
      1. Update on Downtown and North Bank construction – Marlene Feist (10 minutes)
      2. Washington Commerce grant award for Housing Action Plan – Terrill Black (5 minutes)

IV. Strategic initiatives session – Council Member Beggs and Scott Simmons
   Priority strategy 1: Rapidly accelerating street pavement maintenance projects
      • No report this meeting.
   Priority strategy 2: Repurposing public property and assets to stimulate private investment
      • West Plains Public Development Authority – Todd Coleman (15 minutes)
   Priority strategy 3: Sustainable city
      • Update on Parks water conservation projects – Garrett Jones (15 minutes)

V. Consent items
   1. Post St. Bridge replacement (Engineering Services)
   2. Two-year value blanket contract with Cascade Engineering (Solid Waste Collection)
   3. Value blanket for automotive filters (Fleet Services)
   4. Utility concrete repair services contract (Wastewater)
   5. Utility construction agreement UTB 1388 (Development Services Center)
VI. **Executive session**

Executive Session may be held or reconvened during any Public Infrastructure, Environment, and Sustainability Committee meeting.

VII. **Adjournment**

**Next Public Infrastructure, Environment, and Sustainability Committee meeting**

The next meeting will be held at the regular date and time of March 23, 2020 1:15 p.m. in the Council Briefing Center.
**Briefing Paper**

Public Infrastructure, Environment and Sustainability Committee

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>NBS – Neighborhood &amp; Planning Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject:</td>
<td>Council acceptance of WA Commerce Grant Award of $100,000. for Housing Action Plan (HB 1923 Grant)</td>
</tr>
<tr>
<td>Date:</td>
<td>February 24, 2020</td>
</tr>
<tr>
<td>Author (email &amp; phone):</td>
<td>Tirrell Black, Principal Planner, <a href="mailto:tblack@spokanecity.org">tblack@spokanecity.org</a> (6185)</td>
</tr>
<tr>
<td>City Council Sponsor:</td>
<td>Council President Beggs</td>
</tr>
<tr>
<td>Executive Sponsor:</td>
<td>Wes Crago</td>
</tr>
<tr>
<td>Committee(s) Impacted:</td>
<td>Urban Experience &amp; Public Infrastructure, Environment and Sustainability</td>
</tr>
<tr>
<td>Type of Agenda item:</td>
<td>☑️ Consent ☐ Discussion ☐ Strategic Initiative</td>
</tr>
<tr>
<td>Alignment: (link item to guiding document – Comp Plan, Strategic Plan)</td>
<td>Comprehensive Plan, Chapter 6 Housing Strategic Plan - Housing</td>
</tr>
<tr>
<td>Strategic Initiative:</td>
<td>Increase housing quality and diversity</td>
</tr>
<tr>
<td>Deadline:</td>
<td>The Housing Action Plan must be adopted by April 1, 2021. Commerce requires that last 30% of grant award ($30,000) be withheld until the Housing Action Plan is adopted.</td>
</tr>
<tr>
<td>Outcome:</td>
<td>Housing Action Plan will provide updated demographic and employment data for the city and project housing needs across all sectors not just affordable. Housing Action Plan must identify actions the city can take to address anticipated housing needs.</td>
</tr>
</tbody>
</table>

**State Legislative Background**

- E2SHB1923 – Increasing Residential Building Capacity – incentivizes cities across Washington State to look at ways to efficiently add housing and to more proactively anticipate the housing need.
- This legislation has also directed the Runstad Center for Real Estate Studies at UW to begin reporting on statewide residential capacity.
- In addition to providing grant incentives to local government, this bill made several changes to both the GMA (Growth Management Act RCW 36.70A) and also to SEPA (State Environmental Policy Act RCW43.21C), again to streamline actions that encourage residential capacity. These have been codified in the RCW.

**Housing Action Plan Components:**

- This is plan considers all housing income levels, including affordable.
- This plan focuses on creating an implementable set of actions focusing on policy decisions and code amendments that are within the city’s ability.
- A consultant contract will be entered into to complete the Housing Action Plan, but project management and public engagement will require staff time.
- Stakeholders involved in the many sectors of the housing industry regionally are significant.
- The majority of cities within the state that have requested this grant are using it toward Housing Action Plans, including City of Spokane Valley.

**Budget Impact:**

Other budget impacts: (revenue generating, match requirements, etc.) Grants funds from WA Commerce, no match required. Staff time will be required.
The required steps in the Housing Action Plan are below.

(a) **Quantify existing and projected housing needs for all income levels**, including extremely low-income households, with documentation of housing and household characteristics, and cost-burdened households;

(b) **Develop strategies to increase the supply of housing**, and variety of housing types needed to serve the housing needs identified in subsection (a);

(c) **Analyze population and employment trends**, with documentation of projections;

(d) **Consider strategies to minimize displacement** of low-income residents resulting from redevelopment.

(e) **Review and evaluate the current housing element** in the City’s Comprehensive Plan, including an evaluation of success in attaining planned housing types and units, achievement of goals and policies, and implementation of the schedule of programs and actions;

(f) **Provide for participation and input from community members, community groups, local builders, local realtors, nonprofit housing advocates, and local religious groups**; and

(g) **Identify programs and actions to implement** the recommendations of the housing action plan.
**Briefing Paper**

**PIES**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Public Works, Engineering</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Post St. Bridge Replacement</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>2-24-20</td>
</tr>
<tr>
<td><strong>Contact (email &amp; phone):</strong></td>
<td>Dan Buller (<a href="mailto:dbuller@spokanecity.org">dbuller@spokanecity.org</a> 625-6391)</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
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<tr>
<td><strong>Executive Sponsor:</strong></td>
<td>Scott Simmons</td>
</tr>
<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>PIES</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>☒ Consent □ Discussion □ Strategic Initiative</td>
</tr>
<tr>
<td><strong>Alignment:</strong> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>This project is in the 6 year street plan.</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Innovative Infrastructure</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td></td>
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<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
<td>Approval of construction contract</td>
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</table>

**Background/History:**
- The Post St. Bridge is more than 100 years old and severely deteriorated. The bridge has gradually had increasing load restrictions imposed over the past 20 years and is currently closed to all vehicular traffic.

