

SR 16/SR 5, Westbound Nalley Valley

GCA – 5823

This Agreement is made and entered into between the STATE OF WASHINGTON, Department of Transportation, Olympic Region, hereinafter the “STATE,” and the City of Tacoma, 747 Market Street Room 520, Tacoma, WA 98402, hereinafter the “CITY.”

WHEREAS, the STATE has designed and is anticipating advertisement of a project for improvements to the I-5 and SR 16 interchange entitled “I-5/ Westbound Nalley Valley I/C project,” hereinafter the “Project,” and

WHEREAS, due to the Project location within the corporate limits of the City of Tacoma, the STATE has determined that CITY assistance and cooperation is required to insure the successful completion of the Project, including, but not limited to: CITY construction engineering support with respect to CITY facilities and adjustments to signal systems on alternate routes, and

WHEREAS, minor improvements to CITY streets are needed to accommodate CITY traffic re-routed by CITY street and STATE highway closures required by the Project, and

WHEREAS, the STATE will implement specific alternate routes as identified herein to mitigate traffic impacts from the Project, and

WHEREAS, the CITY has reviewed and approved Project plans and specifications applicable to CITY facilities,

NOW, THEREFORE, pursuant to RCW 47.28.140 and chapter 39.34 RCW and in consideration of the terms, conditions, covenants, and performances contained herein, or attached and incorporated and made a part hereof, IT IS MUTUALLY AGREED AS FOLLOWS:

1. CITY ENGINEERING SERVICES

1.1 The STATE shall request, and the CITY may provide, CITY construction support services for the Project, such as providing ongoing Project review, coordination with CITY services, and expert advice regarding design and/or construction details of the STATE’s plans and specifications for the Project that may impact CITY-owned facilities, hereinafter “Facilities.” The STATE may request construction support services verbally with a written request following within five (5) business days of the verbal request. Any services provided by the CITY without written or verbal request of the STATE shall be at the CITY’s expense.

1.2 In lieu of paying permit fees for connecting to CITY stormwater facilities, the STATE will reimburse the CITY for the normal inspection of connections to CITY stormwater facilities. The STATE will also reimburse the CITY for inspection of the stormwater system on South Tacoma Way constructed by the STATE as part of the Project.

1.3 The STATE agrees to reimburse the CITY for its actual direct, related indirect and overhead costs for construction support services per Subsection 1.1 and inspection per Subsection 1.2. The

estimated cost of the CITY construction support services and inspection for the Project is shown in Exhibit G, attached hereto and by this reference made part of this Agreement.

2. DAMAGE TO CITY FACILITIES

2.1 The STATE will be responsible for the repair of damage to Facilities where the damage is directly attributed to Project construction activities. Repair shall be limited to areas identified within the limits of the Project, as identified in Exhibit C, attached hereto and by this reference made a part of this Agreement.

2.2 Immediately prior to the beginning construction activities, the Parties shall make a joint condition inspection of the Facilities within the limits of the Project and the STATE, with input from the CITY, shall prepare a memorandum documenting the condition (Memorandum of Prior Condition), mutually acceptable to both Parties. The CITY agrees to provide written concurrence with the Memorandum of Prior Condition or provide a list of exceptions within two (2) weeks of receipt of the memorandum. The STATE and CITY will diligently work to come to written agreement on the prior condition of any exceptions.

2.3 In order to avoid damage to CITY luminaires, the CITY shall remove and store its luminaires at locations as determined by the CITY. CITY luminaires to be stored are identified in Exhibit A, attached hereto and by this reference made part of this Agreement. The STATE will provide the CITY with two (2) weeks written notice prior to the date that all CITY luminaires must be removed from the Project site. After said two (2) week written notice to the CITY, the CITY shall be responsible for any damage to CITY luminaires. The STATE will notify the CITY when construction activities are complete and the CITY may re-install the luminaires at the CITY's discretion. The STATE agrees to reimburse the CITY for its actual direct, related indirect and overhead costs associated with the removal, storage, and re-installation of CITY luminaires as identified in Exhibit A. The estimated cost of the CITY work to protect CITY luminaires is shown in Exhibit B, attached hereto and by this reference made part of this Agreement.

2.4 The STATE assumes responsibility for repair of third party damage incurred due to vandalism of the CITY's Facilities within the Project limits as identified in Exhibit C. The STATE will contact the Tacoma Police Department or Washington State Patrol and the CITY regarding any knowledge of theft of CITY property or vandalism to the Facilities within the Project limits.

3. ALTERNATE ROUTES

3.1 The CITY has reviewed and approved the Long Term and Short Term Alternate Routes for the Project. The Long Term Alternate Routes are shown in Exhibit D, and the Short Term Alternate Routes are shown in Exhibit E, both Exhibits are attached hereto and by this reference made part of this Agreement.

3.2 The STATE's project manager, or designee, shall be the point of contact for all public inquires and concerns on the Project's Long Term and Short Term Alternate Routes.

3.3 Long Term Alternate Routes:

3.3.1 Long Term Alternate Routes will be needed for the duration of the STATE's Project.

3.3.2 Prior to modifying the CITY's streets operational features for the Long Term Alternate Routes, the STATE shall prepare a memorandum documenting the original operational features of the Long Term Alternative Routes (Memorandum of Original Operational Features) mutually acceptable to both Parties. The Memorandum of Original Operational Features shall be used to re-establish the operational features of the Long Term Alternate Routes after the need for Long Term Alternate Routes has ended for the STATE's Project. The Memorandum of Original Operational Features shall include, but not be limited to, signing, striping, various channelization devices, and signalization of the portions of the city streets to be modified. The CITY agrees to provide written concurrence of the Memorandum of Original Operational Features or provide a list of exceptions within two (2) weeks of receipt of the memorandum. The STATE and CITY will diligently work to come to written agreement on the prior configuration of any exceptions.

3.3.3 At the STATE's expense, the STATE will install and maintain Long Term Alternate Route temporary operational features, including but not limited to: alternate route signing, striping, and temporary traffic control devices for the duration of use of the Long Term Alternate Routes.

3.3.4 Either Party may request modifications to Long Term Alternate Routes after their implementation. No modifications will be made without the written approval of both Parties. Said modifications shall meet current Manual on Uniform Traffic Control Devices (MUTCD) standards. The STATE will implement CITY requested modifications at STATE expense should the CITY demonstrate the need and the STATE agrees. If the STATE does not agree that the CITY requested modifications are required and the CITY is willing to pay for the modification, the STATE may implement the modification request at CITY expense at the STATE's sole discretion. Payment to the STATE shall be pursuant to Section 6.

3.3.5 The CITY, at CITY expense, is responsible for all maintenance and operational requirements of the city streets used for Long Term Alternate Routes, except for the STATE's operation and maintenance of those temporary operational features installed pursuant to Subsections 3.3.3 and 3.3.4.

3.3.6 The CITY, at STATE expense, will make adjustments to signal vehicle head locations and signal timing required to accommodate the Project's temporary operational features to Long Term Alternate Routes. The estimated cost of the CITY adjustments to signal vehicle head locations and signal timing is shown in Exhibit F, attached hereto and by this reference made part of this Agreement.

3.3.7 The STATE agrees to reimburse the CITY for its actual direct, related indirect and overhead costs associated with the CITY's work to re-establish the signal timing and signal vehicle head locations to their original configuration and condition after the need for Long Term Alternate Routes has ended for the STATE's Project, and after the STATE, at STATE expense, has re-established the CITY's streets operational features as identified in the Memorandum of Original Operational Features, Subsection 3.3.2.

3.3.8 The CITY may request that the STATE make revisions to the restored operational features of the Long Term Alternate Routes (Memorandum of Original Operational Features), should the CITY deem revisions are necessary. The STATE may comply with said request

provided that, in the opinion of the STATE's project manager, the revisions add no significant cost to the Project. Should the requested revisions add significant cost to the Project, the STATE may add, by CITY request, the CITY's revisions at CITY expense. Payment to the STATE shall be pursuant to Section 6.

3.4 Short Term Alternate Routes:

3.4.1 Short Term Alternate Routes will be needed to route traffic temporarily to accomplish certain portions of the Project, but not for the duration of the Project.

3.4.2 At the STATE's expense, the STATE will install and maintain Short Term Alternate Route temporary operational features, including but not limited to: alternate route signing and temporary traffic control devices for the duration of use of the Short Term Alternate Routes.

3.4.3 Either Party may request modifications to Short Term Alternate Routes after their implementation. No modifications will be made without the written approval of both Parties. Said modifications shall meet current Manual on Uniform Traffic Control Devices (MUTCD) standards. The STATE will implement said modifications at STATE expense should the CITY demonstrate the need and the STATE agrees. If the STATE does not agree that the CITY requested modifications are required and the CITY is willing to pay for the modification, the STATE may implement the modification request at CITY expense at the STATE's sole discretion. Payment shall be pursuant to Section 6.

3.4.4 The CITY, at CITY expense, is responsible for all maintenance and operational needs of the city streets used for Short Term Alternate Routes, except for the STATE's operation and maintenance of those temporary operational features installed pursuant to Subsections 3.4.2 and 3.4.3.

4. CHANGES TO WORK ON CITY FACILITIES

4.1 The STATE will advise the CITY of any proposed Project change affecting Facilities as soon as practical, and provide the CITY with an opportunity, if time permits, to review the change before directing the STATE's contractor. The STATE will determine the length of the review time based upon the need to expedite the change to avoid delay to the Project work.

4.2 The STATE will make available to the CITY all change order documentation pertaining to Facilities impacted by the change.

4.3 In the event the CITY finds errors or problems in the Project plans and specifications affecting the Facilities during construction, the CITY will advise the STATE as soon as practical. The STATE agrees to implement appropriate corrective changes at STATE expense. Final determination of the appropriateness of any Project change resides with the STATE.

4.4 In the event the CITY requests additional changes to the Project in relation to the Facilities and the STATE agrees with said change, the CITY agrees to reimburse the STATE for the actual direct, related indirect and overhead costs of that change. Payment shall be pursuant to Section 6. Final determination of the appropriateness of any Project change resides with the STATE.

