

AM NO. 10-091 (C.5)

MEMO TO: City Council

FROM: John Marchione, Mayor

DATE: May 4, 2010

SUBJECT: **APPROVAL OF AWARD OF BID AND SUPPLEMENTAL CONSULTANT AGREEMENT NO. 3 FOR FINAL DESIGN/CONSTRUCTION SERVICES, SR 202/NE 124TH STREET INTERSECTION IMPROVEMENTS, PROJECT NO. 101173**

I. RECOMMENDED ACTION:

Approve the award of bid for the SR 202/NE 124th Street Intersection Improvements, Project No. 101173, to Johansen Excavating of Buckley, WA, for the amount bid of \$3,005,419.90, and authorize the Mayor to sign the contract.

Approve Supplemental Consultant Agreement No. 3 with Otak Inc. for final design and construction support services for the SR 202/NE 124th Street Intersection Improvements, Project No. 101173, in an amount not to exceed \$239,788.50, and authorize the Mayor to sign the agreement.

II. DEPARTMENT CONTACT PERSONS:

Bill Campbell, Director of Public Works	425-556-2733
Ron Grant, Assistant Public Works Director/City Engineer	425-556-2742
Steve Gibbs, Project Manager	425-556-2729

III. DESCRIPTION:

This project will construct improvements to the intersection of SR 202 and NE 124th Street, including:

- Add two additional thru lanes to the east leg of the intersection
- Left turn lane for westbound NE 124th Street to southbound SR 202 will be lengthened to provide more storage and reduce the back-ups on NE 124th Street.
- Curb, gutter, planter strip, and sidewalk will be placed along the southern frontage on NE 124th Street.

- Street lighting will be expanded along the eastern leg and signal modifications will be made to accommodate the revised channelization.
- Widening of the south leg of SR 202 at the NE 124th Street intersection to include an additional left turn lane onto westbound NE 124th Street.

At the February 21, 2006, Council meeting, the City Council approved the preliminary design contract with Otak, Inc. to develop a preliminary plan and evaluate the best options for stream and wetland mitigation. At the July 1, 2008, Council meeting, City Council approved the final design contract with Otak.

Advertisements for bids were placed in the *Daily Journal of Commerce* on March 31 and April 7, 2010. Bids were opened on April 15, 2010, after the 2:00 p.m. submittal deadline; ten (10) bids were received and are tabulated as follows:

Johansen Excavating, Inc.	\$3,005,419.90
Thomco Const. Inc.	\$3,062,387.11
SCI Infrastructure, LLC.	\$3,211,281.25
Tri-State Construction, Inc.	\$3,226,502.34
Rodarte Construction Inc.	\$3,231,970.47
KLB Construction	\$3,247,384.90
Road Construction NW	\$3,250,442.48
Westwater Construction Company	\$3,476,097.00
Universal Land Construction	\$3,520,808.83
West Coast Construction Company, Inc.	\$3,673,598.70
<i>Construction Estimate</i>	<i>\$4,149,789.50</i>

All bidders' prices, extensions, and additions have been checked for accuracy and for unbalanced bid items.

Staff recommends award to the low bidder Johansen Excavating, Inc. The amount bid is approximately 28% below the engineer's estimate, the bidder is considered responsible. This contractor has successfully completed several jobs for municipalities in recent years.

The supplemental agreement for Otak covers additional engineering services required for permitting, right-of-way acquisition, and signal and channelization revisions. This supplement also covers construction administration support.

IV. IMPACT:

- A. Service Delivery: This project will improve the safety and operation of the intersection at SR 202 and NE 124th Street.

B. Fiscal:

Estimated Project Costs

Preliminary Design	
Otak	\$329,000
City Administration, Misc.	40,000
Final Design	
Otak	517,000
City Administration and Permitting	99,000
Right-of-Way	
Acquisition	490,000
Demolition	24,000
Construction	
Construction Contract (Johansen Excavating)	3,005,420
City Furnished Signal Equipment	125,000
Overhead Utility Conversion Costs	240,000
Construction Administration	
City, Testing, Misc.	148,000
Consultant Support and Inspection	142,000
Contingencies	<u>350,000</u>
Total Project Costs	\$5,509,420

Project Funding

TIB Grant	2,495,476
Developer Contribution	1,650,000
Transportation CIP	1,113,944
King County	<u>250,000</u>
Total Funding	\$5,509,420

V. ALTERNATIVES:

City Council could choose not to award the bid and direct staff to re-bid or cancel the project. Failure to award the bid would delay the construction of the improvements, and could potentially increase construction costs if the project was constructed in the future.

