



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: June 13, 2006

Subject: NE 85TH STREET CORRIDOR IMPROVEMENTS – PROJECT UPDATE

RECOMMENDATION:

City Council receive this project update and in addition:

- Authorize the City Manager to execute the Term Sheet for the project with Sound Transit; and,
- Provide direction to staff for the under-grounding of overhead utility lines along the corridor

BACKGROUND AND DISCUSSION:

Project Scope

The NE 85th Street Corridor Improvements originated from a combination of measures which were identified by Sound Transit to enhance ridership of their Route 540 bus, Kirkland's Capital Improvement Plan, and the NE 85th Street Subarea Plan adopted in the Kirkland Comprehensive Plan (Attachment A).

Sound Transit has proposed a contribution to the corridor of approximately \$3.4 million based on demonstrated transit enhancements with the improvements. Their contribution with the City's contribution from the CIP (see Table 1) currently totals \$8.5 million. Formalization of an agreement with Sound Transit is captured in the enclosed Term Sheet (Attachment B). With Council's approval, the Term Sheet will be signed by the City Manager.

CIP No.	Description
CNM 0051	Rose Hill Business District Sidewalks
CTR 0078	NE 85 th Street / 132 nd Avenue NE Intersection Improvements
CTR 0079	NE 85 th Street / 114 th Avenue NE Intersection Improvements
CTR 0080	NE 85 th Street / 124 th Avenue NE Intersection Improvements
CSD 0025	NE 85 th Street Detention/Sediment Control

Table 1

Finally, the goal of the NE 85th Street Subarea Plan is to improve the visual character of the Rose Hill commercial area, strengthen economic vitality of the business district, and to encourage redevelopment of underutilized commercial centers into a more mixed-use development pattern that integrates pedestrians, automobiles, and transit. The Subarea Plan works in concert with the City's Capital Improvement Program to meet these goals. Standards for sidewalk, planter strips, landscaping, etc., are incorporated in the design of the improvements.

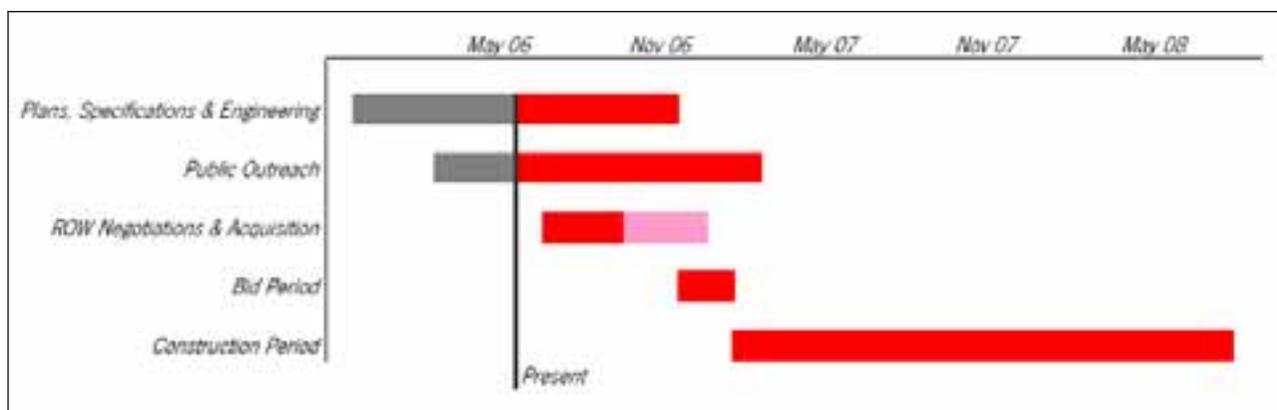
Design Features

The NE 85th Street Corridor project includes the following elements:

- Installation of sidewalks, landscape strips with street trees *or* street trees in grates, pedestrian lighting and street lighting along both sides of NE 85th Street between 120th Avenue NE and 132nd Avenue NE.
- Completion of sidewalks on both sides of 124th Avenue NE between NE 80th Street and NE 90th Street.
- A landscaping palate of street trees, ground covers and ornamental shrubs has been determined by our landscape architect consultant.
- Intersection improvements along NE 85th Street at 114th Avenue NE, 124th Avenue NE, and 132nd Avenue NE.
- Two new bus stops in the vicinity of NE 85th Street and 132nd Avenue NE.
- Drainage facilities associated with intersection improvements include detention vaults, water quality vaults and new conveyance pipes. And, the surface water project SD 0025 provides water quality improvement above the project's treatment requirements.
- Three landscaped center median islands are proposed on NE 85th Street.
- To reduce the number of vehicle ingress and egress points on 85th Street, and to reduce the potential vehicle-pedestrian conflict points, where possible driveways are proposed to be consolidated.
- As the project originated with Sound Transit and they have a 1% allocation of their project budgets for art, this project has \$60,000 for some measure of artistic enhancement along the corridor. A committee was formed and some pre-planning, artist select and art concept presentation has occurred. The determination of any location of a real artistic feature was postponed till engineering design had proceeded far along enough to provide options for locations. This community decision-making process may now continue as we approach 90% design.