5. ACCEPTANCE

- 5.1 After substantial completion has been issued for the Project, (substantial completion as defined by the Standard Specification for Road, Bridge, and Municipal Construction, current edition for the Project) but prior to physical completion being issued for the Project, (physical completion as defined in the Standard Specification for Road, Bridge, and Municipal Construction, current edition for the Project), the STATE and the CITY will perform a joint final inspection of the Facilities within the limits of the Project, as well as the reestablishment of the Short and Long Term Alternate Routes. The CITY will provide a punch list of required corrections to the STATE. After notification from the STATE that the required corrections have been completed, the CITY agrees to deliver a letter of acceptance to the STATE for the Facilities work completed within the limits of the Project and for the reestablishment of the Short and Long Term Alternate Routes.
- 5.2 If a letter of acceptance, pursuant to Subsection 5.1, is not received by the STATE within ninety (90) days following delivery of a notification that the corrections have been completed, the Facilities within the limits of the Project and the reestablishment of the Short and Long Term Alternate Routes shall be considered accepted by the CITY.
- 5.3 The CITY may withhold its acceptance by submitting written notification to the STATE within ninety (90) days following notification from the STATE that the required corrections have been completed. The CITY's written notification shall include the reason(s) for withholding acceptance. The Parties shall then work together to resolve the outstanding issues identified in the CITY's written notification.

6. PAYMENT

- 6.1 The STATE, in consideration of the faithful performance of services and work provided by the CITY under this Agreement, agrees to reimburse the CITY for the actual direct, related indirect and overhead costs of the services and work as itemized in the cost estimates, Exhibits B, F, and G, and detailed further in Subsections 1.3, 2.3, 3.3.6 and 3.3.7 in this Agreement.
- 6.2 The CITY, in consideration of the faithful performance of services and work provided by the STATE under this Agreement, agrees to reimburse the STATE for the actual direct, related indirect and overhead costs of the services and work that occur under the situations addressed in Subsections 3.3.4, 3.3.8, 3.4.3 and 4.4 in this Agreement.
- 6.3 The Parties agree to make partial payments within thirty (30) days receipt of the other Party's detailed invoice. These invoices are not to be more frequent than one (1) per month. It is agreed that any such payment will not constitute agreement as to the appropriateness of any item and that at the time of the final billing all required adjustments will be made and reflected in the final payment.
- 6.4 In the event unforeseen conditions require an increase in the cost of 25 percent or more from that agreed to in Subsections 1.3, 2.3, 3.3.6, and 3.3.7, as shown in Exhibits B, F, or G the Parties agree to amend this Agreement to address the increase.
- 6.5 The STATE, in order to meet June 30th fiscal year-end requirements, must receive an invoice from the CITY no later than July 15th in each year of this Agreement, for all outstanding services and/or

work performed in the month of June. If applicable, the CITY may also invoice the STATE, under the same deadline, for services and/or work performed in earlier months in the respective fiscal year, but not yet billed.

7. REPRESENTATIVES

7.1 The STATE's project manager for the STATE's Project shall be:

Howard Diep, P.E.
Lakewood Project Engineer
11203 Bridgeport Way SW
Lakewood, WA 98499-3002
(253) 589-6100
Fax – (253) 589-6101

7.2 The CITY representative, acting as the CITY project coordinator for the STATE's Project shall be:

Chris Larson
Assistant Division Manager
747 Market Street Room 520
Tacoma, WA 98402
(253) 591-5538

Upon Mutual Agreement → 8. *[Signature]*

8. RIGHT OF ENTRY

8.1 Each Party hereby grants the other Party, including its contractors and subcontractors, and agents a right of entry upon all land in which each Party has interest within, outside or adjacent to the right of way of the highways or city streets, for the purpose of constructing, and if necessary, maintaining and operating said improvements pursuant to this Agreement. Upon completion of the work outlined herein, each Party shall resume their jurisdictional responsibilities for ownership, operation and maintenance pursuant to the law.

9. MODIFICATION

9.1 No modification of this Agreement is valid unless evidenced in writing by amendment to this Agreement and signed by both Parties. No verbal agreement may supersede, replace or amend this Agreement.

10. ASSIGNMENT

10.1 Neither Party to this Agreement shall transfer or assign any right or obligation hereunder without the prior written consent of the other Party.

11. SEVERABILITY

11.1 Should any section, term or provision of this Agreement be determined to be invalid, the remainder of this Agreement shall not be affected and the same shall continue in full force and effect.

12. INDEMNIFICATION AND WAIVER

12.1 Each Party to this Agreement shall protect, defend, indemnify, and save harmless the other Party, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and/or property), arising out of, or in any way resulting from, each Party's negligent acts or omissions in connection with the terms of this Agreement. No Party will be required to indemnify, defend, or save harmless the other Party if the claims, suits, or actions for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of the other Party. Where such claims, suits, or actions result from concurrent negligence of the Parties, or is covered by RCW 4.24.115, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's own negligent acts or omissions.

12.2 Each of the Parties agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the Parties, by mutual negotiation, hereby waives, with respect to the other Party only, any immunity that would otherwise be available against such claims under the Industrial Insurance provision of Title 51 RCW.

12.3 This indemnification and waiver shall survive the termination of this Agreement.

13. DISPUTES

13.1 The Parties shall work collaboratively to resolve disputes and issues arising out of, or related to this Agreement. Disagreements shall be resolved promptly and at the lowest level of hierarchy. To this end, following the dispute resolution process in Subsections 13.1.1 through 13.1.4 shall be a prerequisite to the filing of any litigation concerning any dispute between the Parties:

13.1.1 The Representatives, designated in Section 7, shall use their best efforts to resolve disputes and issues arising out of, or related to this Agreement. The Representatives shall communicate regularly to discuss the status of the tasks to be performed hereunder and to resolve any disputes or issues related to the successful performance of this Agreement. The Representatives shall cooperate in providing staff support to facilitate the performance of this Agreement and the resolution of any disputes or issues arising during the term of this Agreement.

13.1.2 A Party's Representative shall notify the other Party in writing of any dispute or issue that the Representative believes may require formal resolution according to Subsection 13.1.4. The Representatives shall meet within five (5) business days of receiving the written notice and attempt to resolve the dispute.

13.1.3 In the event the Representatives cannot resolve the dispute or issue, the Mayor of the CITY, and the STATE Regional Administrator or their respective designees shall meet and engage in good faith negotiations to resolve the dispute.

13.1.4 In the event the Mayor and Regional Administrator or their respective designees cannot resolve the dispute or issue, the CITY and the STATE shall each appoint a member to a disputes board. Each Party shall be responsible for its own costs and fees. These two members shall then select a third member not affiliated with either Party. The three member board shall conduct a dispute resolution hearing that shall be informal and unrecorded. All expenses for the third member of the Dispute Resolution board shall be shared equally by both Parties. The Parties shall be responsible for their costs, including attorney fees.

14. VENUE

14.1 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 hereto agree that any such action or proceedings shall be brought in the superior court situated in Thurston County, Washington. Each Party shall be responsible for its own costs and attorneys fees.

*Pierce P
CM #1*
*unless the filing in
Pierce County -
conflicts w/ the provisions
of RCW
47.28.120
CM
MPS*

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Party's date signed last below.