VI. TIME CONSTRAINTS:

Award must occur within 45 days of bid opening or the contractors may withdraw their bids.

The following schedule is proposed:

Award Bid	May 4, 2010
Notice to Proceed	June 2010
Construction	June 2010 - Jan 2011

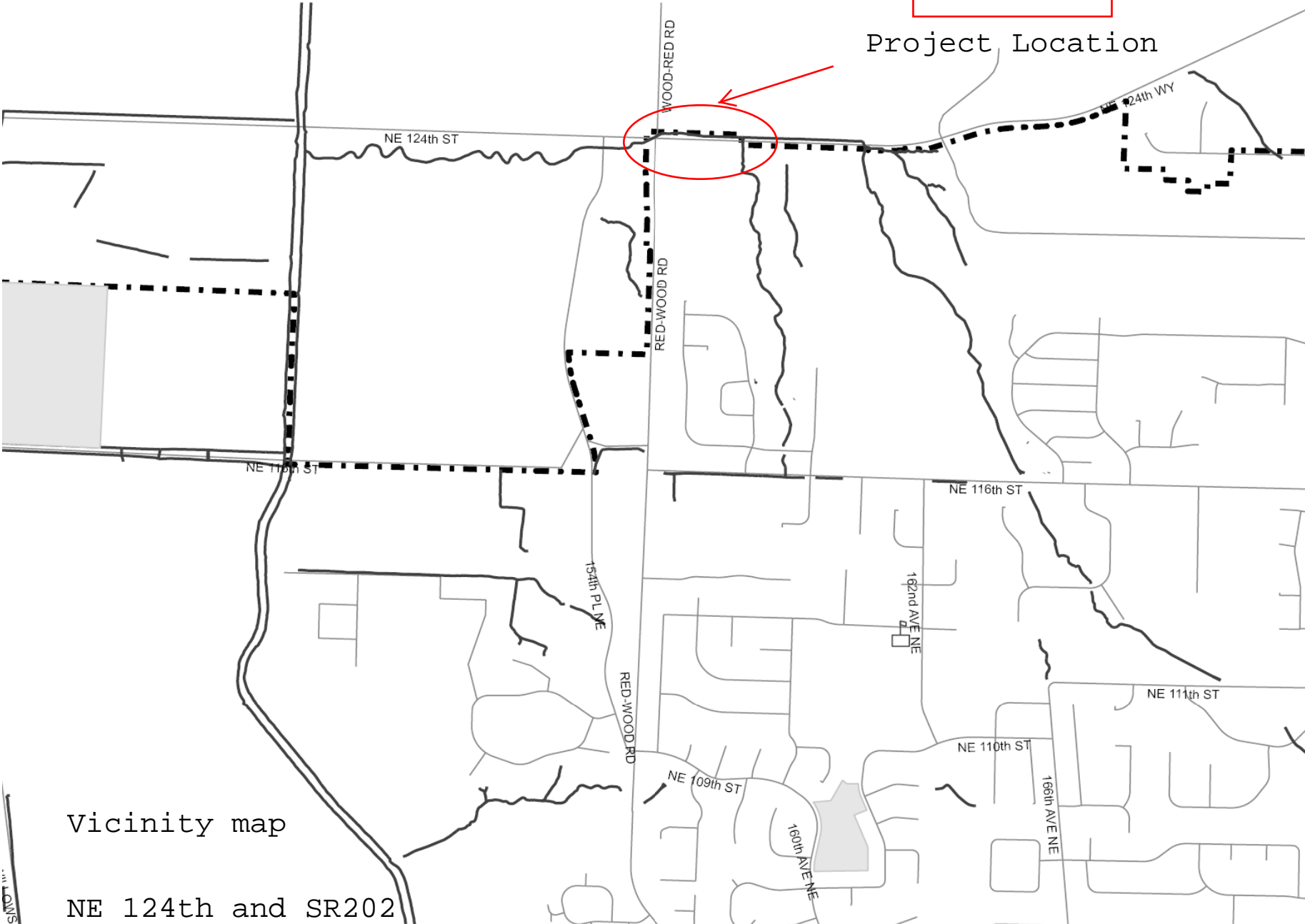
VII. LIST OF ATTACHMENTS:

- A. Vicinity Map
- B. Supplemental Consultant Agreement No. 3

_____/s/_____
William J. Campbell, Director of Public Works
4/22/10
Date

Approved for Council Agenda _____/s/_____
John Marchione, Mayor
4/27/10
Date

Project Location



Vicinity map

NE 124th and SR202

**SR202 NE 124th Street Intersection Improvements
Project No. 101173**

SUPPLEMENTAL AGREEMENT NO. 3

This SUPPLEMENTAL AGREEMENT, made and entered into this ____ day of _____, 20____ between the City of Redmond, Washington, hereinafter called the CITY, and _____, hereinafter called the CONSULTANT, amends an earlier Agreement (AGREEMENT) dated June 19, 2007.

WHEREAS the CITY desires to supplement the original AGREEMENT;

NOW THEREFORE, it is mutually agreed that the terms, stipulations, and conditions of the original AGREEMENT shall be binding upon the parties hereto except insofar as amended by this SUPPLEMENTAL AGREEMENT as follows:

I

Section II, SCOPE OF WORK, is amended by the additional tasks summarized in Exhibit A-3 attached hereto.

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the completion date for all work to read June 30, 2011.

III

Section V, PAYMENT, shall be amended to compensate the CONSULTANT for the work described in Exhibit A-3.

A breakdown of the CONSULTANT'S cost proposal is attached hereto as Exhibit B-3. By this reference the exhibit is made a part of this SUPPLEMENTAL AGREEMENT.

Summarized below are the costs as listed in the original AGREEMENT and as modified by this SUPPLEMENTAL AGREEMENT.

Summary					
Description	Original Agreement	Supplement No. 1	Supplement No. 2	Supplement No. 3	Total
Labor Cost	313,747	354,654	23,386	233,011	924,798
Reimbursables	15,500	9,950	1,589	6,777	33,816
Total	329,247	364,604	24,975	239,788	958,614
Contingency		30,000			30,000
Grand Total	329,247	394,604	24,975	239,788	988,614

EXECUTION

IN WITNESS WHEREOF, the parties have executed this SUPPLEMENTAL AGREEMENT by having their representatives affix their signatures below.

Otak Inc.

CITY OF REDMOND

By _____

By _____
John Marchione, Mayor

(Title)

Attested:

By _____
City Clerk

Approved as to Form:

By _____
City Attorney

EXHIBIT A-3

Scope of Services – Supplement Three Final Design Supplement and Construction Services SR 202/NE 124th Street Intersection Improvements Project No. 101173/07-CI-34

April 7, 2010

The following scope is for additional services necessary and required to complete final design and for providing assist during construction on the SR 202/NE 124th Street Intersection Improvement Project.

I.0 Supplemental Design Services

I.1 Supplemental Surveying and Basemapping

Additional effort was required to field survey and update design basemaps in response to the concurrent project construction of the Washington Cathedral SR 202 frontage improvements. This additional subsequent survey of approximately 500 LF of frontage improvements was necessary to have current basemaps to accurately match proposed SR 202 improvements to the as-constructed facilities.

I.2 Supplemental WSDOT Channelization Plan Revisions

Additional effort beyond the budget expectation was required to coordinate and respond to WSDOT in an effort to obtain Channelization Plan approval. This unanticipated effort consisted of response and resubmittal of five iterations of WSDOT “Chan Plan-for-Approval” packages. This effort occurred over a 17-month period and involved response to WSDOT returned submittals containing new or additional comments, changes in direction from previous comments, and numerous interim requests/submittal of additional supportive information. Specific effort involved:

- Revising channelization plan, preparing written comment responses, preparation/revisions to channelization supporting documentation, assembling/re-submitting six separate additional “Chan Plan-for-Approval” packages to WSDOT.
- Preparation of WSDOT dictated deviation request and supporting documentation, which was later determined by WSDOT to be not needed.
- Coordination and meeting with the City and WSDOT to discuss comment responses in an effort to obtain approval.

