Project Estimate Report: Development Phase

for

Stark/Washington Couplet Corridor Improvements

June 2019

Requested by: **David Backes, Portland Bureau of Transportation (PBOT)**
Prepared by: **Kaitlyn Dorr, David Evans and Associates, Inc. (DEA)**

Location: **SE Washington St from SE 92nd Ave to SE 106th Ave**

SE Stark St from SE 92nd Ave to SE 106th Ave

Description:

1. Reconfigure travel lanes on SE Washington St/SE Stark St couplet from SE 92nd Ave to SE 106th Ave to improve corridor safety.
2. Reallocate one travel lane in each direction to add striped, designated on street parking, designated turn pockets and protected bike lanes.
3. Construct pedestrian refuge islands between bike lane and travel lanes.
4. Stripe pedestrian crossing locations and bike crossing locations along the couplet.
5. Construct traffic signal modifications at SE 94th Ave, SE 96th Ave, SE 99th Ave, SE 102nd Ave and SE 103rd Dr on SE Stark St. See attachments for summary of traffic signal modifications, provided by PBOT.
6. Construct traffic signal modifications at SE 94th Ave, SE 96th Ave, SE 99th Ave, SE 102nd Ave, SE 103rd Dr and SE 106th Ave on SE Washington St. See attachments for summary of traffic signal modifications, provided by PBOT.
7. Install bike signals at SE 96th Ave and SE 103rd Dr on SE Stark St. See attachments for summary of bike signal work, provided by PBOT.
8. Install bike signals at SE 94th Ave, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St. See attachments for summary of bike signal work, provided by PBOT.
9. Install pedestrian signal improvements at SE 96th Ave, SE 99th Ave and SE 103rd Dr on SE Stark St. See attachments for summary of pedestrian signal improvements, provided by PBOT.
10. Install pedestrian signal improvements at SE 94th Ave, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St. See attachments for summary of pedestrian signal improvements, provided by PBOT.

Current Cross-Section:
SE Washington St from SE 92nd Ave to SE 94th Ave – 40' wide pavement in 50' of ROW

SE Washington St from SE 94th Ave to SE 96th Ave – I-205 overpass, 54' wide pavement

SE Washington St from SE 96th Ave to SE 106th Ave – 48' wide pavement in varying ROW width from 62' to 66'

SE Stark St from SE 92nd Ave to SE 94th Ave – 66' wide pavement in 80' of ROW

SE Stark St from SE 94th Ave to SE 96th Ave – I-205 overpass, 42' wide pavement

SE Stark St from SE 96th Ave to SE 106th Ave – 66' wide pavement in 80' of ROW

Proposed Cross-Section:
SE Washington St from SE 92nd Ave to SE 94th Ave – no change to current cross-section, added designated right turn only lane

SE Washington St from SE 94th Ave to SE 96th Ave – no change to current cross-section, lane widths narrow to 10' to accommodate 6' protected bike lane. Added bus only lane.

SE Washington St from SE 96th Ave to SE 106th Ave – no change to current cross-section, lane widths narrow to 10' and one thru lane is dropped to accommodate 6' protected bike lane, designated on-street parking, designated right turn only lanes and bus only lanes.

SE Stark St from SE 92nd Ave to SE 94th Ave – no change to current cross-section, lane widths narrow to 10'-11' to accommodate 6' protected bike lane and designated on-street parking.

SE Stark St from SE 94th Ave to SE 96th Ave – no change to current cross-section, lane widths narrow to 10' to accommodate 6' protected bike lane. Added designated left turn only lane.

SE Stark St from SE 96th Ave to SE 106th Ave – no change to current cross-section, one thru lane is dropped to accommodate 6' protected bike lane, designated turn lanes, designated on-street parking and bus only lanes.

Issues:

- *Water* – None identified
- *BES (storm, sanitary, water-quality facilities)* – Existing inlets are impacted by curb ramp replacement work and pedestrian refuge islands at the following locations along the corridor: SE Washington & SE 99th, SE Washington & SE 100th, SE Washington & SE 102nd, SE Washington & SE 105th, SE Washington & SE 106th, SE Stark & SE 96th, SE Stark & SE 99th and SE Stark & SE 105th. Proposed curb reconfiguration and curb ramp at east end of Bioswale on SE Stark & SE 99th.
- *Signals and Street Lighting* – None identified
- *Environmental and Zoning* – None identified
- *Contaminated Media* – None identified