**Executive Summary:**
- The proposed project has been in design for about 2 years during which time it has gone from a design-build project to a traditional design-bid-build project.
- The proposed project reconstructs the bridge by removing all bridge elements above the arch and constructs a new bridge structure and decking atop the existing arch. The existing arches will be saved and reinforced.
- Underlying utilities including the 54” sewer main will also be replaced. This 54” sewer main will be upsized to 60” and centered within the bridge such that it is less visible than is the existing main.
- The bridge width will be narrowed slightly to 50’ as compared to the existing 54’ width.
- It will be initially configured with one vehicular lane northbound (with sufficient width for one lane both direction should that be desired in the future) and one 10’ width bike/pedestrian lanes on each side of the traveled lane, separated from the traveled lane with planters – see attached exhibit.
- Construction is expected to begin in about May of this year and be complete by late fall 2021 with some elements likely extending into spring 2022.
- Note that an associated water main project on Post St. in front of Avista is expected to start in early April of this year.
- During construction, the bridge will be closed to all traffic. The City Parks Dept. will also have two projects underway in the same area.
• The planned detour route is shown on the attached exhibit. The detour route for this project and the parks projects have been coordinated.
• This project is funded with $12M of federal bridge grant funds, approximately $4.6M of DOE sewer loan funds, with the remainder coming from city utility funds.
• The estimated cost is approximately $20M.

<table>
<thead>
<tr>
<th>Budget Impact:</th>
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<tbody>
<tr>
<td>Approved in current year budget? ☒Yes ☐No ☐N/A</td>
</tr>
<tr>
<td>Annual/Reoccurring expenditure? ☐Yes ☒No ☐N/A</td>
</tr>
<tr>
<td>If new, specify funding source:</td>
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<tr>
<td>Other budget impacts: (revenue generating, match requirements, etc.)</td>
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<tr>
<th>Operations Impact:</th>
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<tbody>
<tr>
<td>Consistent with current operations/policy? ☒Yes ☐No ☐N/A</td>
</tr>
<tr>
<td>Requires change in current operations/policy? ☐Yes ☒No ☐N/A</td>
</tr>
<tr>
<td>Specify changes required:</td>
</tr>
<tr>
<td>Known challenges/barriers:</td>
</tr>
</tbody>
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**Proposed Bridge Section**

![Proposed Bridge Section Diagram](image-url)
Project Notification Sign Located on Post St. Bridge in March & April
# Briefing Paper

**Public Infrastructure, Environment, and Sustainability**

<table>
<thead>
<tr>
<th><strong>Division &amp; Department:</strong></th>
<th>Public Works / Solid Waste Collection 4500</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Two-Year Value Blanket Contract with Cascade Engineering, Inc.</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>February 24, 2020</td>
</tr>
<tr>
<td><strong>Author (email &amp; phone):</strong></td>
<td>Dustin Bender / <a href="mailto:ddbender@spokanecity.org">ddbender@spokanecity.org</a>, / 509.625.7806</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td></td>
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<tr>
<td><strong>Committee(s) Impacted:</strong></td>
<td>Public Infrastructure, Environment, and Sustainability</td>
</tr>
<tr>
<td><strong>Type of Agenda item:</strong></td>
<td>□ Consent □ Discussion □ Strategic Initiative</td>
</tr>
<tr>
<td><strong>Alignment:</strong></td>
<td>Solid Waste Collection’s Operating Budget</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Sustainable Resources &amp; Affordable Utility Rates</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td>Previous contracts for all cart sizes have expired, final extensions were not utilized.</td>
</tr>
<tr>
<td><strong>Outcome:</strong></td>
<td>Approval of Value Blanket Contract with Cascade Engineering, Inc.</td>
</tr>
</tbody>
</table>

**Background/History:**

The City of Spokane provides carts for automated collection of various waste streams at all residences and businesses inside the city limits. Purchase of new carts allows an inventory of available carts for replacement, size changes and new account growth. Automated collection has been successful in reducing employee injuries and increasing efficiency by allowing more carts to be picked up by only one driver assigned to each route.

In the past, the Solid Waste Collection Department has maintained three (3) separate cart supplier contracts for the various waste streams (garbage, single stream recycling and yard waste). A consolidated contract will allow the flexibility to order truckloads of mixed carts and have more interchangeable replacement parts on hand.

**Executive Summary:**

- Bid #5152-20 was issued December 2019.
- Five responses received; Cascade Engineering, Inc. was the lowest responsive bid.
- Vendor has a local distributor to assist with orders and delivery.
- Term is for two (2) years, with option to extend for three (3) additional one-year periods.
- Cart pricing for term: 32 gallon/$36.08 each, 64 gallon/$40.70 each, 96 gallon/$48.00 each.
- Annual estimated expenditure for this contract is $560,940.00, plus applicable taxes.
- Funding is budgeted in Solid Waste/Minor Equipment and Recycling/Minor Equipment.

**Budget Impact:**

- Approved in current year budget? □ Yes □ No
- Annual/Reoccurring expenditure? □ Yes □ No
- If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impact:**

- Consistent with current operations/policy? □ Yes □ No
- Requires change in current operations/policy? □ Yes □ No
- Specify changes required: Known challenges/barriers:
**Briefing Paper**

**PUBLIC INFRASTRUCTURE & SUSTAINABILITY COMMITTEE**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Finance, Fleet Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject:</td>
<td>Value Blanket for Automotive Filters</td>
</tr>
<tr>
<td>Date:</td>
<td>2/24/20</td>
</tr>
<tr>
<td>Contact (email &amp; phone):</td>
<td>David Paine, <a href="mailto:dpaine@spokanecity.org">dpaine@spokanecity.org</a>, 625-6878</td>
</tr>
<tr>
<td>City Council Sponsor:</td>
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<td>Executive Sponsor:</td>
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<td>Committee(s) Impacted:</td>
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<tr>
<td>Type of Agenda item:</td>
<td>![Consent] ![Discussion] ![Strategic Initiative]</td>
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<tr>
<td>Alignment:</td>
<td>(link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
</tr>
<tr>
<td>Strategic Initiative:</td>
<td>Maintain the City of Spokane equipment fleet</td>
</tr>
<tr>
<td>Deadline:</td>
<td></td>
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<tr>
<td>Outcome:</td>
<td>(deliverables, delivery duties, milestones to meet)</td>
</tr>
<tr>
<td>Background/History:</td>
<td>The Fleet Services Department purchases automotive filters from Western Peterbilt via RFQ 681-16.</td>
</tr>
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**Executive Summary:**

**Impact**
- This Value Blanket Order allows the purchase of automotive filters to maintain the City of Spokane equipment fleet

**Action**
- Recommend additional funds be added to the current Value Blanket Order in the amount of fifty thousand ($50,000).