I.3 Supplemental Easement/Right-of-Way Property Acquisition Support

Additional effort beyond the budget expectation was required in supporting the City's requests during on-going negotiations with property owners in acquiring right-of-way and easements. This additional effort involved coordination with the City and property owners, attendance at meetings, preparation of design alternatives and cost estimates, revisions to legal descriptions and exhibits, easements and right-of-way staking, and preparation of exhibits and other correspondence. Specific effort involved:

I.3.1 Relative to Wang Property

- a) Coordination, attended site meetings, and prepared design options/costs for private road alignment/grades to southerly (developable) portion of property.
- b) Coordination, meeting attendance, and response to property owner design questions/concerns related to proposed project impacts to property.
- c) Legal description and exhibit revisions associated with right-of-way, sidewalk/utility, and wetland protection easements.
- d) Preparation of construction cost estimates for development required frontage improvements.
- e) Field stake-out of proposed right-of-way and easements.

I.3.2 Relative to Washington Cathedral Properties

- a) Client coordination, attended site meetings, and prepared designs/exhibits relative to the church's SR 202 frontage improvements construction involving configuration/grades of north and south entries, private retaining wall adjacent to existing building, and curb/pavement channelization between proposed entries.
- b) Client coordination, attended site meeting, and prepared design and exhibits relative to alternative parking lot striping layouts and traffic circulation of Theno's parking lot.
- c) Preparation/revisions to legal description and exhibits relative to proposed utility easement and power service to Theno's existing building.

I.3.3 Relative to Campbell Property

- a) Developed design alternatives and prepared/revised exhibit related to proposed new private driveway configuration and entries to existing home on NE 124th.
- b) Legal description and exhibit revisions associated with temporary construction easements necessary for driveway improvements.
- c) Field stake-out of proposed right-of-way and easements.

I.3.4 Relative to Molbak Property

- a) Client coordination and prepared design alternatives/exhibits relative to channelization revision options on NE 124th to accommodate ingress/egress to their existing driveway.
- b) Field stake-out of existing right-of-way and proposed trail easement.

I.4 Supplemental Stormwater Hydraulic Analysis and Design

Additional effort beyond the budget expectation was required to analyze and design a more complex discharge structure that would accommodate discharge to two different points of compliance (POC)/receiving water bodies (stream tributary 95B and direct discharge to the Sammamish River). The scope of services included evaluating options to release water to each of these POCs, but not in combination. Washington Department of Fish and Wildlife (WDFW) required that base flow be maintained to tributary 95B, but the resulting detention vault size turned out to be cost prohibitive for the project, so Otak designed and analyzed a more complex storm facility that provided water quality treatment using a rain garden, then discharged base flows to stream 95B (matching flow duration for a forested condition, sending high flows for direct discharge to the Sammamish River. This concept eliminated the need for a large detention vault, providing a substantial cost savings to the City.

I.5 Supplemental Stream/Wetland Hydraulic Analysis

Additional effort beyond the budget expectation was required to support stream and wetland revisions required by WDFW. These efforts included stream channel stability calculations for the new meandering stream with a high gradient/slope, hydraulic calculations, log placement stability/anchoring, characterization of frequency of overbank flows that would drain into the revised wetland, and a hydroperiod analysis to support the wetland design.

I.6 Supplemental Stream/Wetland Mitigation Plan Revisions

Additional effort beyond the budget expectation was required to coordinate and respond to WDFW in an effort to obtain a hydraulic permit approval (HPA).

This unanticipated effort consisted of redesigning the stream and wetland per requirements communicated by Ginger Holser (WDFW) during a permit pre-submittal meeting on October 2, 2008 at the site, to review impacts the project would have to the streams and aquatic habitat. The new direction was to ensure that the proposed channel length equaled or exceeded the combined stream channel and ditch length that would be filled in. The revised design also needed to include a more meandering stream channel on the Wang's property, and integrate more wood in the wetland and stream channel with detailed design and stability analysis. The wetland design needed to be revised to accommodate the stream modifications, including adding a secondary channel from the east (the ditch flow along NE 124th Street), and eliminating all depressions in the design so that the fish would not be trapped in the wetland.