- *Right-of-Way Needs* – For approximately 320' along three parcels of SE Stark between SE 99th and SE 102nd the north 1-3' of sidewalk is on private property Additional needs are required to install curb ramps at SE Stark & SE 100th. Temporary construction easements (TCE) are required at proposed curb ramp replacements and driveways. Proposed curb and parking lot re-striping at SE Stark & SE 100th requires a TCE. See site map attachment for TCE locations.
- *Railroads (BNSF; UPRR; PTTR)* – None identified
- *Parks (landscaping and irrigation)* – None identified
- *Other Jurisdictions (counties, schools, Port, ODOT, TriMet)* – Signals at SE Washington & SE 94th (SB I-205 on ramp), SE Washington & SE 96th (NB I-205 off ramp), SE Stark & SE 94th (SB I-205 off ramp), and SE Stark & SE 96th (NB I-205 on ramp) are under ODOT jurisdiction. Proposed signal work at these locations adds infrastructure to ODOT's system.

Cost Estimate:

- **Stark/Washington Corridor Cost Estimate:**

Total Construction	$	2,500,000
Project Management (5%)	$	109,000
Design Engineering (25%)	$	543,000
Construction Management (15%)	$	326,000
Right-of-Way (Cost + 30% Contingency)	$	451,000
Overhead (80.85%)	$	790,000
Total Project Contingency	$	1,813,000

Total Project Estimate: $ 6,532,000

Estimating Assumptions:

- The "Stark/Washington Corridor Cost Estimate" includes the civil and signal improvements for the SE Stark/SE Washington corridor from SE 92nd Ave to SE 106th Ave, excluding signal/illumination costs associated with the four enhanced pedestrian crossings. The signal/illumination costs associated with the four enhanced pedestrian crossings can be found in the "Stark/Washington Couplet Enhanced Crossing Signal & Illumination Improvements" estimate report. Signal improvements include; replace existing controller with ATC, install new bike signals and bike signal signs, install pedestrian posts, install right turn signal head, install "NO TURN ON RED" sign, install pedestrian pushbuttons, install new pedestrian signals, revise existing loop detection, revise existing photo enforcement loop detection and modify existing signal heads along span/mast arm.
- Existing conditions are based on GIS and Google Street view. A site visit to observe existing conditions was completed on Tuesday, May 21st, 2019.
- PCDP Cost Estimate Template (Project >$1M) is used for the "Stark/Washington Corridor Cost Estimate".
- Civil and signal work at SE Stark & SE 106th is quantified with PBOT's "East Portland Access to Employment & Education" project under the sub-project "100s Neighborhood Greenway Extension" from SE Bush St to NE Knott. Costs associated with this work are not included in this estimate report.
- Quantity of concrete island bid item includes total area of traffic separators.