CITY OF TACOMA

**STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION**

By: *M.P.S.*
Michael Slevin III, P.E.
Acting Public Works Director

By: *[Signature]*
Kevin J. Dayton, Region Administrator

Date: *18 AUG 08*

Date: *AUGUST 27, 2008*

APPROVED AS TO FORM

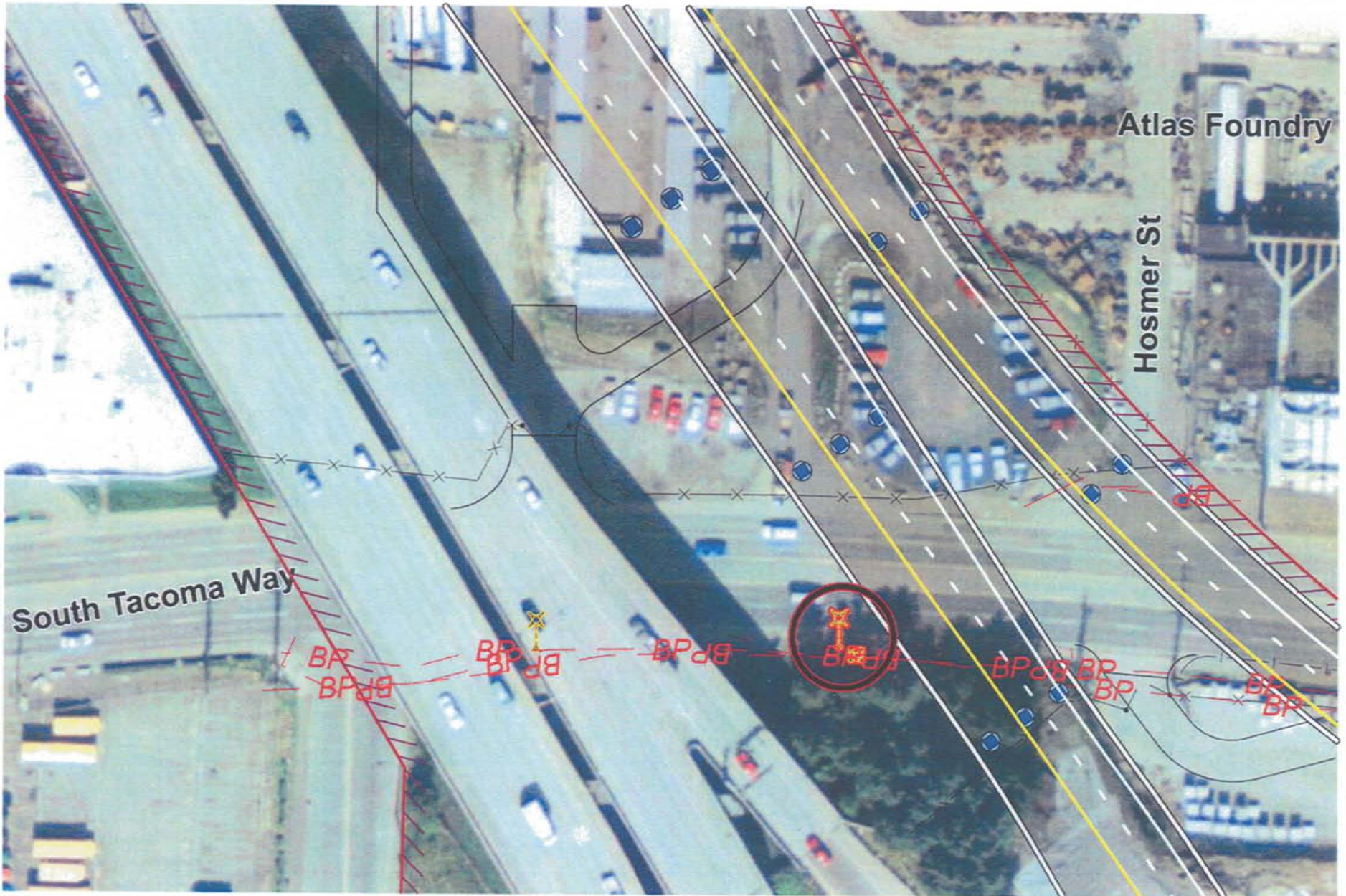
APPROVED AS TO FORM

By: *[Signature]*
CITY Attorney

By: *[Signature]*
Assistant Attorney General



Date: *8/12/08*

Date: *7-8-08*



South Tacoma Way

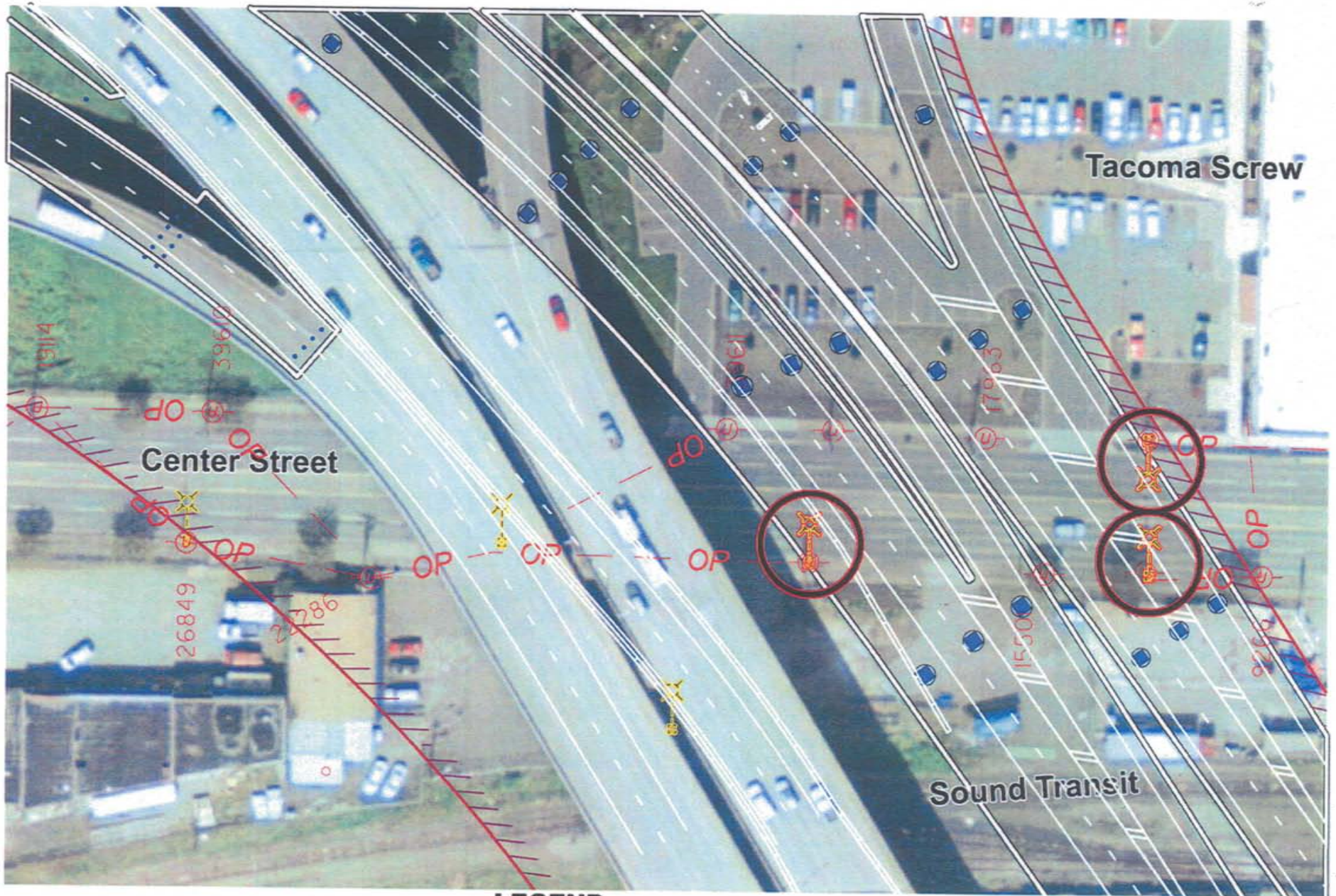
LEGEND

-  IMPACTED ILLUMINAIRE
-  PROPOSED BRIDGE PIER





0' 25' 50'
SCALE IN FEET

GCA-5823
Exhibit A
Sheet 1 of 2



Center Street

LEGEND

-  IMPACTED ILLUMINAIRE
-  PROPOSED BRIDGE PIER



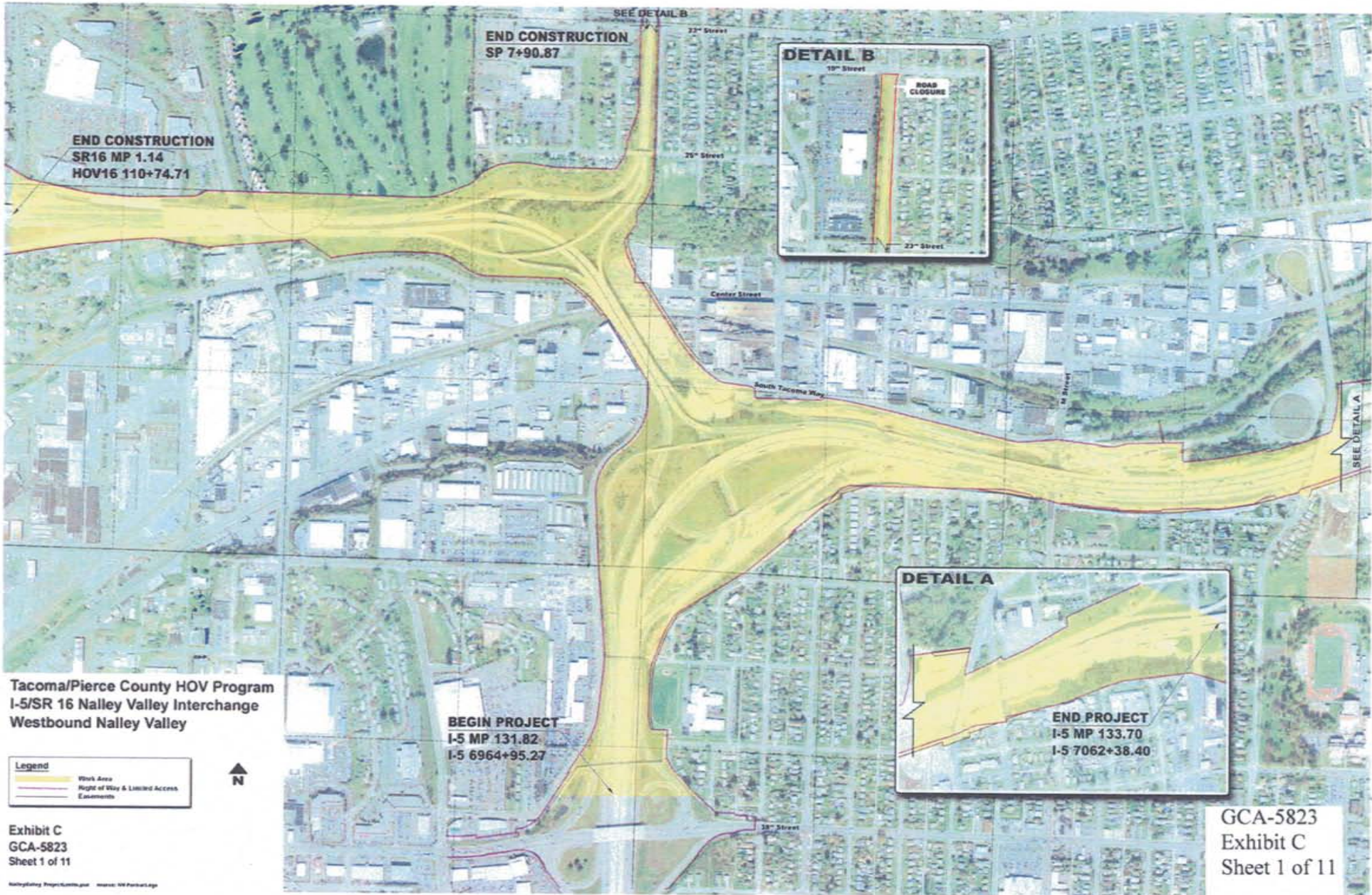
0' 25' 50'
SCALE IN FEET

GCA-5823
Exhibit A
Sheet 2 of 2

GCA-5823
 Exhibit B
 Estimate of Cost
 Remove, Store and Replace Four (4) City Luminaires

* No. of Crews	Hours:	Days:	Rate per Hour per Crew	Total:
Remove and Store Luminaires:				
2 Crews	8	2	\$150	\$4,800
Replace Luminaires:				
2 Crews	8	2	\$150	\$4,800
Sub Total:				\$9,600
Administrative Overhead at 29%				\$2,784
TOTAL:				\$12,384

* One crew consists of two men, truck and equipment.