**Funding**
- Funding is available in the Fleet Services and affected department’s budgets.

**Budget Impact:**
- Approved in current year budget: ![Yes] ![No] ![N/A]
- Annual/Reoccurring expenditure: ![Yes] ![No] ![N/A]
- If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impact:**
- Consistent with current operations/policy: ![Yes] ![No] ![N/A]
- Requires change in current operations/policy: ![Yes] ![No] ![N/A]
- Specify changes required: Known challenges/barriers:
<table>
<thead>
<tr>
<th><strong>Briefing Paper</strong></th>
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<td><strong>Public Infrastructure, Environment, &amp; Sustainability</strong></td>
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<thead>
<tr>
<th><strong>Division &amp; Department:</strong></th>
<th>Public Works; 1100 Street, 4100 Water &amp; Hydroelectric Services, 4310 Wastewater Maintenance Departments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject:</strong></td>
<td>Utility Concrete Repair Services Contract</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>24 February 2020</td>
</tr>
<tr>
<td><strong>Author (email &amp; phone):</strong></td>
<td>Raylene Gennett, <a href="mailto:rgennett@spokanecity.org">rgennett@spokanecity.org</a>, x7909</td>
</tr>
<tr>
<td><strong>City Council Sponsor:</strong></td>
<td>Scott Simmons, Director – Public Works</td>
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<tr>
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<td>PIES</td>
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</tr>
<tr>
<td><strong>Alignment:</strong> (link agenda item to guiding document — i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)</td>
<td>Funding for this contract is available in the Street, Water &amp; Hydroelectric Services, and Wastewater Maintenance department budgets, as applicable.</td>
</tr>
<tr>
<td><strong>Strategic Initiative:</strong></td>
<td>Innovative Infrastructure</td>
</tr>
<tr>
<td><strong>Deadline:</strong></td>
<td>Water &amp; Hydroelectric Services has utility cuts left over from 2019 pending concrete repair.</td>
</tr>
<tr>
<td><strong>Outcome:</strong> (deliverables, delivery duties, milestones to meet)</td>
<td>This contract is needed to support completion of utility cuts remaining from 2019 and in anticipation of utility cuts for the 2020 service season.</td>
</tr>
<tr>
<td><strong>Background/History:</strong></td>
<td>Invitation for Public Works Bids #5215-20 for removal and/or replacement of damaged curb and gutter sections, cement concrete curbs, approaches, and ADA curb ramps on an as-needed basis was issued December 24, 2019 on the City’s electronic bidding portal. Four bids were received by the closing deadline on January 13, 2020. Award is correspondingly recommended to Bacon Concrete for the 2020 service season as the low responsive, responsible bidder. The resulting contract will include annual renewal options at mutual consent up to a total term of four (4) years.</td>
</tr>
</tbody>
</table>
| **Executive Summary:**    | - Award Recommended to Bacon Concrete, Inc. (Spokane, WA)  
- Total Contract Value: Not to Exceed $325,000.00 including tax  
- Contract Term: Through 2020 with optional annual renewals up to a total term of four (4) years  
- Purchase Competed on Public Works Bid Request #5215-20 |
| **Budget Impact:**        | Approved in current year budget? ☑ Yes ☐ No  
Annual/Reoccurring expenditure? ☐ Yes ☑ No  
If new, specify funding source: N/A  
Other budget impacts: N/A |
| **Operations Impact:**    | Consistent with current operations/policy? ☑ Yes ☐ No  
Requires change in current operations/policy? ☐ Yes ☑ No  
Specify changes required: N/A  
Known challenges/barriers: N/A |
**Briefing Paper**

**Public Infrastructure, Environment and Sustainability Committee**

<table>
<thead>
<tr>
<th>Division &amp; Department:</th>
<th>Public Works Division, Water Department</th>
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</thead>
<tbody>
<tr>
<td>Subject:</td>
<td>Utility Construction Agreement UTB 1388</td>
</tr>
<tr>
<td>Date:</td>
<td>February 12, 2020</td>
</tr>
<tr>
<td>Contact (email &amp; phone):</td>
<td>John Saywers, <a href="mailto:jsaywers@spokanecity.org">jsaywers@spokanecity.org</a>, 625-6065</td>
</tr>
<tr>
<td>City Council Sponsor:</td>
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<tr>
<td>Executive Sponsor:</td>
<td>Scott Simmons, Director, Public Works</td>
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<tr>
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<td></td>
</tr>
<tr>
<td>Strategic Initiative:</td>
<td>Sustainable Resources – Sustainable practices; Innovative Infrastructure - Sustainability</td>
</tr>
<tr>
<td>Deadline:</td>
<td></td>
</tr>
<tr>
<td>Outcome: (deliverables, delivery duties, milestones to meet)</td>
<td>Council approval of the Utility Construction Agreement UTB 1388, that provides for modification of existing City utility facilities to accommodate a planned roundabout, to be constructed by WSDOT</td>
</tr>
</tbody>
</table>

**Background/History:**

WSDOT is planning the construction of a roundabout at the Geiger Boulevard/Grove Road intersection. WSDOT is responsible for the cost of work affecting the City utility facilities, including existing water valves, fire hydrant, blow-off assembly and air valve.

**Executive Summary:**

- Scope of work: The modification of the existing City water line facilities to accommodate the planned roundabout at the Geiger Blvd/ Grove Rd. intersection, to be constructed by WSDOT. The utility modification is to be performed by City Water Department and reimbursed by this agreement.
- Estimated cost = $45,207, payable by WSDOT Per UTB 1388 attached.

**Budget Impact:**

Approved in current year budget? ☒ Yes ☐ No ☐ N/A
Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A
If new, specify funding source: WSDOT – I-90 Geiger / Grove Roundabout UTB 1388
Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impact:**

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A
Requires change in current operations/policy? ☒ Yes ☐ No ☐ N/A
Specify changes required:
Known challenges/barriers:
This Utility Construction Agreement is made and entered into between the Washington State Department of Transportation (WSDOT) and the above named Utility; hereinafter referred to individually the “Party” and collectively the “Parties.”

Recitals

1. WSDOT is planning the construction or improvement of the State Route as shown above for the identified WSDOT project, and in connection therewith, it is necessary to remove and/or relocate and/or construct certain Utility facilities (Work).

2. WSDOT is responsible for the cost of the Work affecting the Utility’s facilities located pursuant to a documented ownership of and/or interest in real property, such as an easement, fee title, or court finding of prescriptive right, which is impacted by WSDOT project.

3. The Work shall be defined as all materials, equipment, labor, contract administration and any other effort required to perform the relocation, construction, and/or removal of the Utility’s facilities.

4. It is deemed to be in the best public interest for the Utility to perform the relocation, removal, or construction of its facilities.