- SE Stark St and SE Washington St are busy streets as defined by PBOT standard drawing P-506. Where concrete islands and curb ramps are to be installed, assumed a sawcut line 5' from face of curb to center of travel lane. An average lane width of 10' is assumed. Assumed full depth pavement removal from face of curb to sawcut line. The assumed pavement section to be replaced is 9" asphalt over 8" aggregate base as defined by PBOT standard drawing P-518. Where "floating" concrete islands are proposed, assumed 6" of concrete surfacing will be installed in the bike lane. Assumed the asphalt pavement section will be installed from the face of curb on the "floating" concrete island to the sawcut line.
- All curb ramps at an intersection will be replaced if signal work affects one curb ramp. The intersections where all curb ramps are assumed to be replaced where line work is not shown on the site map are: SE Washington & SE 94th, SE Washington & SE 99th, SE Washington & SE 102nd, SE Washington & SE 106th, SE Stark & SE 96th, the NW corner at SE Stark & SE 99th and SE Stark & SE 103rd. The replaced footprint matches the existing curb return alignment.
- Approximately 10' of additional sidewalk, beyond point of tangency at each curb ramp, will need to be replaced in order to tie in to existing sidewalk grades.
- Existing inlets will be adjusted to match the required grade where there is proposed curb ramp and island work at the following locations: SE Stark & SE 96th, SE Washington & SE 99th, SE Washington & SE 100th, SE Washington & SE 102nd, SE Washington & SE 105th, SE Stark & SE 105th (SE corner) and SE Washington & SE 106th.
- Existing inlets will be removed and new inlets will be installed with new sedimentation/sump systems where curb ramp work impacts drainage facilities at the following locations: SE Stark & SE 99th and SE Stark & SE 105th.
- 20' of 12" pipe will be installed with the installation of an inlet and sedimentation/sump system.
- Curb reconfiguration at SE Stark & SE 99th near Bioswale will not affect functionality of Bioswale. No costs are associated with Bioswale.
- The proposed improvements on the Stark/Washington corridor do not trigger BES stormwater treatment. Therefore, costs associated with stormwater treatment work are not included in this estimate report.
- Signal costs were provided by PBOT.
- Costs for corridor lighting are not included.
- Cost of "Pavement Legend, Type B-HS: Green Bicycle Lane Markings" is 10% more than unit price of "Pavement Legend, Type B" due to green color.
- "Temporary Work Zone Traffic Control, Complete" is to be estimated as a complete 10% lump sum percentage. The lump sum percentage assumes that temporary traffic control devices, flaggers and a Traffic Control Supervisor are included.
- Signing to be estimated as a lump sum. A 1% lump sum percentage of the cost of construction bid items is used for a planning level estimate.
- Temporary construction easements (TCE) for curb ramps are 2' from the back of walk and are 5' from the back of walk for driveways. The ratio of area taken by a TCE, compared to the entire area of a parcel, is compared to the property market value to estimate the cost of each TCE. Locations of TCEs are noted on attached site map.
- ROW acquisition costs along SE Stark between SE 99th and SE 102nd for the 1-3' of sidewalk on private property are not included in this estimate report. It is assumed that the civil improvements for the proposed pedestrian crossing at SE Stark & SE 100th and future PBOT sidewalk maintenance purposes would require a dedication from the property owner. For the curb and striping work shown in the parking lot at 10015 SE

Stark St, Portland, OR 97216, a TCE is assumed around a 2' offset from the work footprint.

- The east leg of the proposed pedestrian crossing at SE Stark & SE 100th closes one of the driveways providing access to the retail store at 10015 SE Stark St, Portland, OR 97216 (property ID R319508), owned by Hall Family LLC. The driveway closure needs to be further evaluated.
- The years of inflation for this project is 5 years.
- The estimate contingency is 5% on construction bid items and 20% for allowance of design refinement, which is based on total construction, project engineering & management and inflation contingencies.
- The level of confidence for this estimate is low.

Review & Approval:

Kim Roske — June 20, 2019

ebh

gineer of Record — Date

Steve Tomm — June 20, 2019

by Engineering Services Division Manager — Date

Attachments:

- Signal modifications outline (provided by PBOT)
- Detailed estimate spreadsheet
- Site map

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	Stark (WB)									Washington (EB)							
	94th (SB I-205 off ramp)	96th (NB I-205 on ramp)	99th	100th	102nd	103rd	105th	106th		94th (SB I-205 on ramp)	96th (NB I-205 off ramp)	99th	100th	102nd	103rd	105th	106th
Replace Existing Controller w/ ATC	X	X	X		X	X		Work to be addressed by T00455 - EPAEE		X	X	X		X	X		X
Install new Bike Signals (2), Bike Signal Signs (2), and new Ped Post (1)		X				X				X		X		X			X
Install Right Turn Signal Head and NO TURN ON RED Sign (1 ea.)		X				X				X		X		X			X
Install Pedestrian Pushbuttons (2)		X				X				X		X		X			X
Install new Pedestrian Signals (2), Pedestrian Pushbuttons (2), and Ped Posts (2) for new crosswalk			X														
Revise Existing Loop Detection (1 Approach)		X				X				X		X		X			X
Revise Existing Photo Enforcement Loop Detection (1 Approach)			X		X										X		
Modify Existing Signal Heads along Span or Mast Arm (1 Approach)												X		X			

NOTE: Orange columns represent ODOT-owned signals

Exhibit D

Exhibit D

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE FOR PROJECTS GREATER THAN $1M
Stark/Washington Corridor Estimate Date: June, 2019 By: David Evans and Associates, Inc.

