



TIF CREDITS CALCULATIONS - NE GOODWIN ROAD/NE 28TH STREET:	
TIF CREDIT CALCULATION: (\$962 / LF)(1.306 INFLATION)(60% CREDITABLE)(50% HALF-WIDTH) = \$377 / LF	
T1	LENNAR NORTHWEST INC. - GREEN MTN. PRD. PH. 2: TIF CREDIT: (1,065.50 LF)(\$377 / LF) = \$401,694

TIF CREDITS FOR: NE GOODWIN RD./NE 28TH ST. WIDENING		PLOT: 11"x17"	SCALE: 1"=400'
		DATE: 12/24/18 ISSUED BY: JRS	JOB NO. 8938.02.04 DWG. NO. 1 OF 1
OLSON LAND SURVEYORS ENGINEERING INC. 222 E. EVERGREEN BLVD., VANCOUVER, WA 98660 <small>360-695-1385 503-289-9836</small>		PROJECT: GREEN MOUNTAIN PRD. PHASE 2 - LENNAR	

Based on the Adopted Camas 2012 TIF Study Update

Initial Curb-to-Curb + Storm Cost Calculation = \$4.912 Million

TIF Study Allotment for 28th Street = \$4.5 Million

Calculation of difference is based on using Camas proportionate share of 27% for land outside of UGA.

Overall distance of roadway segment "B" = 5,300 lineal feet

Distance of roadway section with land outside the UGA on both sides = 350 lineal feet

Distance of roadway section with land outside the UGA on south side only = 1,000 lineal feet

Cost per lineal foot (L) Calculation:

$3,950(C) + 1,000((1 + .27)/2)(C) + 350(.27)(C) = \4.5 Million

$3950C + 635C + 95C = 4680C = \4.5 Million

$C^* = \$962$ per lineal foot for a full street improvement

* In 2011 dollars and the 0.60 reduction factor is not applied

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City of Camas TIF Update

Cost Estimate Summary

PROJECT ELEMENT: 28th Street Widening between Ingle and 232nd

5300 LF

Project Description:

This project includes widening 28th Street to a 3-lane arterial between Ingle and 232nd Avenue. The 72-foot cross-section includes 3x12' lanes, 2x6' bike lanes and 2x6' sidewalks.

	UNITS	UNIT COSTS	ESTIMATED COST	C-to-C+Storm Cost
Remove Pavement	127200 SF	\$ 0.33	\$ 41,976	\$ 41,976
Clear & Grub	254400 SF	\$ 0.25	\$ 63,600	\$ 63,600
Remove Curb	0 LF	\$ 10.00	\$ -	\$ -
Remove Sidewalk	0 SF	\$ 1.50	\$ -	\$ -
Grading	254400 SF	\$ 1.25	\$ 318,000	\$ 318,000
Pavement	254400 SF	\$ 8.00	\$ 2,035,200	\$ 2,035,200
Pavement Elevated/Subgrade	0 SF	\$ 200.00	\$ -	\$ -
Sidewalk	63600 SF	\$ 4.00	\$ 254,400	
Curb and gutter	10600 LF	\$ 14.00	\$ 148,400	\$ 148,400
Landscaping	10600 LF	\$ 12.00	\$ 127,200	
Wall	0 LF	\$ 120.00	\$ -	
Lighting	5300 LF	\$ 105.00	\$ 556,500	
Full Drainage	5300 LF	\$ 100.00	\$ 530,000	\$ 530,000
Drainage Modifications	0 LF	\$ 25.00	\$ -	\$ -
Driveway Adjustments	0 Driveways	\$ 2,000.00	\$ -	\$ -
Traffic Signal Modification	0 Unit	\$ 50,000.00	\$ -	\$ -
Signing and Striping	0 EA	\$ 500.00	\$ -	
Signing and Striping	21200 LF	\$ 1.50	\$ 31,800	\$ 31,800
SUBTOTAL			\$ 4,107,076	\$ 3,168,976
Traffic Control		5% \$	\$ 205,354	\$ 158,449
Mobilization		10% \$	\$ 410,708	\$ 316,898
Design/Administration/Management		15% \$	\$ 616,061	\$ 475,346
Contingency		20% \$	\$ 821,415	\$ 633,795
Project Development		5% \$	\$ 205,354	\$ 158,449
Sales Tax		0.0% \$	\$ -	\$ -
PROJECT COST:			\$ 6,365,968	\$ 4,911,913