Now, Therefore, pursuant to RCW 47.01.210 and chapter 47.44 RCW and in consideration of the terms, conditions, covenants, and performances contained herein, as well as the attached Exhibits which are incorporated and made a part hereof,

It Is Mutually Agreed As Follows:

1. Construction, Inspection, and Acceptance
   1.1 Program Guide: Utility Relocation and Accommodation on Federal Aid Highway Projects shall determine and establish the definitions and applicable standards and payments under this Agreement. By this reference this document is adopted and made a part of this Agreement as if fully contained herein.
1.2 Betterment: A betterment is any improvement to the Utility’s facilities not required by code, regulation, standard industry practice, or any other applicable regulation. If any of the Work constitutes a betterment as defined in the Program Guide: Utility Relocation and Accommodation on Federal Aid Highway Projects, the Utility is solely responsible for the costs of such improvement.

1.3 Accrued Depreciation: Accrued depreciation may be applied to any of the Utility’s major facilities, such as a building, pump station, power plant, etc. Accrued depreciation shall not apply to the Utility’s primary facilities, such as pipelines, conductors, poles, cable, conduit, etc. If any Utility facility does qualify for an adjustment due to accrued depreciation as defined in Program Guide: Utility Relocation and Accommodation on Federal Aid Highway Projects, the costs are calculated according to the formula in the Program Guide and the result is shown as a Utility cost in Exhibit B Cost Estimate.

1.4 The Utility shall furnish the labor, materials, equipment, and tools required for and perform the Work in constructing, removing and/or relocating the Utility facilities, in accordance with Exhibit A, Special Provisions, and Exhibit C, Plans.

1.5 If the Utility is not adequately staffed or equipped to perform all the Work required herein, the Utility may have all or part of this Work done by a contract let by the Utility, as follows:

1.5.1 Before contracting out any Work, the Utility shall obtain written authorization from WSDOT, and WSDOT may require the Utility to advertise and solicit bids for the contract Work.

1.5.2 If WSDOT requires the Work to be advertised and bid, the Utility shall provide a copy of all bid documents to WSDOT seven (7) calendar days prior to the advertisement date, or as specified in Exhibit A, for WSDOT comment.

1.5.3 The Utility shall notify WSDOT at least three (3) working days in advance of the location and time of the bid opening so that a WSDOT representative may attend the bid opening.

1.5.4 The Utility shall supply a copy of the three lowest bids with itemized bid amounts to WSDOT within seven (7) calendar days of bid opening.

1.5.5 If the Utility elects to use other than the lowest bid contractor, the Utility shall provide written justification to WSDOT for the use of that contractor and bid price. WSDOT shall review the Utility’s written justification, and if WSDOT does not agree therewith and the Utility awards the bid to other than the lowest bid contractor, the Utility shall be responsible for the cost difference between the amount of the lowest bid and the amount of the awarded contract.

1.6 If the Utility desires to have the Work performed under an existing contract, WSDOT may require the Utility to provide WSDOT with a copy of the contract for WSDOT’s written approval of the contractor and contract charges.

1.7 The Parties agree that nothing in WSDOT’s approval of a Utility contractor or bid shall be for the benefit of the Utility; all such approvals, whether written or verbal, shall be solely for the benefit of WSDOT and shall not establish a contractual relationship among WSDOT, the Utility, and the Utility’s contractor.
1.8 All of the Utility’s Work, construction procedures, materials, and/or utility installation, as provided under this Agreement, shall be subject to WSDOT inspection for solely the benefit of WSDOT’s payment, state highway and/or WSDOT project. The Utility shall promptly notify WSDOT in writing when the Work is completed. WSDOT shall inspect the Work for compliance with the Exhibits attached to this Agreement. WSDOT will notify the Utility in writing of any non-compliance that would impact WSDOT’s payment, state highway and/or WSDOT project. The Utility agrees to make the necessary changes to satisfy WSDOT requirements or adjust the invoice. WSDOT’s inspection shall not reduce or modify the Utility’s responsibility for the Work.

1.9 Upon completion of the Work, the Utility agrees that it shall be solely responsible for all future ownership, operation and maintenance costs of its facilities, without WSDOT liability or expense.

2. Authority to Begin Work and Work Schedule
2.1 The Utility agrees not to begin Work until WSDOT has provided written notice, authorizing the Utility to begin Work. WSDOT shall not be obligated to reimburse the Utility for any Work performed before the date of notification.

2.2 The Utility agrees to schedule and perform the Work in such manner as not to delay or interfere with WSDOT’s contractor in the performance of WSDOT’s project. The Utility shall be responsible for any costs resulting from delay of, or interference with, WSDOT’s project contractor, to the extent the delay or interference is attributable to the Utility or the Utility’s contractor. Any mutually agreed conditions or requirements for avoidance of delay of, or interference with, WSDOT’s project contractor shall be included in Exhibit A.

3. Compliance
3.1 The Utility agrees to comply with all applicable requirements of WSDOT in accordance with the Utilities Accommodation Policy, Chapter 468-34 WAC, and amendments thereto, and said policy and amendments are hereby incorporated in and made a part of this Agreement for all intents and purposes as if fully set forth herein.

3.2 The Utility agrees to comply with all applicable laws and environmental requirements of any jurisdictional agency and is responsible for obtaining any necessary environmental permits required in order to perform the Work.

3.3 The Utility agrees to obtain and comply with any other permits from any jurisdictional agency that are required in order for the Utility to perform the Work.

4. Payment
4.1 WSDOT is responsible for the cost of the Work, excluding all betterment work, for the Utility’s facilities that are located pursuant to a documented ownership interest in real property, such as an easement, fee title, or court finding of prescriptive right, which are impacted by WSDOT project, as shown in Exhibits A and B. Exhibit B, Cost Estimate, contains an itemized cost estimate of WSDOT-responsible costs for the Work to be performed by the Utility.

4.2 WSDOT, in consideration of the faithful performance of the Work to be done by the Utility, agrees to reimburse the Utility for the actual direct and related indirect cost of the Work, excluding all betterment work, for which WSDOT is responsible as defined in
Exhibits A and B. The Utility agrees to invoice WSDOT and provide supporting documentation for all charges, and WSDOT agrees to pay the Utility within thirty (30) days of receipt of an invoice. Payments shall not be more frequent than one per month. A partial payment will not constitute agreement as to the appropriateness of any item and that, at the time of final invoice, the Parties will resolve any discrepancies.

4.3 The Utility shall submit a final invoice to WSDOT within ninety (90) calendar days following completion of the Work. In the event that the final invoice reveals an overpayment to the Utility, the Utility agrees to refund such overpayment to WSDOT within thirty (30) days.