Stream mitigation impacts for the project were outlined in a field meeting with Ginger Holser (WDFW) on December 12, 2007; at that time Ginger indicated that only the ditch along the Washington Cathedral property was considered by WDFW to be a channelized stream, and that mitigation for filling in the ditch could be achieved by planting vegetation along Stream Tributary 95B, at the southwest corner of the SR 202/NE 124th Street intersection, and installing some in-

channel habitat structures along the stream in the northeast corner of the intersection. Later the City decided that they did not want to do the in-channel improvements at the northeast corner of the intersection because SR 202 was expected to be widened at a later date and those improvements would require relocating this reach of the stream. Instead, the plan was to relocate a tributary on the Campbell's property to the east, putting it on the Wang property, where a wetland mitigation site was being considered, integrating the two mitigation plans provided for a better stream and wetland plan. This concept was developed to a 30 percent level and presented to Ginger Holser on October 2, 2008 in the field, with the expectation that she would regard the mitigation plan as an improvement to mitigation requirements she outlined the previous year. Ginger was very much in support of the newly proposed stream and wetland mitigation plan. However, she extended her definition of a channelized stream to include all of the ditches from the intersection to the east side of the Wang's property, and indicated that the stream mitigation needed to include an equivalent new stream length equal to this length plus the length of channel to be relocated from the Campbell's property, which increased the required mitigation stream length from about 300 feet to about 1200 feet.

1.7 JARPA Amendment Preparation and Submittal

Additional effort beyond the scope of services was requested to prepare and submit an amended JARPA application. The amendment was necessary to account for additional wetland mitigation for future roadway frontage improvements across the Wang parcel. During preliminary design, it was concluded that the Wang parcel would be the mitigation site for all the current project wetland/stream impacts. The majority of the adjacent, lower elevation Wang property contained existing wetlands and given the ratio requirements for wetland creation, enhancement, etc. it was very tight in being able to mitigate for all current project impact on that property. For this reason, there was an area of existing Wang right-of-way frontage, lying within the current project's temporary improvements transition and not being impacted, that was not accounted for in the current mitigation. During property negotiation on the Wang property, one of the points of negotiation involved the future costs of frontage improvements. and from this the City decision to mitigate for this future impact within the current site. Otak was then able to revise the mitigation to include this area, which also required amending the previously submitted JARPA.

1.8 Supplemental Design Team Management

Additional effort beyond the scope of services was necessary to manage and administer the design and PS&E documentation preparation as the project progressed to final completion. The initial budget expectation developed in June 2008 was based upon completing the project and constructing in the summer of 2009. In early January 2009, the status of the permit approvals, property acquisition, and anticipated construction sequencing was discussed with the City and it was concluded that the project advertisement should be postponed to later in the year. The three primary factors leading to the decision to postpone the bid advertisement, necessitating additional effort as property acquisition, permit approvals, and final design progressed over the extended nine-month

period, were:

- The realization that all the necessary right-of-way and easement acquisition, and specifically the mitigation site, would not be completed to allow for a late spring advertisement date.
- Design considerations relative to constructing the relocated section of stream and having it become established over a winter before diverting the existing stream during the summer.
- Obtaining the required environmental approvals, and specifically the COE Permit, would push out the ad date to a point that it would be difficult to complete the project within one construction season.

I.09 Supplemental for On-going Permit and Utility Undergrounding Coordination/Support

Additional unanticipated effort beyond the scope of services was necessary to respond to on-going agency reviews in support of obtaining certain project permits and approvals.

1. Corps of Engineers

On-going coordination and response effort related to obtaining the Nationwide permit. The JARPA application was submitted in July 2009 and the permit was not obtained until March 2010. In October the Corps indicated their project acceptance and forwarded to National Marine Fisheries (NMFS) and US Fish & Wildlife (USFW) for their required concurrence prior to issuing the permit. NMFS gave their approval in November; however approval from USFW was not obtained until March 2010. Unanticipated effort was necessary in on-going coordination over a four-month period with the Corps and in direct coordination with the USFW in proactively facilitating and finally obtaining USFW approval and the subsequent permit.

