

City of Camas TIF PROJECT LOCATIONS



NO SCALE

LEGEND

North District TIF Projects

- X - Roadway Projects
- 00 - Intersection Projects

South District TIF Projects

- X - Roadway Projects
- 00 - Intersection Projects

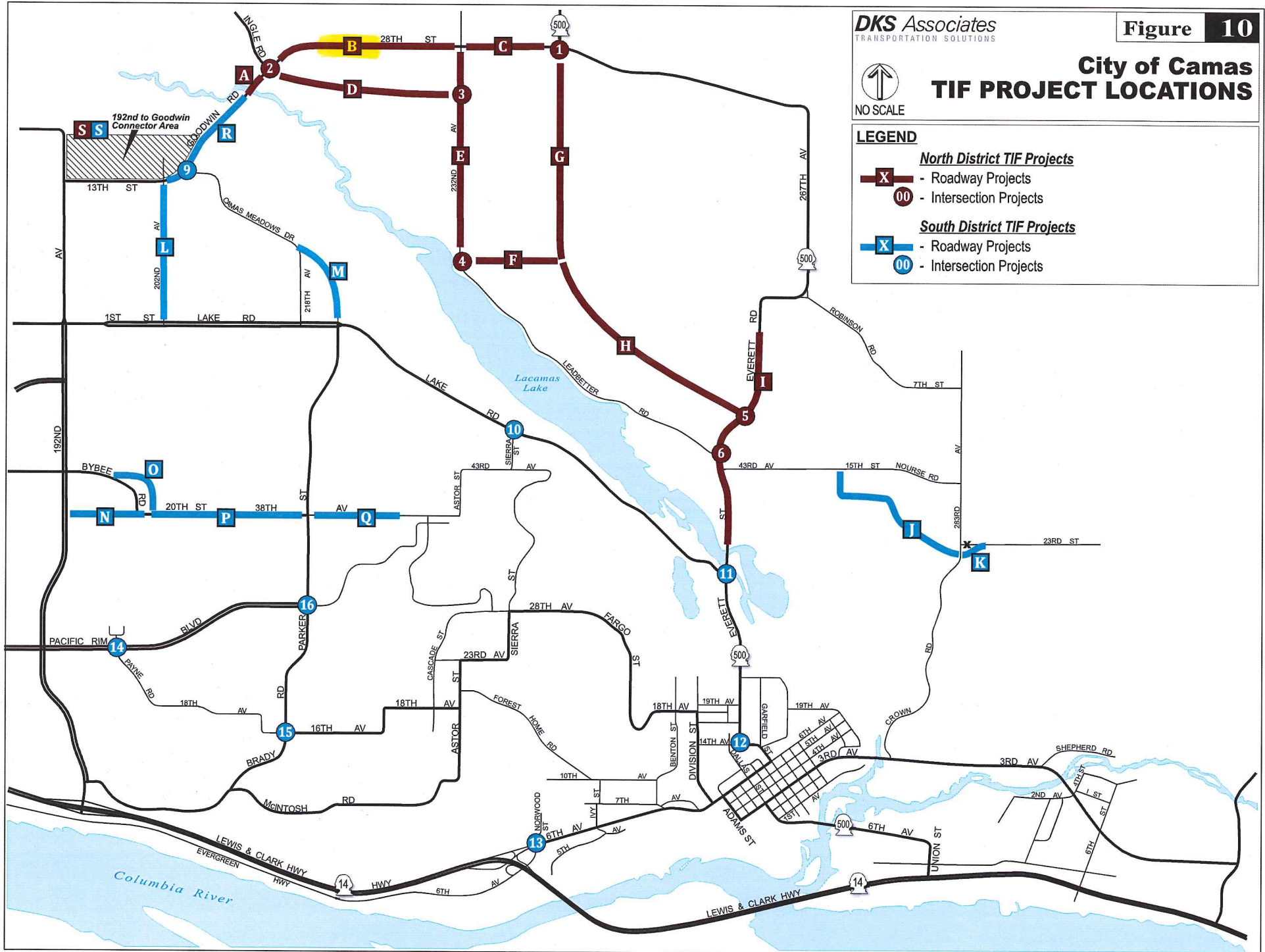


Table 9: Camas UGA TIF Improvements

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

TIF Credit Calculation for NE 28th Street from NE Goodwin Road to NE 232nd Avenue

12/3/2018

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

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

* 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

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.