5. **Change in Work or Cost Increase**
5.1 WSDOT agrees that the amount shown in Exhibit B may not reflect the actual costs of the Work. Should the Utility determine that the Work costs for which WSDOT is responsible might exceed the cost estimate by more than Twenty Five (25%) percent, the Utility shall immediately notify WSDOT before performing any Work in excess of the Exhibit B estimate plus the additional percentage. WSDOT and the Utility will, if necessary, amend Exhibit B to revise the cost estimate before the Utility incurs costs above the amount shown in Exhibit B plus the additional percentage.

5.2 Should it be necessary to modify Exhibit A, Special Provisions, the Utility agrees to immediately notify WSDOT of all proposed changes, and WSDOT agrees to provide written notice of its acceptance or rejection of the change(s), in writing, within Five (5) working days.

6. **Right of Entry**
6.1 Subject to the Utility obtaining all required permits and meeting any other requirements for Work conducted within state-owned right of way, WSDOT hereby grants the Utility a right of entry upon all land in which WSDOT has interest for the purpose of performing the Work. Upon completion of the Work, this right of entry shall terminate except as otherwise provided in Section 6.

6.2 A WSDOT grant of access and right of entry onto an interstate limited access right of way may require additional conditions, for example, a traffic control plan will be required if the Utility’s Work will impact highway traffic. The Parties agree that all Utility access and right of entry provisions affecting an interstate limited access right of way will be identified in Exhibit A, Special Provisions. Upon completion of the Work, this right of entry shall terminate except as otherwise provided in Section 6.

6.3 The Utility shall not enter state-owned right of way without first having a WSDOT-issued written right of entry.

7. **General Provisions**
7.1 Indemnification: To the extent authorized by law, the Utility and WSDOT shall indemnify and hold harmless one another and their employees and/or officers from and shall process and defend at its own expense any and all claims, demands, suits at law or equity, actions, penalties, losses, damages (both to persons and/or property), or costs, of whatsoever kind or nature, brought against the one Party arising out of, in connection with, or incident to the other Party’s performance or failure to perform any aspect of this Agreement, provided, however, that if such claims are caused by or result from the concurrent negligence of (a) the Utility and (b) WSDOT, their respective employees
and/or officers, or involves those actions covered by RCW 4.24.115, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Utility or WSDOT, and provided further, that nothing herein shall require the Utility or WSDOT to hold harmless or defend the other or its employees and/or officers from any claims arising from that Party's sole negligence or that of its employees and/or officers. The terms of this section shall survive the termination of this Agreement.

7.2 Disputes: If a dispute occurs between the Utility and WSDOT at any time during the prosecution of the Work, the Parties agree to negotiate at the management level to resolve any issues. Should such negotiations fail to produce a satisfactory resolution, the Parties agree to enter into arbitration and/or mediation before proceeding to any other legal remedy. Each Party shall be responsible for its own fees and costs. The Parties agree to equally share the cost of a mediator or arbiter.

7.3 Venue: In the event that either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties agree that any such action or proceedings shall be brought in the superior court situated in Spokane County, Washington unless filing in another county is required under any provision of the Revised Code of Washington. Further, the Parties agree that each shall be responsible for its own attorneys' fees and costs.

7.4 Termination:

7.4.1 The Utility understands that WSDOT retains the right to terminate this Agreement for convenience upon thirty (30) calendar days written notice to the Utility. In the event that WSDOT exercises this termination right, WSDOT will reimburse the Utility for all allowable costs under this Agreement incurred prior to the date of termination.

7.4.2 In the event funding for the Work is withdrawn, reduced, or limited in any way after the execution date of this Agreement and prior to normal completion, WSDOT may terminate the Agreement upon less than the thirty (30) calendar day notice requirement in section 8.4.1, subject to renegotiation at WSDOT's sole option pursuant to the revised funding limitations and conditions.

7.5 Amendments: This Agreement may be amended by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless put in writing and signed by persons authorized to bind each of the Parties.

7.6 Independent Contractor: Both Parties shall be deemed independent contractors for all purposes, and the employees of each Party and any of its contractors, subcontractors, consultants, and the employees thereof, shall not in any manner be deemed to be the employees of the other Party.

7.7 Audit and Records: During the progress of the Work and for a period of not less than six (6) years from the date of final payment. The Utility shall maintain the records and accounts pertaining to the Work and shall make them available during normal business hours and as often as necessary, for inspection and audit by WSDOT, State of Washington, and/or Federal Government and copies of all records, accounts, documents or other data pertaining to the Work will be furnished upon request. The requesting Party shall pay the cost of copies produced. If any litigation, claim or audit is commenced, the records and accounts along with supporting documentation shall be retained until any
litigation, claim or audit finding has been resolved even though such litigation, claim or audit continues past the six-year retention period.

7.8 Working Days: Working days for this Agreement are defined as Monday through Friday, excluding Washington State holidays per RCW 1.16.050.

In Witness Whereof, the Parties hereto have executed this Agreement as of the day and year last written below.

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<thead>
<tr>
<th>Washington State Department of Transportation</th>
<th>Utility</th>
</tr>
</thead>
<tbody>
<tr>
<td>By: <strong>Mike Gribner P.E</strong></td>
<td>By:</td>
</tr>
<tr>
<td>Printed: <strong>Mike Gribner P.E</strong></td>
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<tr>
<td>Title: <strong>Regional Administrator</strong></td>
<td>Title:</td>
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<tr>
<td>Date: ****</td>
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Scope of Work

The modification of the existing water valves, fire hydrant and blow-off assembly and air valve of City of Spokane Water (Utility) line facilities to accommodate the planned roundabout at the Geiger Blvd/ Grove Rd. intersection, to be constructed by WSDOT.

UTILITY RESPONSIBILITIES:

1. The Utility will plan and coordinate the water line construction work to be performed, including procurement of materials required to perform the Work, this project has the Buy America requirement.

2. The Utility will relocate their water valves, blow off assembly, air valve and fire hydrant,

3. The Utility will complete the relocations within the time frame provided below
   a) Fire Hydrant and 12 inch water valve – Done in Stage 1 of the roundabout construction, (one day of work)
   b) New 4 inch Blow off assembly, 18 inch water valves and 2 inch air valve. – Done in Stage 2 of the roundabout construction, (one day of work)
   c) Remove 3 valves and install tee – Done in stage 3 of the roundabout construction, (three days of work)

WSDOT RESPONSIBILITIES:

1. WSDOT will provide, to the Utility, CAD files and plans for the proposed Geiger Blvd/ Grove Rd roundabout construction.