2. King County Right-of-Way Use Permit

Additional effort beyond the scope of services was necessary in obtaining approval from King County (necessary for project re-striping from the intersection back to existing lane tie-in, approximately 150 feet). This approval required obtaining a Right-of-Way Use permit. A permit application was submitted in September 2009; approval was not obtained until March 2010. Unanticipated effort was necessary to prepare application and provide supplemental information in response to comments over a five-month period. Additional unanticipated effort pertained to:

- Field verification of existing lane widths and on-going response/coordination relative to proposed lane widths conforming to current.
- Revisions to channelization plan changing the striping tie-in location. Comments required a deviation be submitted/approved or adjust channelization to form an acceptable P.I. angle at the tie-in location.
- Preparing/submitting a separate cost estimate breaking out only those improvements within the King County portion of the project.

3. Utility Undergrounding

Additional unanticipated effort was required to initiate and/or respond to on-going coordination with PSE for completing the final utility undergrounding design and location of facilities.

Specific task contributing to the additional effort were:

- Repetitive coordination/review with PSE on conduit locations/connection points along SR 202 and repetitive coordination on vault locations shown on their drawings not being reflective of previous discussed locations, all critical to verifying required clearances between proposed retaining walls, signal poles, and sidewalks.
- Unanticipated effort involved with PSE's requirement of conduit installation across the existing storm culvert west of the intersection. Unanticipated effort involved developing and coordinating solution options and subsequently preparing details for protecting the proposed conduit crossing.
- Unanticipated effort relative to power location along SR 202 and new service extension for Theno's. This involved coordination with PSE and the City relative to pole connection/underground location at street; exhibit and edits to easement documentation; and revising final plans to reflect eventual service configuration agreed to between City, owner, and PSE.

4. WSDOT Utility Permits

Unanticipated effort to obtain additional permit approvals from WSDOT relative to proposed PSE conduit installation and traffic signal loop installation within SR 202 north of the intersection. Effort involved additional coordination; preparation/submittal of two applications; comment review/responses; and preparation/approval of traffic control plan.

1.10 Update Final Bid Package to 2010 Specification Standards

As requested by the City, this effort involves revising the contract bid package to change from the 2008 version of the standard specifications to the newly issued 2010 version to reflect the City's latest updates in their special provisions and contract documents and benefit from the new version having incorporated the many issued amendments to the 2008 version. Revisions were necessary to:

- Review and incorporate the City's new 2010 revisions to Technical Special Provision Divisions 7, 8 and 9; edits to General Requirements, Division 1; and replace/insert fill-in to 2010 version of Contract Document section.
- Review the new standard and verify language of the other applicable project special provisions as well as edit plan references to the 2010 standards.

1.11 Design Modifications to Improve EB Sight Distance through Existing Intersection

As requested by the City, this effort is for modification to the design to improve traffic sight distance for east bound approach to the SR 202 intersection. NE 124th Street road improvement within King County east of the intersection widening for a EB right-turn lane that accommodate the sight distance along SR 202, however, left the sight distance across the intersection being sub-standard.

Considerations and options on this issue were discussed, resulting in the City's decision to improve the situation by adjusting the final design to allow the requirements to be met within the project limits where the City had jurisdictional control, i.e., the intersection and NE 124th Street east of SR 202.

Design modifications require additional effort to evaluate and assist in determining options; design of the recommended modifications; and making edits to update the previous PS&E package.

- **Evaluate Options and Develop Cost Alternatives**

Prepared schematic design alternatives and discussed the pros/cons with the City relative to lowering the intersection and maintaining the SR 202 requirements based on 1) grade adjustments to both east and west legs of NE 124th; and 2) grading/paving adjustments all within the intersection and east on the NE 124th portion within the City.

- **Modify Design and Prepare Additional Plans and Specifications**

Prepared design modification to slightly lower the intersection (less than 6 inches); transition pavement grade along SR 202 to maintain the site requirement; and raise the grade on the east leg of 124th for approximately 350 feet. This adjustment required modification to pavement/curb elevations along 124th and SR 202; modifying the storm sewer configuration on 124th to accommodate the easterly shift of the low; and additional drawings, detail and specifications to retrofit approximately 300 feet of existing concrete barrier on the north side of 124th.

- **Revise and Update Current PS&E Documents**

Revised and edited the plan drawings, specifications, and cost estimate to reflect the design modifications for changing the demolition plans; changes to the road and drainage plans, profiles, and details, including the additional drawing details; and updated the specifications and cost estimate.