**Tacoma/Pierce County HOV Program
I-5/SR 16 Nalley Valley Interchange
Westbound Nalley Valley**

Legend	
	Work Area
	Right of Way & Limited Access Easements
	Interchange

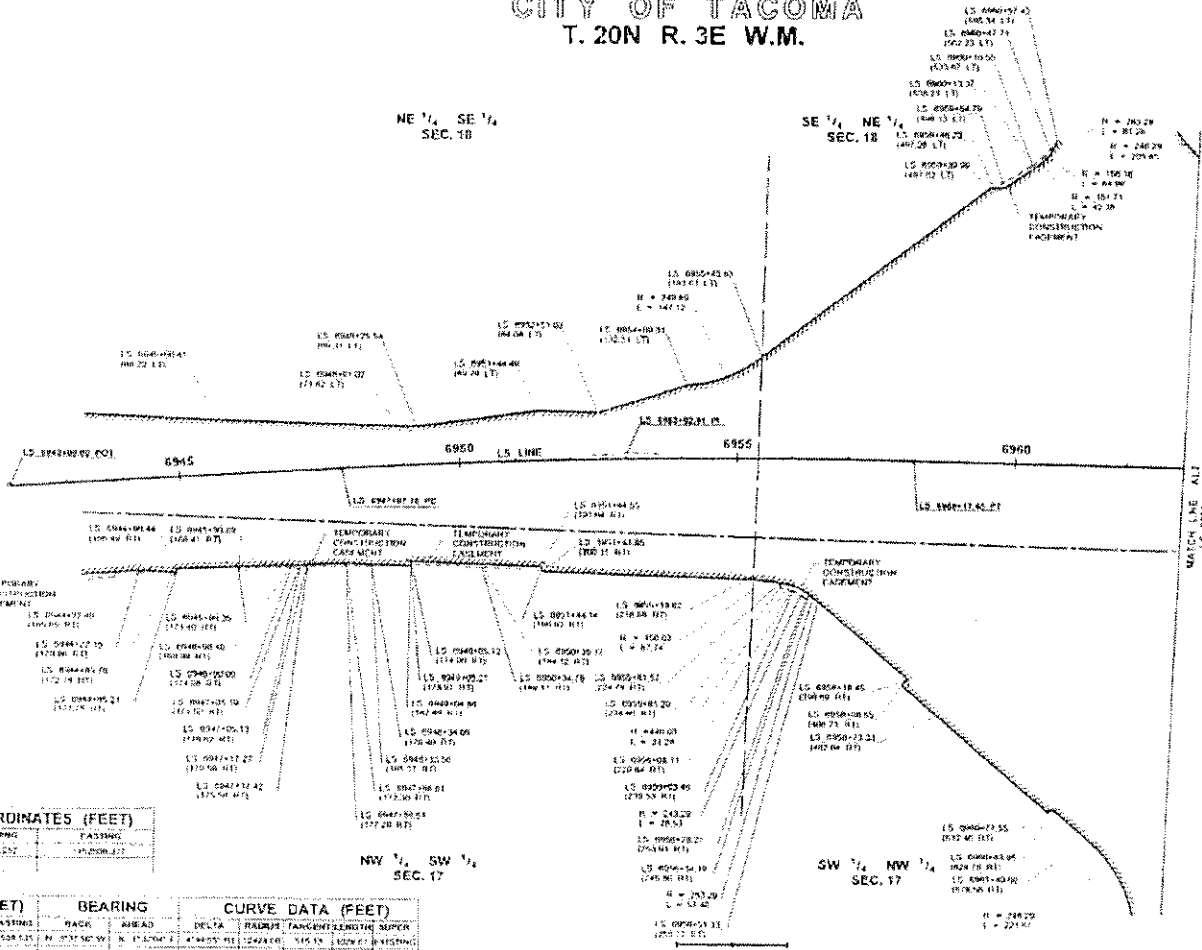


Exhibit C
GCA-5823
Sheet 1 of 11

Nalley Valley Projects/2016/01/16/160101/160101/160101

GCA-5823
Exhibit C
Sheet 1 of 11

CITY OF TACOMA
T. 20N R. 3E W.M.



GCA-5823
Exhibit C
Sheet 2 of 11

LEGEND

- EXISTING ROAD
- PROPOSED ROAD
- PROPERTY

THE PLANS AND SPECIFICATIONS AND CONTRACTS ARE TO BE OPENED TO THE PUBLIC FOR EXAMINATION AT THE OFFICE OF THE ENGINEER, WESTBOUND VALLEY VALLEY IIC, FROM 9:00 AM TO 4:00 PM.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND RIGHTS OF WAY FROM THE APPROPRIATE AGENCIES.

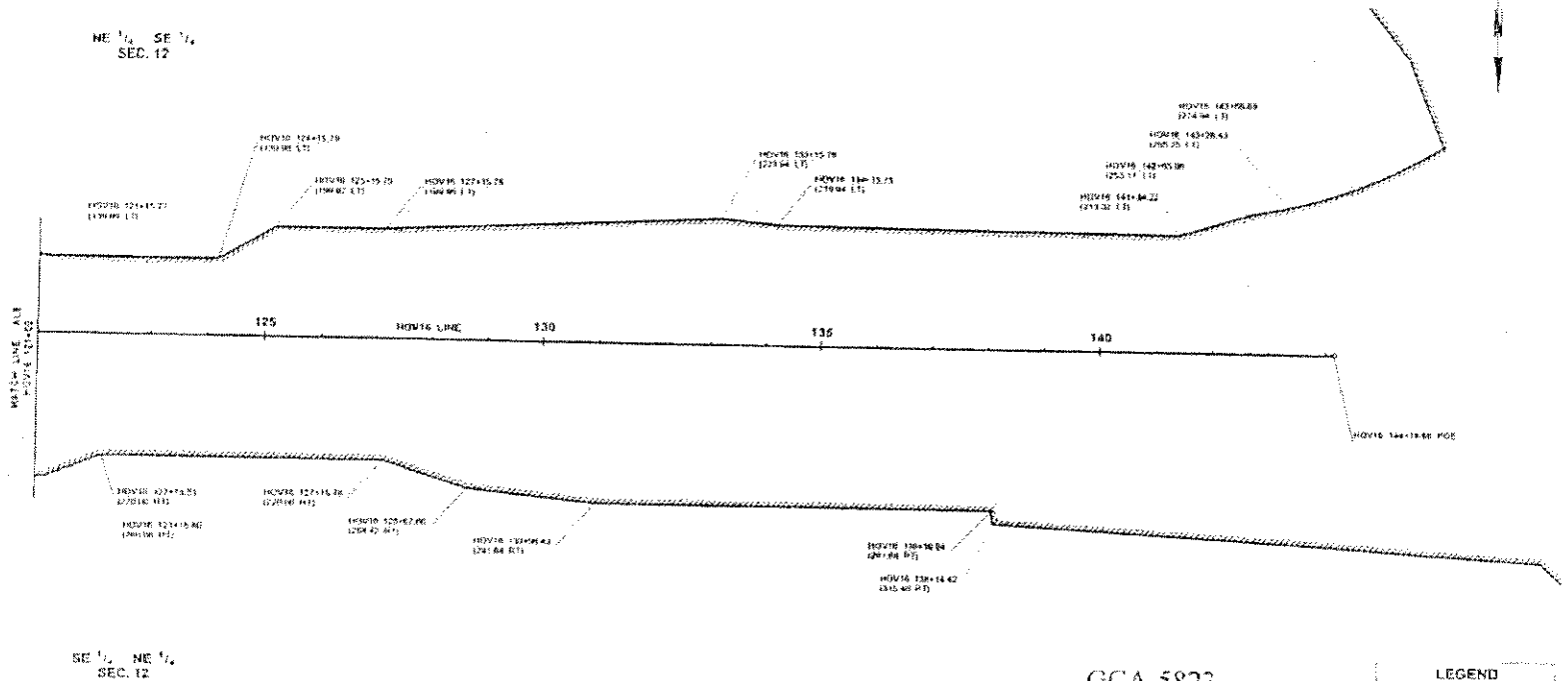
ALIGNMENT COORDINATES (FEET)		
STATION	NORTHING	EASTING
L.S. 6945+00.00	6913.557	10,200.177

COORDINATES (FEET)		BEARING		CURVE DATA (FEET)		
PICTA	NORTHING	EASTING	BACK	AWAY	DELTA	RADIUS
L.S. 6945+00.00	6913.557	10,200.177	N 07° 50' 00" W	N 72° 10' 00" E	45.000	1000.000

FILE NAME: G:\work\pww\work\projects\5823\5823.dwg	FED. AD. PROJ. NO.			1-5 / SR16	ALT
DATE: 10/20/2008					
DESIGNED BY: LANCHE	TO: WADW	DATE: 10/20/2008	DATE: 10/20/2008	ALIGNMENT AND RIGHT OF WAY PLAN	
DRAWN BY: BROWNEVERETTE					
CHECKED BY: J. EVONCHITTE					
PROJ. ENGR. M. SMITH					
REGIONAL ADM. K. DAYTON					

CITY OF TACOMA
T. 20N R. 2E W.M.