2. WSDOT will provide a work window in the contract special provisions.
City of Spokane Water Department  
914 E. North Foothills Dr.  
Spokane, WA 99207

Construction Estimate

2/6/2020  
Air Valve/Blowoff Relocates  
Geiger Blvd & Flightline

TOTAL ESTIMATE *  
$9,341.93  
Round to $9,342

This construction estimate is valid for one year. Full payment in the amount of the estimate must be paid in advance before the project will be scheduled.

* Estimate only: actual costs will be billed or refunded accordingly.

Individual water service taps and meters are not included in this estimate. Taps and meters must be purchased separately at City Hall.

Rock removal is not included in this estimate. There will be additional charges if rock is encountered during the trenching operation.

NOTE:

** If the water service tap(s) has been purchased **

During the time of the water main construction, special arrangements can be made with the project foreman to construct the water service line from water main to the property line. Payment for this service line construction can be made to the project foreman.
## Materials

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Sub Total: $ 6,471.75

## Labor

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Sub Total: $ 1,302.68

## Equipment

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Sub Total: $ 1,567.50
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Sub Total: $ 0.00

TOTAL: $9,341.93

Round to $9,342
City of Spokane Water Department  
914 E. North Foothills Dr.  
Spokane, WA 99207  

Construction Estimate  
2/6/2020  
Relocate Hydrant  
Geiger Blvd & Flightline  

TOTAL ESTIMATE *  
$8,535.63  

THIS CONSTRUCTION ESTIMATE IS VALID FOR ONE YEAR  
FULL PAYMENT IN THE AMOUNT OF THE ESTIMATE MUST BE  
PAID IN ADVANCE BEFORE THE PROJECT WILL BE SCHEDULED  

*ESTIMATE ONLY: ACTUAL COSTS WILL BE BILLED OR REFUNDED ACCORDINGLY  

INDIVIDUAL WATER SERVICE TAPS AND METERS ARE NOT INCLUDED IN THIS ESTIMATE  
TAPS AND Meters MUST BE PURCHASED SEPARATELY AT CITY HALL.  

ROCK REMOVAL IS NOT INCLUDED IN THIS ESTIMATE, THERE WILL BE ADDITIONAL  
CHARGES IF ROCK IS ENCOUNTERED DURING THE TRENCHING OPERATION  

NOTE:  
** IF THE WATER SERVICE TAP(S) HAS BEEN PURCHASED **  
DURING THE TIME OF THE WATER MAIN CONSTRUCTION  
SPECIAL ARRANGEMENTS CAN BE MADE WITH THE PROJECT FOREMAN  
TO CONSTRUCT THE WATER SERVICE LINE FROM WATER MAIN TO THE PROPERTY LINE  
PAYMENT FOR THIS SERVICE LINE CONSTRUCTION CAN BE MADE  
TO THE PROJECT FOREMAN
### MATERIALS

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**Sub Total:** $3,687.15

### LABOR

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**Sub Total:** $2,318.48

### EQUIPMENT

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**Sub Total:** $2,530.00
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Sub Total: $ -

TOTAL: $8,535.63

Round to $8,536
City of Spokane Water Department
914 E. North Foothills Dr.
Spokane, WA 99207

Construction Estimate

2/6/2020
Valve Relocates
Geiger Blvd & Flightline

TOTAL ESTIMATE *
$27,329.34

THIS CONSTRUCTION ESTIMATE IS VALID FOR ONE YEAR
FULL PAYMENT IN THE AMOUNT OF THE ESTIMATE MUST BE
PAID IN ADVANCE BEFORE THE PROJECT WILL BE SCHEDULED

*ESTIMATE ONLY: ACTUAL COSTS WILL BE BILLED OR REFUNDED ACCORDINGLY

INDIVIDUAL WATER SERVICE TAPS AND METERS ARE NOT INCLUDED IN THIS ESTIMATE
TAPS AND METERS MUST BE PURCHASED SEPARATELY AT CITY HALL.

ROCK REMOVAL IS NOT INCLUDED IN THIS ESTIMATE, THERE WILL BE ADDITIONAL
CHARGES IF ROCK IS ENCOUNTERED DURING THE TRENCHING OPERATION

NOTE:
** IF THE WATER SERVICE TAP(S) HAS BEEN PURCHASED **

DURING THE TIME OF THE WATER MAIN CONSTRUCTION
SPECIAL ARRANGEMENTS CAN BE MADE WITH THE PROJECT FOREMAN
TO CONSTRUCT THE WATER SERVICE LINE FROM WATER MAIN TO THE PROPERTY LINE
PAYMENT FOR THIS SERVICE LINE CONSTRUCTION CAN BE MADE
TO THE PROJECT FOREMAN
### MATERIALS

<table>
<thead>
<tr>
<th>Description</th>
<th>Qty</th>
<th>Unit</th>
<th>Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>12&quot; Sleeve</td>
<td>1</td>
<td>EA</td>
<td>136.14</td>
<td>$136.14</td>
</tr>
<tr>
<td>12&quot; Meg</td>
<td>3</td>
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<td>$80.25</td>
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<tr>
<td>12&quot; DITJ Pipe</td>
<td>6</td>
<td>FT</td>
<td>22.38</td>
<td>$134.28</td>
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<tr>
<td>18&quot; DITJ Pipe</td>
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<td>$770.20</td>
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<td>2</td>
<td>EA</td>
<td>5675</td>
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<td>Valve Box Top Section</td>
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<td>EA</td>
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<td>$128.08</td>
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<td>Valve Box Bottom Section</td>
<td>2</td>
<td>EA</td>
<td>68.78</td>
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<td>EA</td>
<td>356.69</td>
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<td>18&quot; Meg</td>
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Sub Total: $18,329.98

### LABOR

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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>Water Service Foreman</td>
<td>8</td>
<td>HR</td>
<td>$71.72</td>
</tr>
<tr>
<td>Water Service Specialist</td>
<td>30</td>
<td>HR</td>
<td>$53.70</td>
</tr>
<tr>
<td>Heavy Equipment Oper.</td>
<td>45</td>
<td>HR</td>
<td>$47.88</td>
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<tr>
<td>Laborer II</td>
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<td>$44.31</td>
</tr>
<tr>
<td>Laborer I</td>
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Sub Total: $4,339.36

### EQUIPMENT

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<tr>
<th>Description</th>
<th>Qty</th>
<th>Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4 Yd Backhoe</td>
<td>16</td>
<td>HR</td>
<td>$93.75</td>
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<tr>
<td>Repair Truck</td>
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<td>HR</td>
<td>$62.50</td>
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<td>3/4 Ton Pick-up</td>
<td>8</td>
<td>HR</td>
<td>$20.00</td>
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<tr>
<td>Dump Truck</td>
<td>15</td>
<td>HR</td>
<td>$75.00</td>
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</table>