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SE STARK ST FROM SE 92ND AVE TO SE 106TH AVE AND SE WASHINGTON ST FROM SE 92ND AVE TO SE 106TH AVE
VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	**$ 170,832.26**	$ 170,832.26
2	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	0225	LS	1.00	**$ 170,832.26**	$ 170,832.26
3	EROSION CONTROL	0280	LS	1.00	**$ 17,083.23**	$ 17,083.23
4	POLLUTION CONTROL PLAN	0290	LS	1.00	**$ 1,708.32**	$ 1,708.32
5	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	**$ 68,332.91**	$ 68,332.91
6	CLEARING AND GRUBBING	0320	LS	1.00	**$ 17,083.23**	$ 17,083.23
7	GENERAL EXCAVATION	0330	CUYD	1,207.00	$ 50.00	$ 60,350.00
8	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	40.00	$ 143.50	$ 5,740.00
9	CONCRETE MANHOLES, SEDIMENTATION	0470	EACH	2.00	$ 6,000.00	$ 12,000.00
10	CONCRETE MANHOLES, SUMP	0470	EACH	2.00	$ 15,600.00	$ 31,200.00
11	CONCRETE INLETS, TYPE G-2	0470	EACH	2.00	$ 2,366.00	$ 4,732.00
12	ADJUSTING INLETS	0490	EACH	15.00	$ 837.00	$ 12,555.00
13	AGGREGATE BASE	0640	TON	1,352.00	$ 36.90	$ 49,888.80
14	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	990.00	$ 110.00	$ 108,900.00
15	CONCRETE CURBS, STANDARD CURB	0759	FOOT	150.00	$ 37.25	$ 5,587.50
16	CONCRETE ISLANDS	0759	SQFT	10,690.00	$ 25.95	$ 277,405.50
17	CONCRETE DRIVEWAYS	0759	SQFT	210.00	$ 17.00	$ 3,570.00
18	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	16,680.00	$ 19.75	$ 329,430.00
19	6 INCH CONCRETE SURFACING	0759	SQFT	5,600.00	$ 21.20	$ 118,720.00
20	PAVEMENT LINE REMOVAL	0851	FOOT	25,271.00	$ 0.73	$ 18,447.83
21	SURFACE MOUNTED TUBULAR MARKERS	0856	EACH	188.00	$ 85.00	$ 15,980.00
22	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	0865	FOOT	26,360.00	$ 1.40	$ 36,904.00
23	PAVEMENT LEGEND, TYPE B: ARROWS	0867	EACH	23.00	$ 260.00	$ 5,980.00
24	PAVEMENT LEGEND, TYPE B-HS: GREEN BICYCLE LANE MARKINGS	0867	SQFT	1,116.00	$ 10.00	$ 11,160.00
25	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	0867	EACH	20.00	$ 277.00	$ 5,540.00
26	PAVEMENT BAR, TYPE B	0867	SQFT	3,890.00	$ 8.80	$ 34,232.00
27	SIGNING	N/A	LS	1.00	**$ 17,083.23**	$ 17,083.23
28	SIGNAL IMPROVEMENT COST, EXCLUDING PHBS (PBOT PROVIDED)	N/A	LS	1.00	$ 560,000.00	$ 560,000.00
TOTAL BID ITEMS						$ 2,171,278.07

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	BOLI FEE PAYMENT		LS	1.00	$ 2,171.28	$ 2,171.28
2	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	$ 217,127.81	$ 217,127.81
TOTAL ANTICIPATED ITEMS						$ 219,299.09

Exhibit D

SCHEDULE SUMMARY

BID ITEMS			$	2,171,278
CONSTRUCTION CONTINGENCY		5% of Bid Items*	$	108,564
SUBTOTAL			$	2,279,842
ANTICIPATED ITEMS			$	219,299
TOTAL CONSTRUCTION			**$**	**2,499,141**
PROJECT MANAGEMENT		5% of Bid Items	$	108,564
DESIGN ENGINEERING		25% of Bid Items	$	542,820
CONSTRUCTION MANAGEMENT		15% of Bid Items	$	325,692
SUBTOTAL			$	977,076
PROJECT ENGINEERING & MANAGEMENT OVERHEAD		**80.85%** of PM, Eng, and CM	$	789,966
TOTAL PROJECT ENGINEERING & MANAGEMENT			**$**	**1,767,042**
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES			$	346,400
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION			$	-
RIGHT-OF-WAY CONTINGENCY		30% of Land, Improve, and Damages	$	103,920
TOTAL PROJECT RIGHT-OF-WAY			**$**	**450,320**
	Years	*Inflation*		
INFLATION RATE ON CONTRACT	5	4.5% of Construction	$	615,243
INFLATION RATE ON PERSONNEL	5	2.0% of Eng & Mgmt	$	183,915
ALLOWANCE FOR DESIGN REFINEMENT		20% of Const, Eng & Mgmt, and Inflation	$	1,013,068
TOTAL PROJECT CONTINGENCY			**$**	**1,812,226**
TOTAL PROJECT ESTIMATE			**$**	**6,528,729**