North vs. South Project Analysis																					
Roadway Project		Direction A	Direction B	Total Trips	Camas Origin	Camas Dest	Total Camas	Camas Trips	% Camas	Origin %	Dest %	North Origin	North Dest	North Trips	North %	N Orig %	N Dest%	South %	S Orig %	S Dest %	
O	New 13th/18th Roadway	647	885	1532	772	411	1183	592	39%	25%	13%	349	140	245	41%	45%	34%	59%	55%	66%	
A	Goodwin betw Friberg & Ingle	660	915	1575	773	522	1295	648	41%	25%	17%	377	214	296	46%	49%	41%	54%	51%	59%	
B	28th betw Ingle & 232nd	323	345	668	295	67	362	181	27%	22%	5%	277	50	164	90%	94%	75%	10%	6%	25%	
C	28th e/o 232nd	331	269	600	299	72	371	186	31%	25%	6%	294	59	177	95%	98%	82%	5%	2%	18%	
D	New e/w Collector	356	369	725	421	335	756	378	52%	29%	23%	389	242	316	83%	92%	72%	17%	8%	28%	
E	232nd Extension (s/o new coll)	321	420	741	442	344	786	393	53%	30%	23%	414	252	333	85%	94%	73%	15%	6%	27%	
F	9th Street	346	387	733	466	382	848	424	58%	32%	26%	438	281	360	85%	94%	74%	15%	6%	26%	
G	242nd Extension	116	535	651	539	129	668	334	51%	41%	10%	515	121	318	95%	96%	94%	5%	4%	6%	
H	New e/w Arterial	395	343	738	550	462	1012	506	69%	37%	31%	479	283	381	75%	87%	61%	25%	13%	39%	
I	Everett St	88	43	131	137	102	239	120	91%	52%	39%	69	70	70	58%	50%	69%	42%	50%	31%	
J	Griggs Reservoir collector	116	214	330	170	225	395	198	60%	26%	34%	38	22	30	15%	22%	10%	85%	78%	90%	
K	15th/283rd realignment	77	126	203	42	32	74	37	18%	10%	8%	17	10	14	36%	40%	31%	64%	60%	69%	
L	Friberg Rd	350	61	411	258	149	407	204	50%	31%	18%	24	54	39	19%	9%	36%	81%	91%	64%	
M	Camas Meadows realignment	255	344	599	433	344	777	389	65%	36%	29%	8	14	11	3%	2%	4%	97%	98%	96%	
N	20th/38th Extension	231	435	666	185	122	307	154	23%	14%	9%	27	17	22	14%	15%	14%	86%	85%	86%	
O	Bybee realignment	127	80	207	135	117	252	126	61%	33%	28%	8	4	6	5%	6%	3%	95%	94%	97%	
P	38th Street w/o Parker	337	307	644	372	321	693	347	54%	29%	25%	46	33	40	11%	12%	10%	89%	88%	90%	
Q	38th Street e/o Parker	433	174	607	307	431	738	369	61%	25%	36%	52	34	43	12%	17%	8%	88%	83%	92%	
Intersection Project																					
1	SR 500/242nd/28th			1429	599	193	792	396	28%	21%	7%	516	141	329	83%	86%	73%	17%	14%	27%	
2	Ingle/Goodwin/28th			1735	906	459	1365	683	39%	26%	13%	665	292	479	70%	73%	64%	30%	27%	36%	
3	232nd/new e/w collector			750	446	349	795	398	53%	30%	23%	417	257	337	85%	93%	74%	15%	7%	26%	
4	232nd/9th Street			829	537	412	949	475	57%	32%	25%	507	309	408	86%	94%	75%	14%	6%	25%	
5	New e/w arterial/Everett			709	558	481	1039	520	73%	39%	34%	407	255	331	64%	73%	53%	36%	27%	47%	
6	Leadbetter/Everett			722	642	525	1167	584	81%	44%	36%	524	300	412	71%	82%	57%	29%	18%	43%	
9	Camas Meadows/Goodwin			1869	964	635	1599	800	43%	26%	17%	377	214	296	37%	39%	34%	63%	61%	66%	
10	Lake/Sierra			1169	593	637	1230	615	53%	25%	27%	154	104	129	21%	26%	16%	79%	74%	84%	
11	Everett/Lake			1317	819	802	1621	811	62%	31%	30%	349	192	271	33%	43%	24%	67%	57%	76%	
12	14th/SR 500			367	155	182	337	169	46%	21%	25%	35	20	28	16%	23%	11%	84%	77%	89%	
13	6th/Norwood			961	389	587	976	488	51%	20%	31%	69	33	51	10%	18%	6%	90%	82%	94%	
14	Payne/Pacific Rim			861	584	384	968	484	56%	34%	22%	2	9	6	1%	0%	2%	99%	100%	98%	
15	16th/Brady			478	353	365	718	359	75%	37%	38%	8	4	6	2%	2%	1%	98%	98%	99%	
16	Parker/Pacific Rim			791	625	511	1136	568	72%	40%	32%	0	20	10	2%	0%	4%	98%	100%	96%	