DKS Associates

5/7/2012 9:35

Table 9: Camas UGA TIF Improvements

Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
A	Goodwin Road (Lacamas Creek to Ingle Road)	Widen from 2 to 5 lanes between Friberg Street and Ingle Road	\$4.9	\$4.5
B	Goodwin Road (Ingle Road to 232 nd Avenue)	Widen from 2 lanes to 3 lanes between Ingle Road and 232 nd Avenue	\$6.4	\$4.5
C	Goodwin Road (232 nd Avenue to 242 nd Avenue)	Widen from 2 lanes to 3 lanes between 232 nd Avenue and 242 nd Avenue	\$3.2	\$0.8
D	New East-West Collector (extend Ingle Road to 232 nd Avenue)	Extend Ingle Road south of Goodwin/28 th as a 3 lane road to 232 nd Avenue	\$7.4	\$5.1
E	Improve 232 nd Avenue	Improve 232 nd Avenue to 3 lane Collector from NE 28 th Street to 9 th Street. Includes 2 new roundabouts at intersection with new East-West Collector and at 9 th Street	\$7.8	\$4.7
F	Improve/Extend 9 th Street	Improve 9 th Street to 3 lane collector from 232 nd Avenue to existing terminus and extend to new 242 nd Avenue Extension	\$3.7	\$2.9
G	Extend 242 nd Avenue south to 9 th Street	Extend and widen to 3 lanes between 28 th to 9 th Street	\$9.5	\$4.5
H	New East-West Arterial	New 3 lane roadway between 9 th Street and SR 500/Everett Street	\$11.5	\$9.0
I	Widen NE Everett Street	Widen from 2 lanes to 3 lanes between 35 th Avenue and the new East-West Arterial	\$4.7	\$3.6
S	192 nd -Goodwin Connector	Camas share (39%) of potential connection between 192 nd and Goodwin. Specific project and alignment to be determined. (North proportionate cost only)	\$2.8	\$0.9
North Roadway Projects			\$61.9	\$40.5

Recommended TIF Improvements

The improvements identified to mitigate future growth impacts to the transportation system are listed in Table 9 and shown in Figure 10. Cost estimates were completed for each project, which include all project related costs, with potential right-of-way costs shown separately. The projects are not listed in order of priority. Prioritization should occur in coordination with the CIP process. All TIF improvements include sidewalks for pedestrians, bike lanes for bicyclists, and transit facilities for buses and park-and-riders. This improvement program meets the TIF requirement to establish a nexus between capacity needs and future land use.

The updated TIF project listing, while extensive, is not intended to represent the comprehensive listing of all transportation improvement in Camas. Other transportation improvements (turn lanes, street modernization, traffic calming, bicycle, pedestrian, and transit improvements beyond those programmed) may be built as part of fronting development improvements, SEPA required mitigation, or other processes.

Cost Estimates

Cost estimates were developed for each improvement based upon 2011 dollars. Past construction information in the region was utilized as a basis for updates to the unit costs from the previous TIF Update study (2003). Each roadway project was estimated, including the total project cost of the roadway improvement including engineering, construction, and landscaping. In addition, the TIF eligible portion is listed as well. The TIF eligible portion is described later, but generally consists of curb-to-curb plus storm sewer costs. Where projects go outside of the Camas UGA, TIF eligible project costs include only the expected Camas share, based on growth. Potential right-of-way costs are shown separately.

[illegible]