LS* Unit Price shown is: Pound, Each, or Foot Basis as applicable

Remove * and change unit to 1 in the Bid Form

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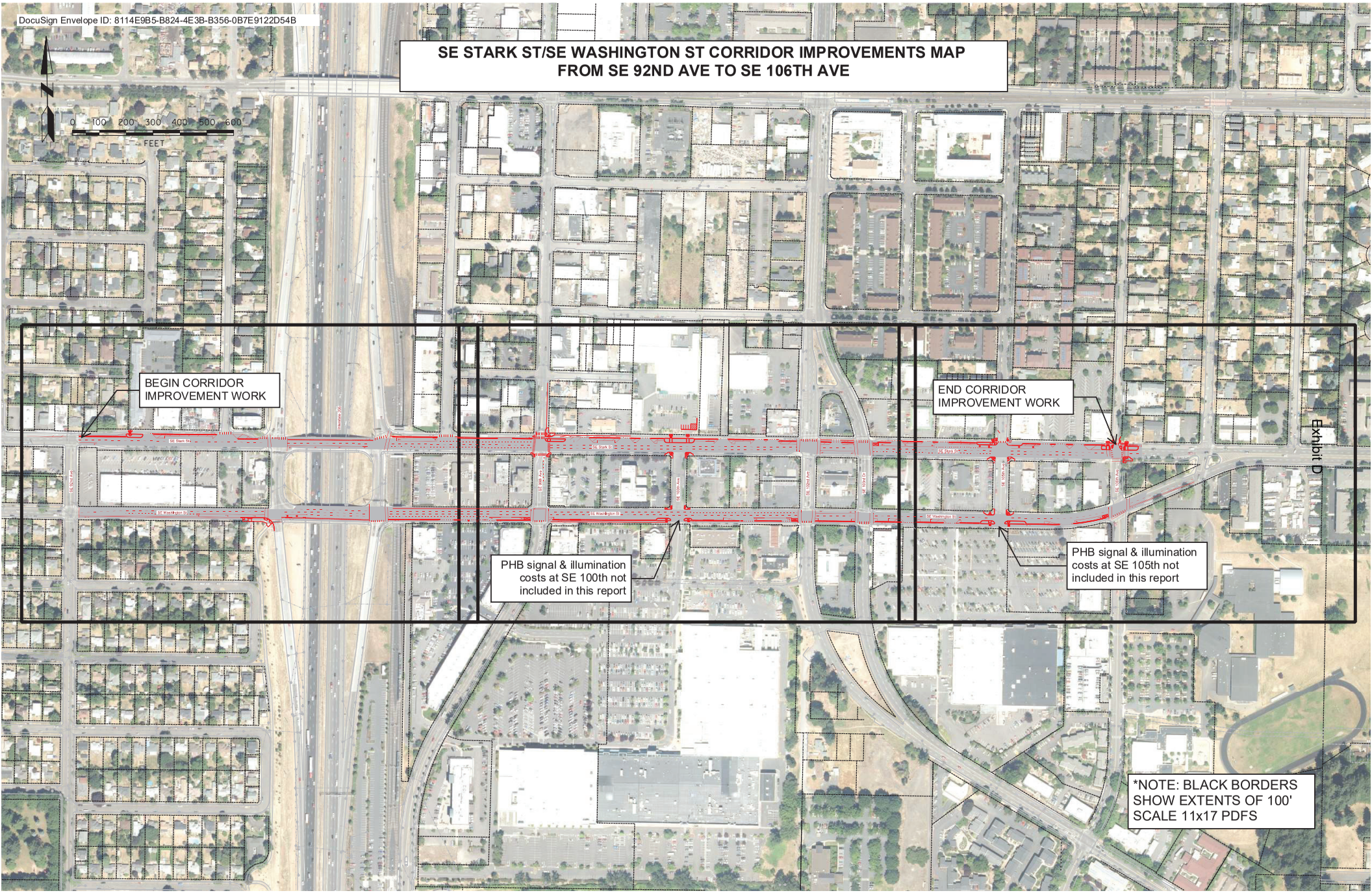
SE STARK ST/SE WASHINGTON ST CORRIDOR IMPROVEMENTS MAP FROM SE 92ND AVE TO SE 106TH AVE