1.12 Supplemental Modifications to Traffic Signal/Illumination Design

Additional effort was required to address unanticipated revisions to the final design of the traffic signal and illumination systems. Based on meetings between the City, WSDOT, and King County, and final City plan review comments, the traffic signal and illumination systems will be changed to complete City-owned facilities. Included are design and plan revisions associated with:

- Modifying the proposed design of the existing WSDOT-owned facility (existing ITS and BPS cabinets and associated appurtenances) to a new City-owned system.
- Modifying proposed design of the existing King County and WSDOT illumination and CCTV systems to convert all to a City-owned system and integrate with the City system proposed for NE 124th.
- The addition of a bike lane signal loop detection system and integrating it into the proposed traffic signal system.

Design and plan revisions are performed by subconsultant, Transportation Engineering Northwest (TENW). Refer to attachment, TENW, for a more detailed description of the design change effort.

1.13 Supplemental for Existing Concrete Pavement Evaluation

As requested by the City, this scope of services is for contracting with Newt Jackson to provide a visual assessment of the existing concrete pavement condition on NE 124th and preparation of a letter report recommendation on the merits of crack and seating the existing pavement, as outlined in the email proposal by Newt Jackson dated November 15, 2009 (attached).

2.0 Construction Support Services

The City will be responsible for leading the construction administration and construction observation effort. Services for these activities are based on providing services for a consecutive nine- (9) month period. The Consultant will assist the City with the following tasks:

ADMINISTRATIVE ACTIVITIES

2.1 Review Construction Submittals

Consultant will review construction submittals for document compliance and assist City staff with clarifications.

2.2 Review of Construction RFIs and Preparation of Change Orders

Consultant will review/respond to submitted contractor requests for information (RFIs). When requested by the City, Consultant will prepare construction change orders. The actual number of construction RFIs and/or change orders is unknown and budget for this activity is based on an arbitrary indicated level of effort (shown in the fee schedule) for the anticipated staff involved.

2.3 Attend Weekly Construction Meetings

The Consultant will attend weekly meetings during construction, including pre-construction conference and final project walk-through. The City shall be responsible for providing and scheduling meeting facilities and leading all meetings. Consultant will prepare agendas, record and prepare meeting summaries of significant items discussed, and distribute to attendees. Budget for this task is based on the Consultant staff preparing agendas/summaries and attending a maximum of forty-five (45) two-hour meetings.

SITE VISITS AND OBSERVATION DURING CONSTRUCTION

2.4 Site Visit Attendance, When Requested

When requested by the City, Consultant will be available to attend field meetings to discuss project issues. Budget for this task is based on the Consultant staff preparing for and attending a maximum of twelve (12) one-hour site meetings.

2.5 Periodic Observation – Retaining Wall and Wetland/Stream Construction

Consultant will perform periodic site visits to observe key stages of construction related to retaining walls, wetland/stream channels, and mitigation area plantings.

Periodic site visit relative to the retaining walls will occur to observe/assess the following key stages in completion:

- Prior to and during the application of the first shotcrete layer to examine stem reinforcement and to ensure the shotcrete is applied to the limits shown in the plans.
- Observe the second application of shotcrete to ensure the structural wall thickness and uniformity is achieved per plan.

Periodic site visits relative to the wetland and stream channels will occur to observe/assess the following key stages in completion:

- Assess the staked layout of relocated stream/existing stream diversion point; overflow channel; and wetland floodplain channel alignments to verify and field adapt any minor adjustments for conformance to actual site conditions.
- Observe the rough graded site to verify grades and field directed any necessary grading refinements prior to installation of stream-bed gravel, drainage structures, and log-jam features.
- Examine the pre-installation of logs to verify type/size and field select logs in assembling structures.
- Placement, anchoring, and assembly of channel/bank-protection log features and associated field-directed fine grading.
- Assess completed relocated stream and culvert crossing structure prior to and during existing stream channel diversion.

Periodic site visits relative to the mitigation area plantings will occur to observe/assess the following key stages in completion:

- Observe complete grading and assess incorporation of soil amendments before plant installation.
- Observe the species and conditions of the plants, pre-installation layout of the various plant communities, plant installation, and mulch application.
- Observe completed planting areas and prepare punch-list items relative to completed mitigation site plantings
- Assess the post-construction condition of the existing buffers outside of the planting areas and, if required, prepare plant schedule punch-list for replanting of any damaged buffer areas.