Sub Total: $4,660.00
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<th>Description</th>
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<tbody>
<tr>
<td>Asphalt Set Fee</td>
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<td>EA</td>
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<tr>
<td>Asphalt Replacement</td>
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<td>SY</td>
<td>$188.00</td>
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<tr>
<td>Rock Removal</td>
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<tr>
<td>Backfill Material</td>
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<td>TN</td>
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<tr>
<td>County Permit</td>
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<td>EA</td>
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</table>

Sub Total: $ - 

TOTAL: $27,329.34

Round to $27,329
SIGN SPACING = X (1)

1. All spacings may be adjusted to accommodate intersections and driveways.
2. This spacing may be reduced in urban areas to fit roadway conditions.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)

<table>
<thead>
<tr>
<th>Shoulder Width (W')</th>
<th>Posted Speed (mph)</th>
<th>Channelization Device Spacing (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>25</td>
<td>MPH: 25 TAPER: 0 TANGENT: 0</td>
</tr>
<tr>
<td>30</td>
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<td>MPH: 30 TAPER: 0 TANGENT: 0</td>
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<td>35</td>
<td>35</td>
<td>MPH: 35 TAPER: 0 TANGENT: 0</td>
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<td>40</td>
<td>40</td>
<td>MPH: 40 TAPER: 0 TANGENT: 0</td>
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<td>45</td>
<td>45</td>
<td>MPH: 45 TAPER: 0 TANGENT: 0</td>
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<tr>
<td>50</td>
<td>50</td>
<td>MPH: 50 TAPER: 0 TANGENT: 0</td>
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<tr>
<td>55</td>
<td>55</td>
<td>MPH: 55 TAPER: 0 TANGENT: 0</td>
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<tr>
<td>60</td>
<td>60</td>
<td>MPH: 60 TAPER: 0 TANGENT: 0</td>
</tr>
<tr>
<td>65</td>
<td>65</td>
<td>MPH: 65 TAPER: 0 TANGENT: 0</td>
</tr>
<tr>
<td>70</td>
<td>70</td>
<td>MPH: 70 TAPER: 0 TANGENT: 0</td>
</tr>
</tbody>
</table>

NOTES

1. See Plan Sheet TC1 for overall Class A signing plan.
2. All signs are Class A unless otherwise noted.
3. Signs shall be placed according to TC5 (intersection lane closure).
4. All signs are black on orange unless otherwise designated.
5. Conflicting pavement markings no longer applicable shall be removed or obliterated. Temporary markings shall be used as indicated.
6. Detour shall be placed according to Sheet TC12 (flightline detour).
7. All detour plans shall only be used in conjunction with staging plans.

LEGEND

- Added HMA location
- Channelization device
- Concrete apron joint
- Type 3 barricade W/15-2 road closed (BW) sign
- Temporary striping
- Construction area (current stage)
- Indicates traffic direction intent

FILE NAME: c:\\users\\hinesla\\pw_wsdot\\d0230040\\XL5647_PS_TC21.dgn

UTB 1388 Exhibit C Plans
Page 2 of 4

Washington State Department of Transportation
I-90 GEIGER FIELD I/C RECONSTRUCTION
STAGING PLANS
SIGN SPACING = X (1)

RURAL ROADS & URBAN ARTERIALS
25 / 30 MPH
200 x (2)

RESIDENTIAL & BUSINESS DISTRICTS
25 / 30 MPH
200 x (2)

URBAN STREETS
25 MPH OR LESS
100 x (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DEPARTMENTS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)

<table>
<thead>
<tr>
<th>Posted Speed (mph)</th>
<th>Shoulder Width (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25</td>
</tr>
<tr>
<td>25</td>
<td>10</td>
</tr>
<tr>
<td>30</td>
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<td>35</td>
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<tr>
<td>40</td>
<td></td>
</tr>
<tr>
<td>45</td>
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<tr>
<td>50</td>
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</tr>
<tr>
<td>55</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td></td>
</tr>
<tr>
<td>70</td>
<td></td>
</tr>
</tbody>
</table>

USE A 3 DEVICES TAPER FOR SHOULDERS LESS THEN 10

CHANNELIZATION DEVICE SPACING (feet)

<table>
<thead>
<tr>
<th>MPH:</th>
<th>TAPER:</th>
<th>TANGENT:</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>22</td>
<td>13</td>
</tr>
<tr>
<td>30</td>
<td>25</td>
<td>15</td>
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<tr>
<td>35</td>
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<td>15</td>
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<tr>
<td>40</td>
<td>25</td>
<td>15</td>
</tr>
<tr>
<td>45</td>
<td>25</td>
<td>15</td>
</tr>
<tr>
<td>50</td>
<td>25</td>
<td>15</td>
</tr>
<tr>
<td>55</td>
<td>25</td>
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<td>25</td>
<td>15</td>
</tr>
<tr>
<td>70</td>
<td>25</td>
<td>15</td>
</tr>
</tbody>
</table>

NOTES

1. SEE PLAN SHEET TC1 FOR OVERALL CLASS A SIGNING PLAN.
2. ALL SIGNS ARE CLASS A UNLESS OTHERWISE NOTED.
3. SIGNS SHALL BE PLACED ACCORDING TO TC4 (SINGLE-LANE CLOSURE FOR MULTI-LANE ROADS).
4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
5. CONFLICTING PAVEMENT MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED OR OBSCURED. TEMPORARY MARKINGS SHALL BE USED AS INDICATED.
6. DETOUR SHALL BE PLACED ACCORDING TO SHEETS TC12 AND TC13 (FLIGHTLINE AND GEIGER EAST).
7. ALL DETOUR PLANS SHALL ONLY BE USED IN CONJUNCTION WITH STAGING PLANS.
8. SEE SIGN SHEETS SN-SN5 FOR PERMANENT SIGN INSTALLATION.