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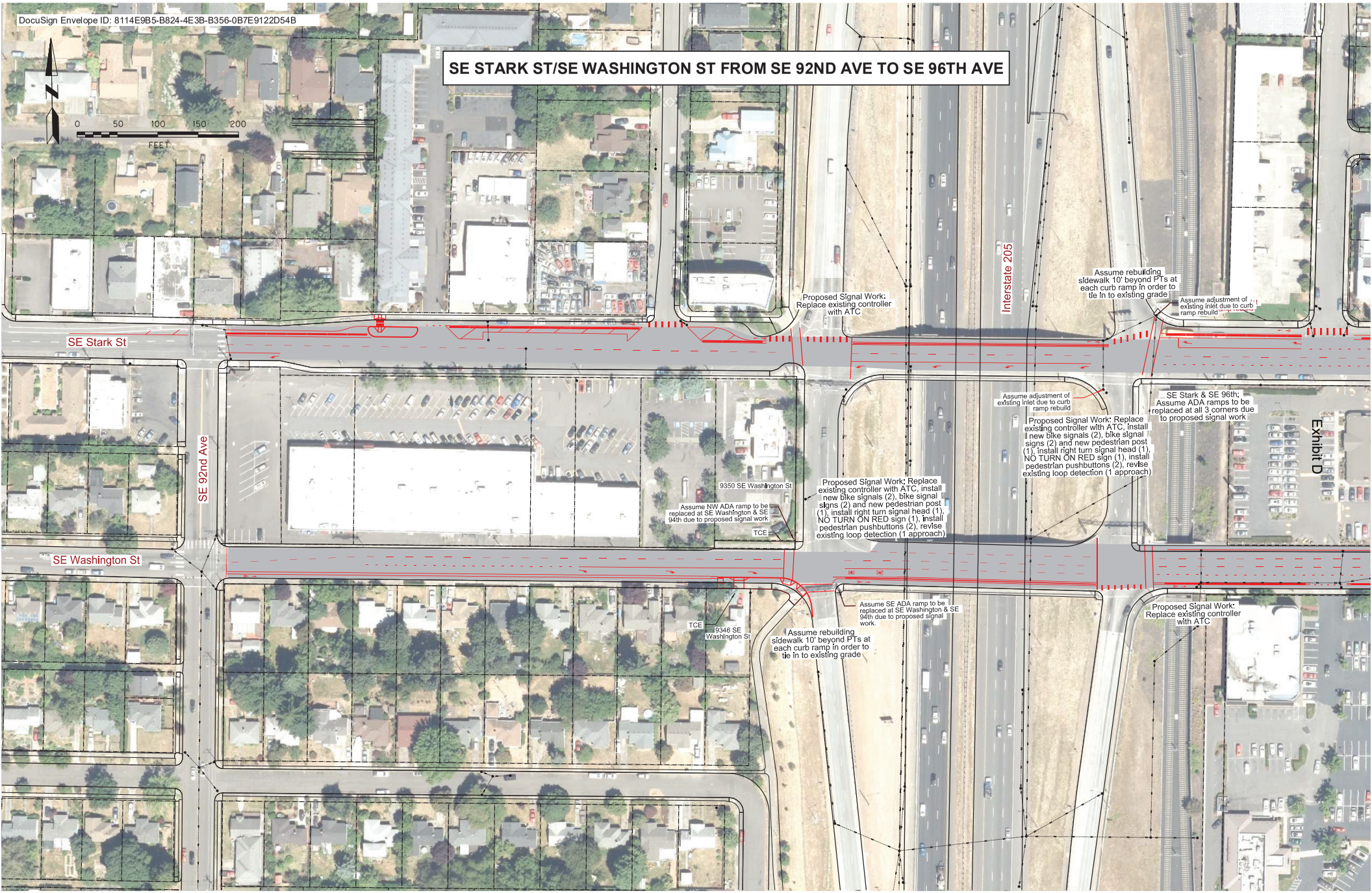
SE STARK ST/SE WASHINGTON ST FROM SE 92ND AVE TO SE 96TH AVE