NE 1/4, SE 1/4
SEC. 12

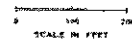


SE 1/4, NE 1/4
SEC. 12

GCA-5823
Exhibit C
Sheet 10 of 11

LEGEND	
	LIMITED ACCESS HWY
	RIGHT OF WAY
	EXISTENCE

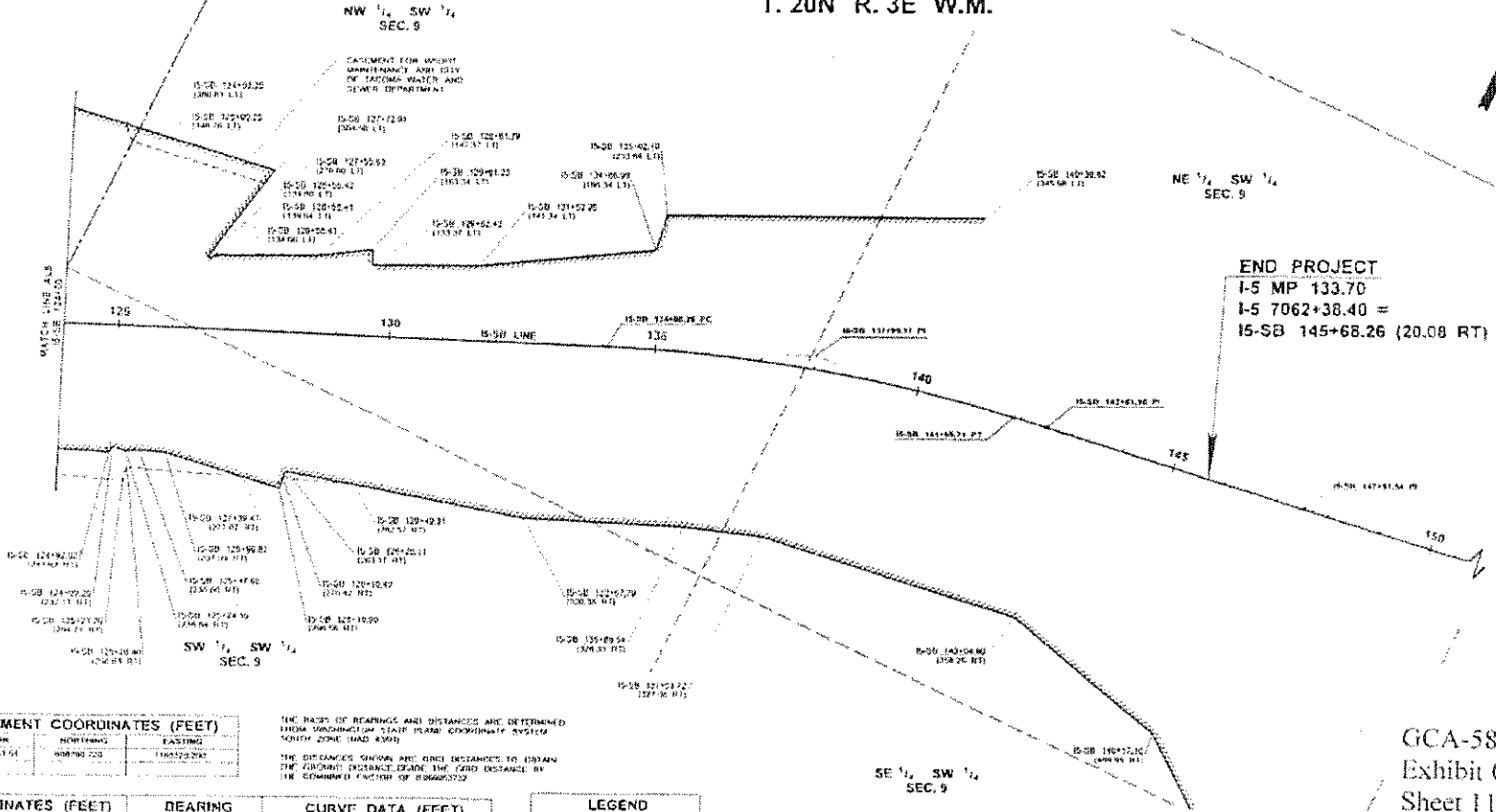
ALIGNMENT COORDINATES (FEET)		
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102+16.00	99866.224	144420.887
102+16.00	99866.224	144420.887
102+16.00	99866.224	144420.887



THE RIGHTS OF REPAIRS AND EASEMENTS ARE PRESERVED FROM WASHINGTON STATE PUBLIC HIGHWAYS ACTING THROUGH STATE ROAD DEPT.
FOR THE LARGER SECTION AND FOR THE SMALLER SECTION THE RIGHT OF WAY IS SHOWN BY THE DOTTED LINE OF PROPERTY.

FILE NAME: CHAWWAPPA WINDMILL RD 15 SR 16 AL 03.dgn	FED. AID PROJ. NO.		15 / SR16 WESTBOUND VALLEY VALLEY IC	ALB
DATE: 8/22/2008	10 WASH			
DESIGNED BY: JAMES	PROJECT NO.	Washington State Department of Transportation	ALIGNMENT AND RIGHT OF WAY PLAN	ALB
DESIGNED BY: BROWNE METZKE	DATE: BY			
CHECKED BY: J. LIVERETTE				
CHECKED BY: LAUREN MALONEY				
PROJECT MGR: M. SMITH				
REGIONAL ADM: K. DARTON	REVISION			

CITY OF TACOMA
T. 20N R. 3E W.M.



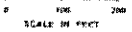
STATION	NORTHING	EASTING
I-5 SB 133+70.00	88870.228	138529.282

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLUMB COORDINATE SYSTEM SOUTH ZONE (NAD 83).

THE DISTANCES SHOWN AND CURVE DISTANCES TO OBTAIN THE FOLLOWING DISTANCE EXCEEDED THE ZERO DISTANCE BY THE CORRECTION FACTOR OF 0.00000002.

COORDINATES (FEET)			BEARING		CURVE DATA (FEET)		
STATION	NORTHING	EASTING	BACK	AHEAD	DELTA	RADIUS	TANGENT
I-5 SB 133+70.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 134+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 135+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 136+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 137+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 138+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 139+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
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I-5 SB 141+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 142+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 143+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 144+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
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I-5 SB 147+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 148+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 149+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00
I-5 SB 150+00.00	88870.228	138529.282	127°19'41"	129°16'58"	102°52'11"	1000.00	1000.00

LEGEND	
---	EASEMENT
---	RIGHT OF WAY
---	EASEMENT



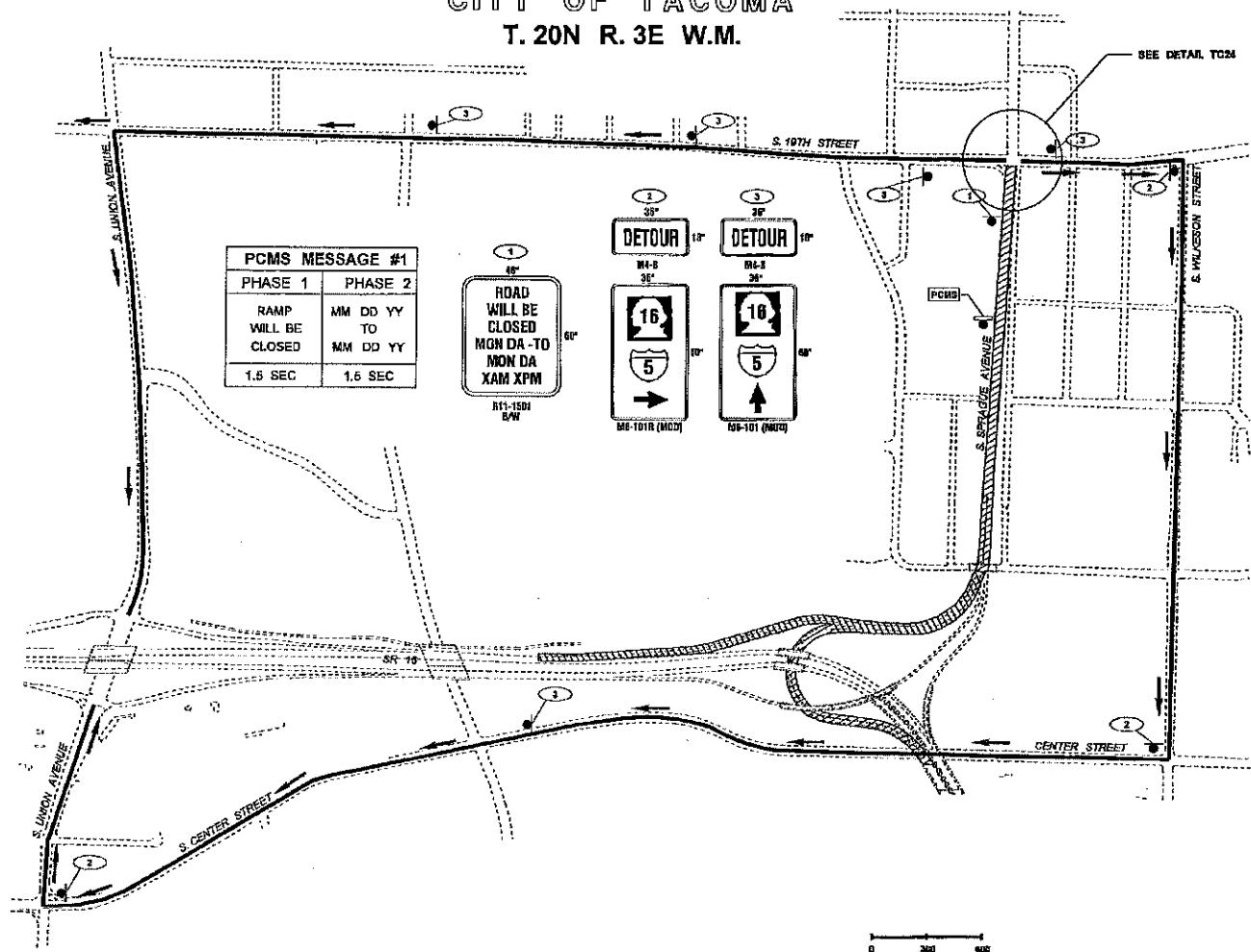
GCA-5823
Exhibit C
Sheet 11 of 11

FILE NAME: C:\P\W\W\W\Work\arch\1515\1515011000.dwg	DATE: 2/15/00	PROJECT: I-5 / SR16 WESTBOUND MALLEY VALLEY I/C	AL10
DRAWN BY: JAMES	DESIGNED BY: BROWN/VENTNIE	ENGINEER BY: D. LAUSCHERT	CHECKED BY: LAURENCE/ALONEY
PROJECT: I-5 / SR16 WESTBOUND MALLEY VALLEY I/C	DATE: 2/15/00	BY: M. SMITH	REGION: TACOMA
APPROVAL ADM: R. DAYTON	REGION: TACOMA	DATE: 2/15/00	BY: M. SMITH



Washington State
Department of Transportation

CITY OF TACOMA
T. 20N R. 3E W.M.