LEGEND

- ADDED HMA LOCATION
- CHANNELIZATION DEVICE
- HMA JUMP
- TEMPORARY STRIPE
- CONSTRUCTION AREA (CURRENT STAGE)
- INDICATED TRAFFIC DIRECTION INTENT

GEIGER RAB STAGE 2

FILE NAME: 20200623_pwsdot@glenn.hinesla.slidr.dgn
TIME: 01:51:12 AM
DATE: 02/11/2020
STAFFED: 10 WASH
PLOTTED BY: L. HINES
ENTERED BY: L. HINES
CHECKED BY: L. HINES
REGIONAL ADM. M. GRIEBNER P.E.
REVISION DATE: XL5647

Washington State Department of Transportation
I-90
REECONSTRUCTION
STAGING PLANS

UTB 1388
Exhibit C Plans
Page 3 of 4
MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)

<table>
<thead>
<tr>
<th>SHOULDER WIDTH (ft)</th>
<th>Posted Speed (mph)</th>
<th>Minimum Taper Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>25</td>
<td>8.33 ft</td>
</tr>
<tr>
<td>60</td>
<td>30</td>
<td>10 ft</td>
</tr>
<tr>
<td>55</td>
<td>35</td>
<td>12.35 ft</td>
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<td>40</td>
<td>15 ft</td>
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<tr>
<td>45</td>
<td>45</td>
<td>16.67 ft</td>
</tr>
<tr>
<td>40</td>
<td>50</td>
<td>17.5 ft</td>
</tr>
<tr>
<td>40</td>
<td>55</td>
<td>17.5 ft</td>
</tr>
<tr>
<td>40</td>
<td>60</td>
<td>17.5 ft</td>
</tr>
<tr>
<td>40</td>
<td>65</td>
<td>17.5 ft</td>
</tr>
</tbody>
</table>

USE A 3 DEVICES TAPER FOR SHOULDERS LESS THAN 65 ft

CHANNELIZATION DEVICE SPACING (feet)

<table>
<thead>
<tr>
<th>MPH</th>
<th>TAPER</th>
<th>TANGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>35/40</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>25/30</td>
<td>40</td>
<td>40</td>
</tr>
</tbody>
</table>

NOTES
1. SEE PLAN SHEET TC1 FOR OVERALL CLASS A SIGNING PLAN.
2. ALL SIGNS ARE CLASS A UNLESS OTHERWISE NOTED.
3. SIGNS SHALL BE PLACED ACCORDING TO TC
4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
5. CONFLICTING PAVEMENT MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED OR OBSCURED. TEMPORARY MARKINGS SHALL BE USED AS INDI cATED.
6. DETOUR ROUTES SHALL BE PLACED ACCORDING TO SHEETS TC9 AND TC13 ('WB RAB STG 2 DETOUR AND GEIGER EAST')
7. ALL DETOURS SHALL ONLY BE USED IN CONJUNCTION WITH STAGING PLANS.

LEGEND
- ADDED HMA LOCATION
- CHANNELIZATION DEVICE
- HMA JOINT
- TYPE 3 BARRICADE W/RT-12 ROAD CLOSED (RW) SIGN
- TEMPORARY STRIPING
- CONSTRUCTION AREA (CURRENT STAGE)
- INDICATES TRAFFIC DIRECTION INTENT

GEIGER RAB STAGE 3

Washington State Department of Transportation

I-90
GEIGER FIELD I/C RECONSTRUCTION

STAGING PLANS
(August 6, 2012)

In accordance with Buy America requirements contained in 23 CFR 635.410, the major quantities of steel and iron construction material that is permanently incorporated into the project shall consist of American-made materials only. Buy America does not apply to temporary steel items, e.g., temporary sheet piling, temporary bridges, steel scaffolding and falsework.

Minor amounts of foreign steel and iron may be utilized in this project provided the cost of the foreign material used does not exceed one-tenth of one percent of the total contract cost or $2,500.00, whichever is greater.

American-made material is defined as material having all manufacturing processes occurring domestically. To further define the coverage, a domestic product is a manufactured steel material that was produced in one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.

If domestically produced steel billets or iron ingots are exported outside of the area of coverage, as defined above, for any manufacturing process then the resulting product does not conform to the Buy America requirements. Additionally, products manufactured domestically from foreign source steel billets or iron ingots do not conform to the Buy America requirements because the initial melting and mixing of alloys to create the material occurred in a foreign country.

Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size or shape, or the final finish is considered a manufacturing process. The processes include rolling, extruding, machining, bending, grinding, drilling, welding, and coating. The action of applying a coating to steel or iron is deemed a manufacturing process.

Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron.

Due to a nationwide waiver, Buy America does not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron or processed, pelletized, and reduced iron ore.

The following are considered to be steel manufacturing processes:

1. Production of steel by any of the following processes:
   a. Open hearth furnace.
   b. Basic oxygen.
   c. Electric furnace.
   d. Direct reduction.

2. Rolling, heat treating, and any other similar processing.

3. Fabrication of the products.
a. Spinning wire into cable or strand.

b. Corrugating and rolling into culverts.

c. Shop fabrication.

A certification of materials origin will be required for any items comprised of, or containing, steel or iron construction materials prior to such items being incorporated into the permanent work. The certification shall be on DOT Form 350-109EF provided by the Engineer, or such other form the Contractor chooses, provided it contains the same information as DOT Form 350-109EF.
The following Certification of Materials Origin is made for the purposes of establishing materials acceptance under Contract Provisions entitled "Buy America." Materials as described above are furnished for use in compliance with the certification as noted in 1 or 2 below. Manufacturing processes for the materials are defined on the back of this form.

1. The materials covered by this certification are American-Made with all manufacturing processes entirely within the United State of America.

2. The materials furnished for this project under this certification contain steel or iron manufactured, all or in part, outside the United States of America, as indicated below.

The Description of these materials and the Country of Origin of these materials is as follows:

The Invoice Cost for the above described foreign-made materials is:

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Contractor / Subcontractor / Manufacturer / Supplier Name

Authorized Corporate Official Signature

Date

Place

DOT Form 350-109
Revised 07/2012

UTB 1388
Exhibit D Buy America
Page 3 of 4
The following items are considered to be Steel or Iron Manufacturing Processes

1. Any process from the original reduction from ore to the finished product constitutes a manufacturing process for iron. Foreign source steel ingots or foreign source steel billets used in any manufacturing process of a steel product is considered foreign steel under the Buy America Provision.

2. Production of Steel by any of the following processes:
   a. Open Hearth Furnace.
   b. Basic Oxygen.
   c. Electric Furnace.
   d. Direct Reduction.

3. Rolling, heat treating, and any other similar processing.

4. Fabrication of the products:
   a. Spinning wire into cable or strand.
   b. Corrugating and rolling into culverts.
   c. Shop fabrication.

5. Protective coatings such as zinc, aluminum, epoxy, paint, or any other coating that protects or enhances the value of steel or iron.

6. Due to a nationwide waiver, Buy America does not apply to raw materials (iron ore and alloys), scrap (recycled steel or iron), and pig iron or processed, pelletized, and reduced iron ore.