

Land Surveying Civil Engineering Land Use Planning Landscape Architecture

CITY OF CAMAS

LATE COMER CALCULATIONS FOR GREEN MOUNTAIN
PURD PHASE 1 OFFSITE IMPROVEMENTS

CLB WASHINGTON SOLUTIONS 1, LLC-SBI
JOB # 8938.01.02

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Green Mountain Phase 1 A and B

Late Comer Calculation for Sewer and Water.

The late comer calculations have been broken into 3 separate parts.

1. Sewer in Ingle Road to be proportioned to Future Green Mountain Phases
2. Water in Ingle Road to be proportioned to Future Green Mountain Phases
3. Goodwin Pump Station and associated Force Main to be apportioned to Future Green Mountain PRD and Green Mountain Estates Phases.

1) Sewer in Ingle Road to be proportioned to Future Green Mountain Phases

Sewer line in Ingle Road was constructed from Station 57+41.94 to Station 81+89.74 for a total length of 2,447.80ft.

The length of sanitary line constructed adjacent to Future Green Mountain Phases was from Station 65+46.02 to Station 81+89.74 for a total of 1,643.72ft. (See Ingle Road Plan & Profiles Appendix G).

The total cost associated with the construction of the sewer line in Ingle was (See Appendix C for Costs):

- Initial Bid Cost (Includes tax) - \$323,465.60
- Change Order for Rock (Includes tax) - \$280,518.00
- Design, testing, staking and construction admin - (15% of initial bid) - \$48,520.00

Total Cost - \$652,503.60

Of this total, the proportion associated with the frontage along the future phases of Green Mountain PRD will be $1,643.72/2,447.80 = 67.15\%$. Therefore, the total cost associated with this frontage is \$438,162.11

Late comers generally assign 50% of the total cost along a frontage, to each property.

Based on this, the total Late Comers to be assigned to the future phases of Green Mountain PRD is \$219,081.06

The length of right away on Ingle Road of the future Green Mountain Phases is 1,582-feet. (See Exhibit in Appendix H). Applying the Late-comer cost to this length results in a per foot cost of:

$\$219,081/1,582\text{ft.} = \$138.48/\text{LF.}$

2) Water in Ingle Road to be proportioned to Future Green Mountain Phases

Water line in Ingle Road was constructed from Station 57+41.94 to Station 82+13.88 for a total length of 2,471.94ft. However, of this length, 330ft was 18in that was reimbursed directly from the City, therefore the length of 12in line constructed was 2,141.94ft.

The length of 12in water line constructed adjacent to Future Green Mountain Phases was from Station 65+46.02 to Station 82+13.88 for a total of 1,667.84ft. (See Ingle Road Plan & profiles in Appendix G).

The total cost associated with the construction of the 12in water line in Ingle Road based on the contracted bid was:

- 12in Waterline - \$85,800
 - 8in Stubs - \$5,600
 - Fittings and thrust blocks - \$600 *
 - Valves - \$650 *
 - Hydrant - \$400
 - Blowoffs - \$800 *
 - Pipe/Fitting Material - \$103,200 *
 - Tax (8.4%) – \$16,552
 - Design, testing, staking and construction admin - (15% of initial bid) - \$29,560
- (* Item reduced to take into account cost associated with 18in waterline)

Total Cost - \$243,162

Of this total, the proportion associated with the frontage along the future phases of Green Mountain PRD will be $1,667.84/2,141.94 = 77.9\%$. Therefore, the total cost associated with this frontage is \$189,423.20

Late comers generally assign 50% of the total cost along a frontage, to each property.

Based on this, the total Late Comers to be assigned to the future phases of Green Mountain PRD is \$94,711.60

The length of right away on Ingle Road of the future Green Mountain Phases is 1,582-feet (See Exhibit in Appendix H). Applying the Late-comer cost to this length results in a per foot cost of:

$\$94,711.60/1,582\text{ft.} = \mathbf{\$59.87/LF.}$

3) Pump Station

The cost associated with construction of the Goodwin Road Pump Station was as follows (See Appendix A, D & E for Costs and Cost Calculations):

- Pump Station and Controls – \$768,878
 - 8.4% Tax for PS and Controls– \$64,586
 - Gravity line from Ingle Road to Pump Station (Incl. De-watering & Blasting) - \$367,329
 - 8.4% Tax for Gravity line - \$30,856
 - Design, testing, staking and construction admin – \$66,000
- Total Cost - \$1,297,649**

After reimbursement from City (\$432,342 – See Appendix F) removed, total Late Comers to be applied to Pump Station - \$865,307

Application of Late Comer:

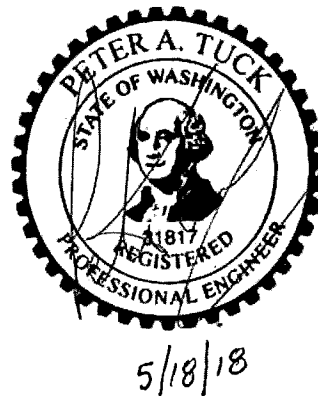
Table 1 in Appendix B, shows the projected number of ERU's per Tax Lot within the Goodwin Road Service Area. Based on the calculations, there will be 1620 potential connections to the system. (See Appendix I for NUGA Basin Map; Appendix J for Tax Lot Exhibit for Sewer Basin; Appendix K for copies of preliminary Plats for applicable Parcels). Based on this number, the late-comer per ERU will be:

$\$865,307/1620 = \534.14 per connection to the system served by the Goodwin Road Pump Station.

Summary

Based on the above calculations, the following are the late comers that should be applied to the sewer and water lines in Ingle road and to the Goodwin Road Pump station:

- 1) Sewer in Ingle Road to be proportioned to Future Green Mountain Phases –
\$138.48 per Lineal Foot of Right of Way fronting Ingle Road.
- 2) Water in Ingle Road to be proportioned to Future Green Mountain Phases
\$59.87 per Lineal Foot of Right of Way fronting Ingle Road.
- 3) \$534.14 per connection to the system served by the Goodwin Road Pump Station.



APPENDIX

A) Cost Breakdown –

- Gravity Sewer Main in Goodwin Road from Ingle Road to Pump Station
- Design/Testing/Staking/Construction Admin. For Pump Station

B) Table 1 – Determination of ERU's per Tax Lot for late Comer Calculation

C) Nutter Invoice

D) RC NW Invoice

E) R&W Invoice

F) City of Camas – Cost Estimate for Basin 1 Lift Station

G) Ingle Road Plan and Profile (North & South)

H) Exhibit showing Length of Frontage for Green Mountain PUD along Ingle Road

I) City of Camas Sewer Basin Map for NUGA

J) Exhibit showing all tax Lots within the Pump Station Service Area

K) Preliminary Plats for Parcels within Goodwin Road PS Service Area

- Green Mountain Estates
- Green Mountain Mixed Use PRD – Phase 1
- Green Mountain Mixed Use PRD – Phase 2 – Phases A to F
- Green Mountain Mixed Use PRD – Phase 2 – Phases G & H
- Green Mountain Phase 3
- Green Mountain B1 Pod
- Green Mountain B2 Pod