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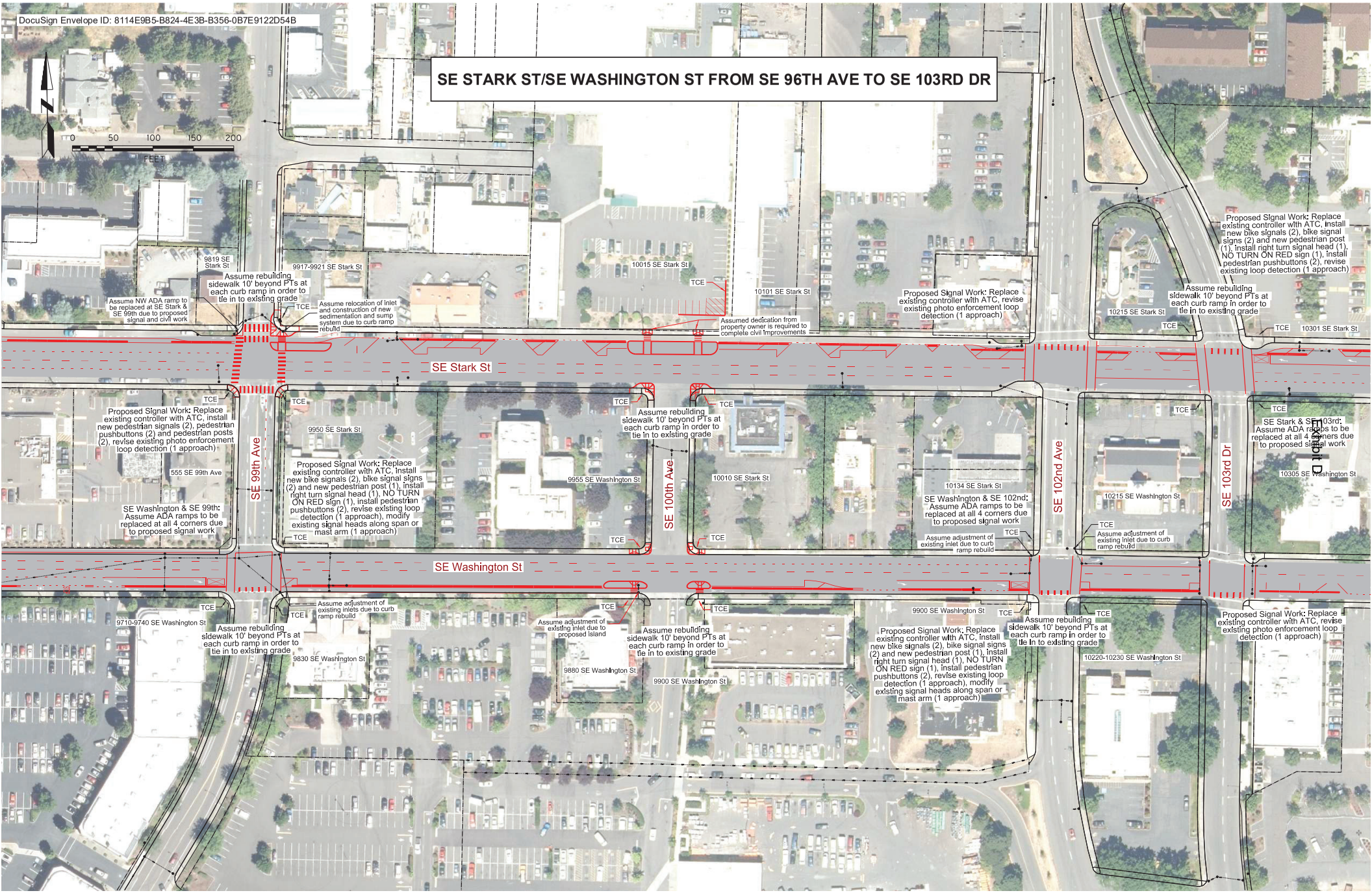
SE STARK ST/SE WASHINGTON ST FROM SE 96TH AVE TO SE 103RD DR