- Plant establishment during the 12 months following initial acceptance, per specifications, to observe dead, dying or diseased plants; inadequate mulch coverage and depth; weed control; and soil moisture/temporary irrigation coverage.

2.6 Construction Survey Assistance

When requested by the City, Consultant will be available to assist with onsite surveying relative to location/elevation checks or other requested surveying needs. Budget for this task is based on seven (7) three-hour site visits by a two-person crew with support of an office survey technician.

2.7 Prepare Record Drawings

Consultant will prepare and submit record drawings of completed construction. The City shall be responsible for contractor coordination and monitoring/documenting all significant field changes made during construction. City shall provide Consultant with one full-size set of construction plans with “red-line mark-ups” of field changes for Consultant’s uses in preparing record drawings. Consultant will prepare record drawings in accordance with the City’s Record Drawing Requirements (version 10-2005).

Assumptions

- Construction services scope based on providing services for a consecutive ten- (10) month construction period.
- The City shall provide and schedule facilities for weekly construction meetings and be responsible for leading all meetings.
- The actual number of construction RFIs and/or change orders is unknown and budget for this activity based on an arbitrary indicated level of effort (shown in the fee schedule) for the anticipated staff involved.
- City shall be responsible for construction quantity verification and contractor pay estimate review and processing.
- City shall provide Consultant with one full-size set of construction plans with “red-line mark-ups” of field changes for Consultant’s uses in preparing record drawings
- Consultant scope of construction services do not included on-going annual monitoring/reporting, beyond the construction-specified 12-month plant establishment period, for the wetland mitigation site, as required by permitting agencies.

EXHIBIT B-3

Consultant Fee Determination (PSA Supplement Three)

Project: SR 202/NE 124th Street Intersection Improvements
(Project No. 101173)

Date: 4/5/2010

NEGOTIATED HOURLY RATES:

Classification	Hours	Rate	Cost
PIC/Civil Engineer	66.00	\$ 198.00	\$ 13,068.00
Civil Engineer IX	132.00	\$ 150.00	\$ 19,800.00
Civil Engineer V	644.00	\$ 120.00	\$ 77,280.00
Civil Engineer III (Structural)	74.00	\$ 99.00	\$ 7,326.00
Civil Engineer II	402.00	\$ 96.00	\$ 38,592.00
Civil Engineer I	156.00	\$ 85.00	\$ 13,260.00
Civil Engineer I (Structural)	20.00	\$ 85.00	\$ 1,700.00
Engineering Tech VI	16.00	\$ 109.00	\$ 1,744.00
Engineering Tech IV	198.00	\$ 78.00	\$ 15,444.00
Landscape Architect V	8.00	\$ 105.00	\$ 840.00
Landscape Architect III	94.00	\$ 72.00	\$ 6,768.00
Scientist V	1.00	\$ 177.00	\$ 177.00
Scientist III	256.00	\$ 107.00	\$ 27,392.00
Scientist I	8.00	\$ 62.00	\$ 496.00
PLS Sr. Manager	18.00	\$ 127.00	\$ 2,286.00
Senior Survey Technician	95.00	\$ 102.00	\$ 9,690.00
2-Man Survey Crew	45.00	\$ 155.00	\$ 6,975.00
Project Admin. Asst.	101.00	\$ 67.00	\$ 6,767.00
Otak Total Labor	2,334.00		\$ 249,605.00
ADJUSTMENTS: (Un-used contingency/design task budgets)			\$ (50,125.00)
Otak Total Labor Request			\$ 199,351.50

REIMBURSABLES:

Supplemental Design Services (Agency review/approval fees)	\$ 1,777.00
Construction Support Services	\$ 5,000.00
Total Reimbursables	\$ 6,777.00

SUBCONSULTANT COSTS:

Transportation Engineering Northwest (TENW)	\$19,600.00
Newt Jackson	\$3,500.00
GeoEngineers	\$7,500.00
Subconsultant Administration	\$3,060.00
Total Subconsultants	\$ 33,660.00

CONTINGENCIES: \$ -

GRAND TOTAL: \$ 239,788.50