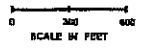
- NOTES:**
- SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF SPRAGUE AVE RAMP CLOSURE.
 - ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN SHALL BE COVERED.
 - SIGNS SHALL BE RETRO-REFLECTIVE AS REQUIRED BY WSDOT.
 - ALL SIGNS SHALL BE ORANGE WITH BLACK LETTERING UNLESS OTHERWISE NOTED.
 - INSTALL SIGN (1) AND SET PCMS FOURTEEN DAYS BEFORE RAMP CLOSURE.
 - SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS, FOR DETOUR DURING STAGE 1.
 - SEE SPECIAL PROVISIONS FOR DURATION OF LANE CLOSURE, FOR DETOUR DURING STAGES 2 AND 3.

LEGEND

	WORK AREA
	DIRECTION OF ALTERNATE ROUTE
	CLASS 'A' SIGN
	SIGN ASSEMBLY NUMBER
	DETOUR ROUTE

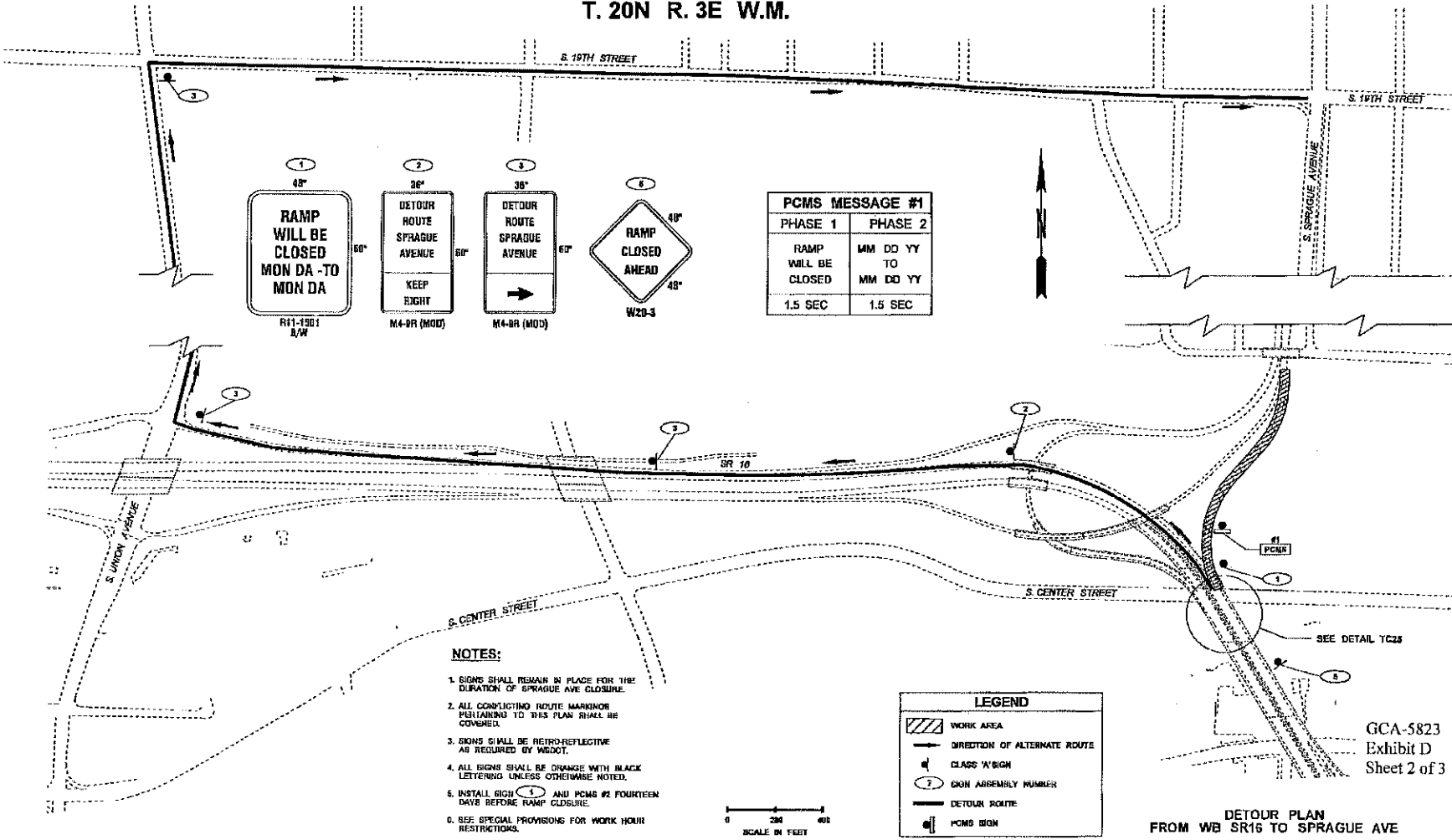
GCA-5823
Exhibit D
Sheet 1 of 3

DETOUR PLAN
SPRAGUE AVE TO SR 16 CLOSURE

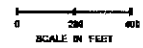


FILE NAME	c:\aawork\pwy_work\larscheld\larscheld\2231\F3460_SH_CU_01.dgn	REGION NO.	10	STATE	WASH	FED.AID PROJ.NO.		<p>Washington State Department of Transportation</p>	<p>I-5 / SR16 WESTBOUND NALLEY VALLEY V/C</p>	<p>DUM</p>
DATE	4/4/2008	JOB NUMBER		LOCATION NO.						
PLOTTED BY	LarschB	DATE		DATE						
DESIGNED BY	NEMARIAM/HEUGMAN	DATE		DATE						
ENTERED BY	C. SHANNON	DATE		DATE						
CHECKED BY	LAHNDT/MALONEY	DATE		DATE						
PROJ. ENGR.	R. SMITH	DATE		DATE						
REGIONAL ADM.	K. DAYTON	REVISION		DATE						

CITY OF TACOMA
T. 20N R. 3E W.M.



- NOTES:**
1. SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF SPRAGUE AVE CLOSURE.
 2. ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN SHALL BE COVERED.
 3. SIGNS SHALL BE RETRO-REFLECTIVE AS REQUIRED BY WADOT.
 4. ALL SIGNS SHALL BE ORANGE WITH BLACK LETTERING UNLESS OTHERWISE NOTED.
 5. INSTALL SIGN (1) AND PCMS #2 FOURTEEN DAYS BEFORE RAMP CLOSURE.
 6. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

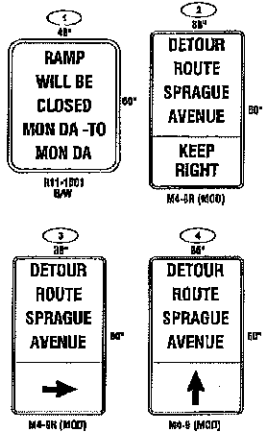


DETOUR PLAN
FROM WB SR16 TO SPRAGUE AVE

GCA-5823
Exhibit D
Sheet 2 of 3

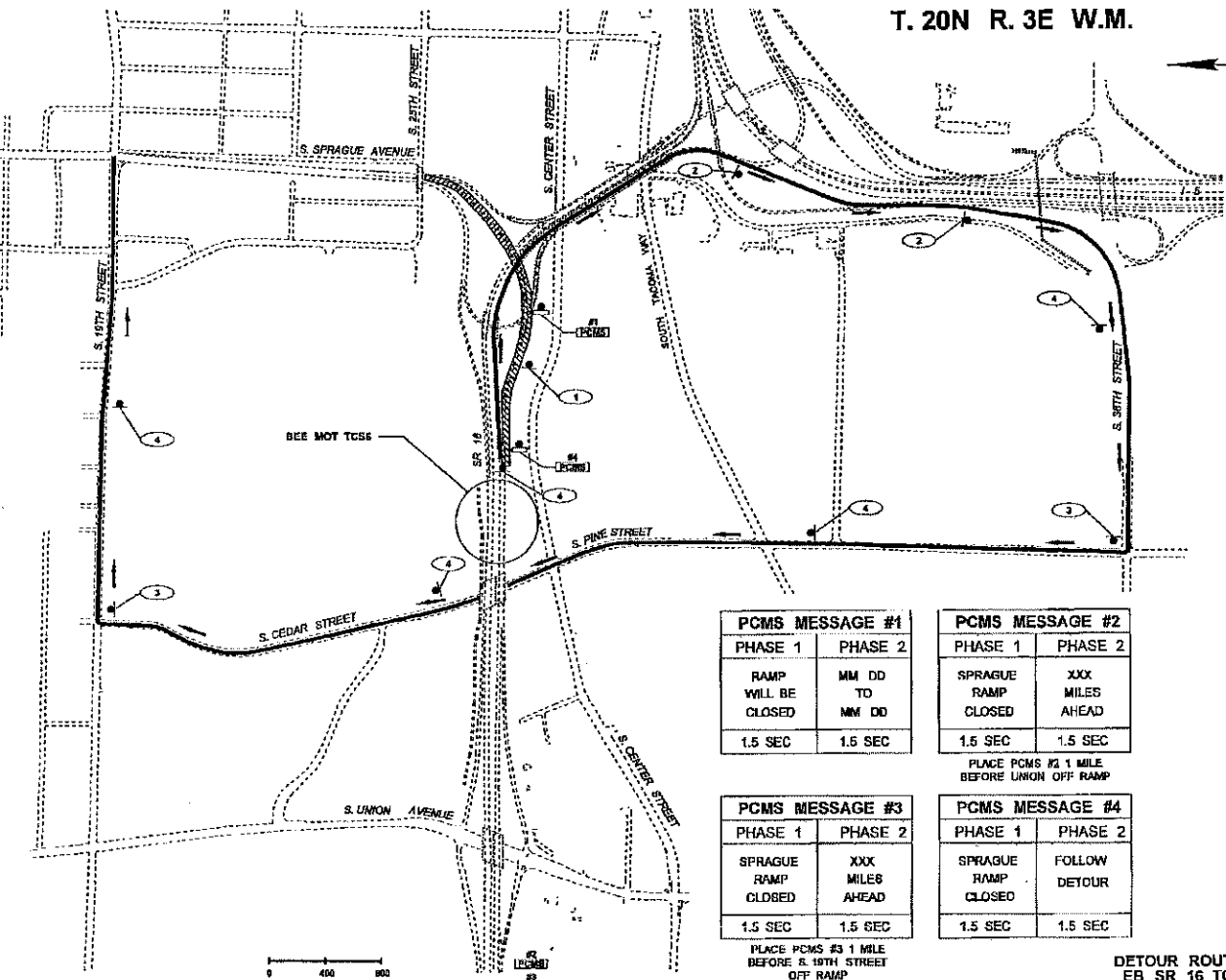
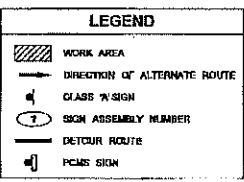
FILE NAME	C:\AA\Work\PW Work\Area\to\GIS\Info\2223\1P\460_S11_DU_03.dgn			REGION NO.	STATE	FED.AID PROJ.NO.		I-5 / SR16 WESTBOUND NALLEY VALLEY / IC	DU3
TIME	3:21:43 PM			10	WASH				
DATE	4/6/2008			JOB NUMBER					
PLOTTED BY	Larachs			CONTRACT NO.					
DESIGNED BY	NEMARIAM HEUSMAN			LOCATION NO.					
ENTERED BY	C. SHANNON								
CHECKED BY	LAHNDI MALONEY								
PROLDRGR	M. SMITH								
REGIONAL ADM.	K. DAYTON			REVISION	DATE	BY			