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SE STARK ST/SE WASHINGTON ST FROM SE 103RD DR TO SE 106TH AVE

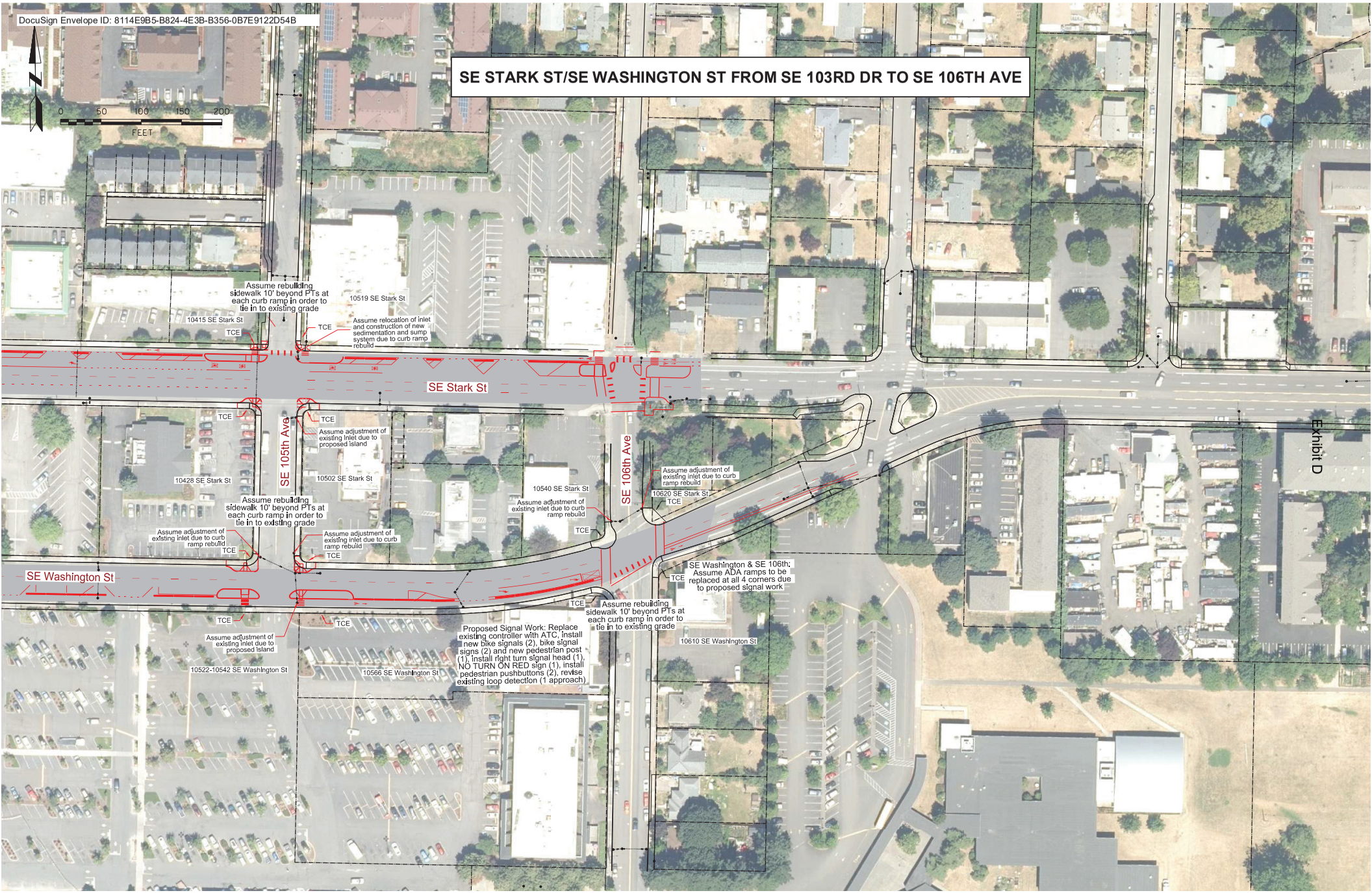

Exhibit D

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Certificate Of Completion

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Steve Townsen steve.townsen@portlandoregon.gov City Engineer City of Portland Security Level: Email, Account Authentication (None)	Steve Townsen Signature Adoption: Uploaded Signature Image Using IP Address: 74.120.152.116	Sent: 6/20/2019 10:20:57 AM Viewed: 6/20/2019 11:04:56 AM Signed: 6/20/2019 11:06:06 AM
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In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
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Signing Complete	Security Checked	6/20/2019 11:06:06 AM
Completed	Security Checked	6/20/2019 11:06:06 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

Exhibit D

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If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. To indicate to us that you are changing your mind, you must withdraw your consent using the DocuSign â€˜Withdraw Consentâ€™ form on the signing page of a DocuSign envelope instead of signing it. This will indicate to us that you have withdrawn your consent to receive required notices and disclosures electronically from us and you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

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Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures

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To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at tim.doherty@portlandoregon.gov and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address..

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