CITY OF TACOMA
T. 20N R. 3E W.M.



NOTES:

1. SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF SPRAGUE AVE CLOSURE.
2. ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN SHALL BE COVERED.
3. SIGNS SHOULD BE RETRO-REFLECTIVE AS REQUIRED BY WSDOT.
4. ALL SIGNS SHALL BE ORANGE WITH BLACK LETTERING UNLESS OTHERWISE NOTED.
5. INSTALL SIGN 1 AND PCMS #1 FOURTEEN DAYS BEFORE RAMP CLOSURE.
6. PROPOSED DETOUR PLAN SHALL BE COORDINATED WITH THE CITY OF TACOMA.
7. SEE SPECIAL PROVISIONS FOR PERMISSIBLE DURATION OF CLOSURE.
8. PCMS #1, 3, AND 4 SHALL BE INSTALLED FOR 7 DAYS AFTER CLOSURE BEGINS.



PCMS MESSAGE #1	
PHASE 1	PHASE 2
RAMP WILL BE CLOSED	MM DD TO MM DD
1.5 SEC	1.5 SEC

PCMS MESSAGE #2	
PHASE 1	PHASE 2
SPRAGUE RAMP CLOSED	XXX MILES AHEAD
1.5 SEC	1.5 SEC

PLACE PCMS #2 1 MILE BEFORE UNION OFF RAMP

PCMS MESSAGE #3	
PHASE 1	PHASE 2
SPRAGUE RAMP CLOSED	XXX MILES AHEAD
1.5 SEC	1.5 SEC

PCMS MESSAGE #4	
PHASE 1	PHASE 2
SPRAGUE RAMP CLOSED	FOLLOW DETOUR
1.5 SEC	1.5 SEC

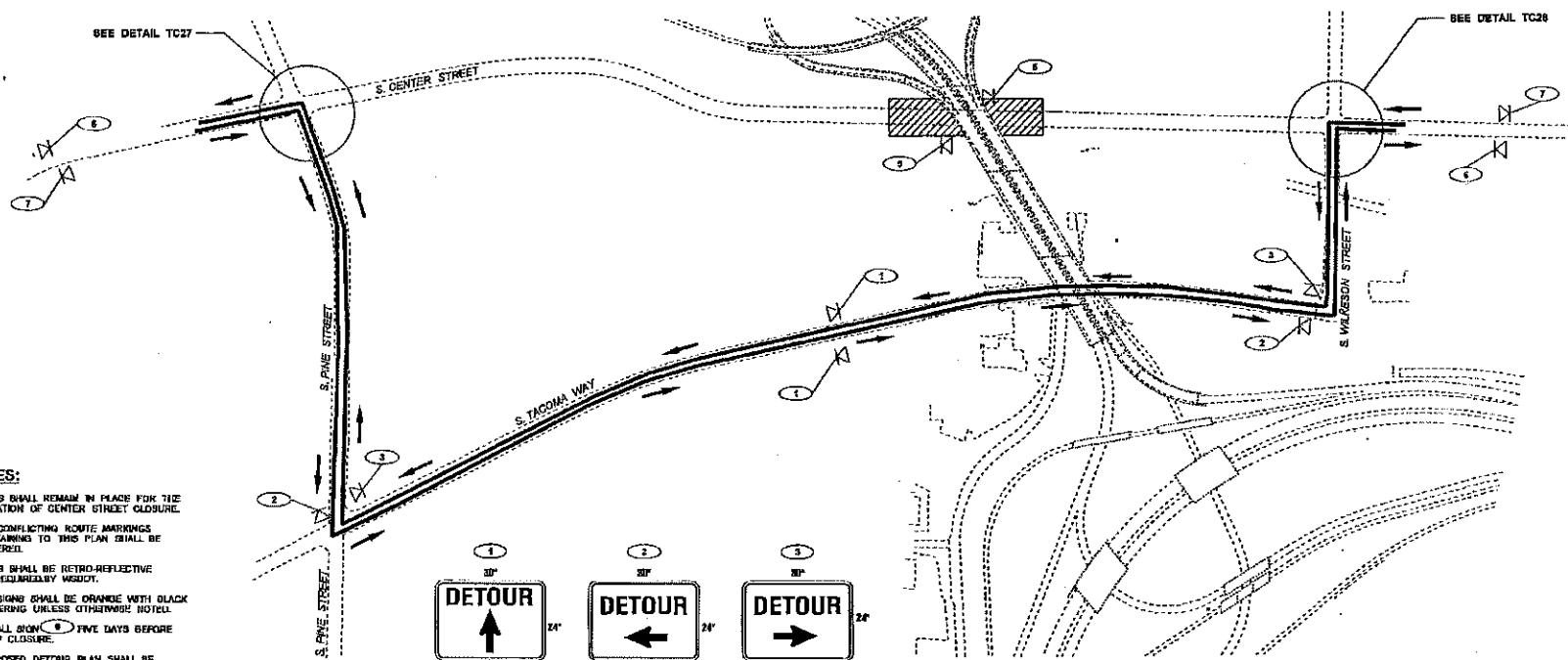
PLACE PCMS #3 1 MILE BEFORE S. 19TH STREET OFF RAMP

DETOUR ROUTE
EB SR 16 TO
SPRAGUE AVE CLOSURE

GCA-5823
Exhibit D
Sheet 3 of 3

FILE NAME: C:\AA\Work\PIW_Work\Archhold\Bids\6223\RP3480_GH_DU_13.dgn	REGION NO: 10	STATE: WASH	FED.AID PROJ.NO.		I-5 / SR16 WESTBOUND NALLEY VALLEY I/C	DU13 SHEET OF SHEETS
TIME: 3:22:48 PM	DATE: 4/4/2008	DESIGNED BY: NEMARIAN HEPUSMAN	DESIGNED BY: NEMARIAN HEPUSMAN			
PLOTTED BY: Larob8	ENTERED BY: C. SHANNON	CHECKED BY: LAHNDY MALONEY	PROJ. ENGR: M. SMITH	REGIONAL ADM. K. DAYTON	REVISION	DATE BY

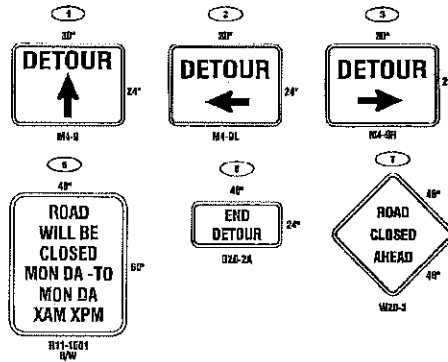
CITY OF TACOMA
T. 20N R. 3E W.M.



NOTES:

1. SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF CENTER STREET CLOSURE.
2. ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN SHALL BE COVERED.
3. SIGNS SHALL BE RETRO-REFLECTIVE AS REQUIRED BY WSDOT.
4. ALL SIGNS SHALL BE ORANGE WITH BLACK LETTERING UNLESS OTHERWISE NOTED.
5. INSTALL SIGN 6 FIVE DAYS BEFORE RAMP CLOSURE.
6. PROPOSED DETOUR PLAN SHALL BE COORDINATED WITH THE CITY OF TACOMA.
7. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

LEGEND	
	WORK AREA
	DIRECTION OF ALTERNATE ROUTE
	CLASS 'X' SIGN
	SIGN ASSEMBLY NUMBER
	DETOUR ROUTE



0 200 400
SCALE IN FEET

GCA-5823
Exhibit E
Sheet 1 of 2

DETOUR PLAN
S. CENTER STREET CLOSURE

FILE NAME	C:\AA\Work\PW\Work\Archhold\Sidra\022331P3400_BH_DM_05.dgn	REGION	STATE	FED.AID PROJ.NO.		I-5 / SR16 WESTBOUND NALLEY VALLEY 1/4	DU5
TIME	3:25:12 PM	NO.	WA				
DATE	4/2/2008	DESIGNED BY	DESIGNED BY		Washington State Department of Transportation	DETOUR PLAN-SHORT TERM ALT ROUTE	SURT OR EXHIBIT
PLOTTED BY	Larochs	DESIGNED BY	NEMARHAMBHEUSMAN				
DESIGNED BY	C. SHANNON	CHECKED BY	LAHNEY/MALONEY				
CHECKED BY	M. SMITH	PROJ. ENGR.	K. DAYTON				
REGIONAL ADM.		REVISION		DATE	BY		

CITY OF TACOMA

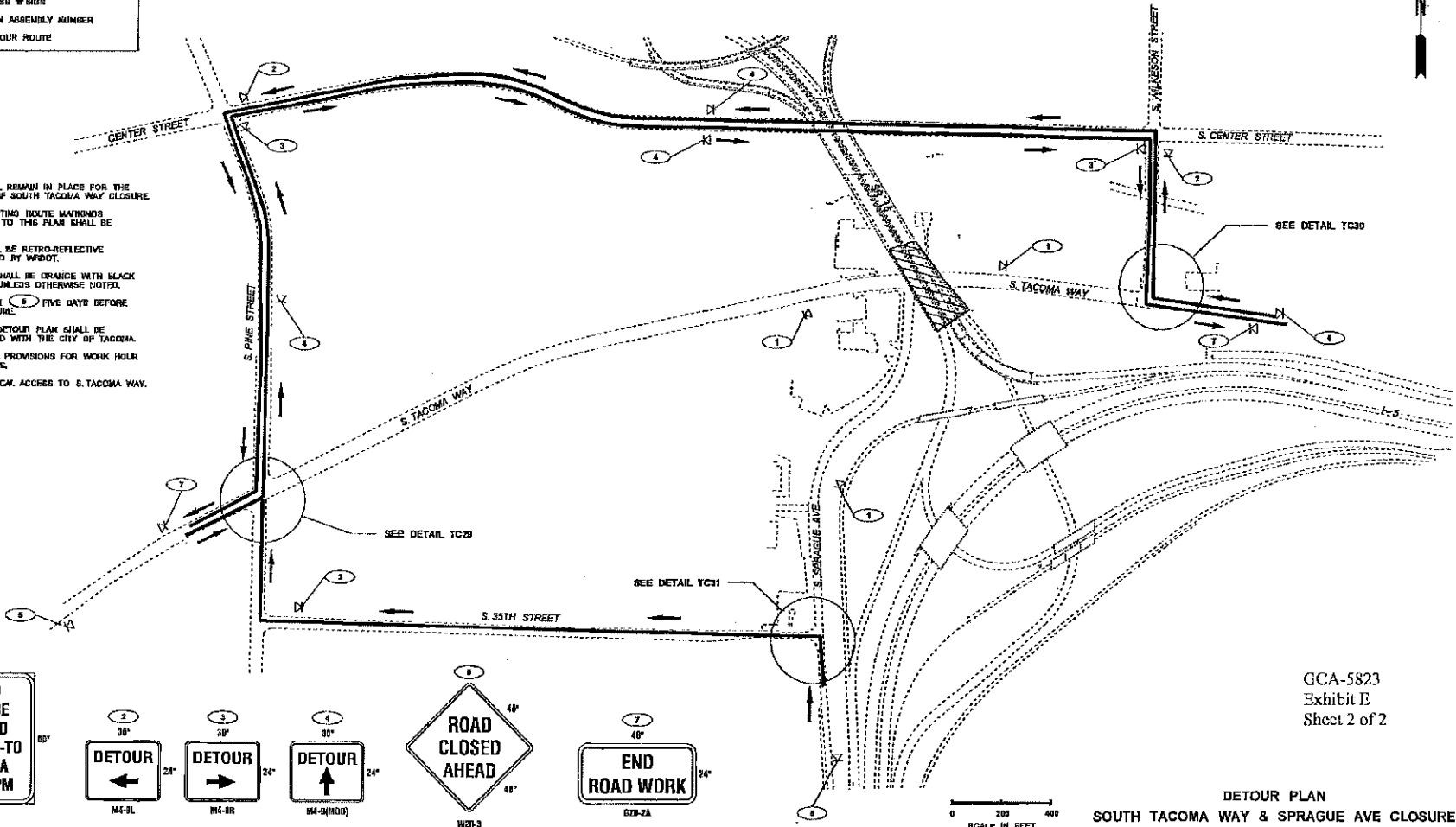
T. 20N R. 3E W.M.



LEGEND	
	WORK AREA
	DIRECTION OF ALTERNATE ROUTE
	CLASS 'W' SIGN
	SIGN ASSEMBLY NUMBER
	DETOUR ROUTE

NOTES:

1. SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF SOUTH TACOMA WAY CLOSURE.
2. ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN SHALL BE COVERED.
3. SIGNS SHALL BE RETRO-REFLECTIVE AS REQUIRED BY WSDOT.
4. ALL SIGNS SHALL BE ORANGE WITH BLACK LETTERING UNLESS OTHERWISE NOTED.
6. INSTALL SIGN (8) FIVE DAYS BEFORE RAMP CLOSURE.
8. PROPOSED DETOUR PLAN SHALL BE COORDINATED WITH THE CITY OF TACOMA.
7. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
9. MAINTAIN LOCAL ACCESS TO S. TACOMA WAY.



ROAD
WILL BE
CLOSED
MON DA - TO
MON DA
XAM XPM

1111-30
B/W

2
30°

DETOUR ← 24°

M4-3L

3
30°

DETOUR → 24°

M4-3R

4
30°

DETOUR ↑ 24°

M4-3(R/D)

8
40°

ROAD
CLOSED
AHEAD 40°

W20-3

7
40°

END
ROAD WORK 24°

G28-2A

GCA-5823
Exhibit E
Sheet 2 of 2

DETOUR PLAN
SOUTH TACOMA WAY & SPRAGUE AVE CLOSURE

FILE NAME: CHAAWork\PPW\Work\Larsch\td\thames\22311P3480_3H_DU_12.dgn	TIME: 3:22:08 PM	DATE: 4/4/2008	PLOTTED BY: LarschB	DESIGNED BY: NEMARIAH HEUSMAN	ENTERED BY: G. SHANNON	CHECKED BY: CAHNDY MALONEY	PROJ. ENGR: M. SMITH	REGIONAL ADM: K. DAYTON	REVISION	DATE	BY	WORK NO.	STATE	FED. AID PROJ. NO.		<p>I-5 / SR16 WESTBOUND MALLEY VALLEY I/C</p>	DU12
												<p>Washington State Department of Transportation</p>	<p>DETOUR PLAN-SHORT TERM ALT ROUTE</p>	<p>SHEET OF 08/073</p>			

GCA-5823

Exhibit F

Long Term Alternate Route - Signal Timing Estimate

Route Number	Signals on Route	Traffic Restriction Type	Recommended changes	Signal Timing Change		Signal Modification		Signal Reinstallation	
				Labor + Equipment in dollars	Material in dollars	Labor in dollars	Material in dollars	Labor in dollars	Material in dollars
DU1	Sprague/19th	Long Term Alternate Route	Signal timings/phasings	1000				1000	
DU1	Cedar/19th		Signal timings/phasings	500				500	
DU1	Lawrence/19th		Signal timings/phasings	500				500	
DU1	Union/19th		Adjust signal timings/phasings only, two signal heads			1000	4000	1000	
DU1	Union/SR 16 WB Ramps		Adjust signal timings/phasings only, one signal heads			1000	2000	1000	
DU1	Wilkeson/19th		Signal timings/phasings	500				500	
DU1	Wilkeson/Center		Signal timings/phasings	500				500	
DU1	Cedar/Center		Signal timings/phasings	500				500	
DU1	Union/Center		Signal timings/phasings	500				500	
DU1	Union/SR 16 EB Ramps		Adjust signal timings/phasings only, one signal heads			1000	2000	1000	
DU3	Union/SR 16 WB Ramps	Long Term Alternate Route	Signal timings/phasings	500				500	
DU3	Union/19th		Signal timings/phasings	1000				1000	
DU3	Lawrence/19th		Signal timings/phasings	500				500	
DU3	Cedar/19th		Signal timings/phasings	500				500	
DU3	Sprague/19th		Signal timings/phasings	1000				1000	
DU13	38th/Steele	Long Term Alternate Route	Signal timings/phasings	900				900	
DU13	38th/Pine		Signal timings/phasings	900				900	
DU13	Tacoma Way/Pine		Signal timings/phasings	900				900	
DU13	Cedar/19th		Signal timings/phasings	900				900	
DU13	Sprague/19th		Signal timings/phasings	900				900	
Other	M/Center	Long Term Alternate Route	Signal timings/phasings	450				450	
Other	M/38th		Signal timings/phasings	450				450	
Other	19th/Market		Adjust signal timings/phasings only, one signal head			1000	2000	1000	
Other	21st/Market		Adjust signal timings/phasings only, two signal head			1000	4000	1000	
Other	21st/Pacific		Signal timings/phasings	450				450	
Other	21st/SR509/I-705		Signal timings/phasings	450				450	
			Subtotals:		\$13,800.00		\$5,000.00	\$14,000.00	\$18,800.00
		Administrative Overhead at 29%	\$	4,002.00	\$	-	\$ 1,450.00	\$ 4,060.00	\$ 5,452.00
		Totals		\$17,802.00	\$	-	\$6,450.00	\$18,060.00	\$24,252.00
								TOTAL	\$ 66,564.00
Assumptions:									
The Labor + Equipment estimates shown above are based on \$225 per man hour.									
"Other" refers to intersections affected by the project but not on the alternate route or detour									

GCA-5823
Exhibit G
Estimate of Work

<u>Description</u>	<u>Each</u>	<u>Cost</u>
5 sewer connection permits	\$350	\$1,750
10 site visits at 8 hrs ea.	\$150	\$12,000
100 hours of engineering and review	\$150	\$15,000
Subtotal:		\$28,750
Administrative Overhead 29%		\$8,337
TOTAL:		\$37,087