Schedule & Budget

The City is presently between the 50% and 90% milestones in the design effort. We are currently beginning an extensive community outreach effort as part of the right-of-way negotiation and acquisition phase and are also continuing to address the design issues of the project from an intermediate milestone (50%) to a *complete* milestone (90%). Progress thus far is indicated in the bar chart below and is detailed in Attachment C (schedule based on no under-grounding):



At the 50% design stage project construction costs (excluding any potential under-grounding efforts) are estimated to be within budget; staff is not requesting additional funds at this time. Total estimated construction costs are \$6.5 million.

The Right-of-Way Negotiation and Acquisition phase is highly variable and dependent on actual negotiations; the pink portion of the bar chart anticipates a longer time frame of an additional three months or more. With the large number

of properties involved in right-of-way/easement acquisition (estimated 40 out of the 93), staff has prepared a draft Eminent Domain (aka "condemnation) ordinance (see Attachment D). Although not requested at this time, we fully anticipate that in order to meet the project schedule, staff will return with a request to proceed with property acquisition through Eminent Domain later this summer.

Underground conversion of overhead utility lines

The conversion of the NE 85th Street overhead utility lines includes eliminating power poles, phone, power and cable wires, aerial transformers, and individual service lines. In their place would be buried facilities and pad-mounted transformers which may need to be located on easements on private property. In addition, electrical meters for all private structures would need to be converted and in some instances, internal wiring may need to be brought to current electrical codes.

In August 2005, the City and Puget Sound Energy (PSE) entered into a Schedule 74 Agreement which would allow PSE to design the under-grounding of their utilities along NE 85th Street from 120th Avenue NE to 132nd Avenue NE and provide a cost estimate to the City (no design has been undertaken for 124th Avenue on this project). As a result, last month, PSE completed their design, identified necessary easements, and identified private parcels that would require upgrades. PSE also provided a cost estimate for those elements that, per PSE's franchise agreement with the City, would be a shared cost. Expanding upon PSE's cost estimate, City staff has assembled an under-grounding cost estimate to include: Verizon under-grounding costs, private parcel upgrade costs, utility easement costs, trenching, site restoration, etc. Although Comcast has overhead utilities along NE 85th, per our franchise agreement with them, the relocation of their utilities would not have cost implications to the City. The following is a summary of the anticipated costs:

- Estimated total cost of under-grounding utilities along NE 85th Street (from 120th Avenue NE to 132nd Avenue NE) is \$3.6 million of which the City would be responsible for \$3 million. The under-grounding of overhead utility lines along 124th Avenue NE is neither proposed nor estimated. Below is a summary of the cost breakdown (See Attachment E for a detailed estimate):

City share (for PSE & Verizon utility relocation)	\$2,500,000
private parcel upgrade cost ⁽¹⁾	\$ 500,000
PSE share	\$ 600,000
Total conversion cost	\$ 3,600,000
Total City Cost =	\$3,000,000

⁽¹⁾ Estimated private parcel upgrade cost is \$0.5M and has been paid to varying degrees in the past by the City.

- A. 27 parcels would need to have their power under-grounded as a result of PSE's under-grounding.
- B. 20 parcels would need to have their power under-grounded as a result of Verizon's under-grounding (16 out of 20 parcels match PSE private conversions).

In addition to the required additional costs, both design and construction schedules would take longer should the under-grounding effort be undertaken. Additional design coordination would be necessary, and construction needs would include additional trenching by the City's contractor and coordination with under-grounding of private aerial lines. Our projected completion date would be extended.

Funding options

The following options for possible funding and their proposed locations were identified in the August 2005 NE 85th St. underground utility conversion Memo to Council:

1. Concomitant collection – collect existing concomitant agreements (approx \$300,000) in specific locations.
2. Local Improvement District – Form a local improvement district (LID) + *City contribution*
3. Western end of corridor – call concomitants + *City contribution* begin conversion at approximately 120th Ave
4. Convert the wires that cross NE 85th Street (not the parallel wires) – call concomitants + *City contribution*
5. Rose Hill Action Team to establish limits – *City pre-determined budget* + call concomitants
6. Entire corridor conversion – call concomitants + *City contribution*

Possible options for the City contribution of the utility undergrounding include capital reserves. The following table provides the estimated 2006 ending balance and the respective target of each reserve that is typically looked at for funding of capital projects.

RESERVE	ESTIMATED 2006 ENDING BALANCE	TARGET	OVER (UNDER) TARGET
General Capital Contingency	3,518,137	5,900,568	(2,163,231)
REET I Reserve	3,990,296	1,435,000	2,555,296
REET II Reserve	2,343,091	6,033,700	(3,675,809)

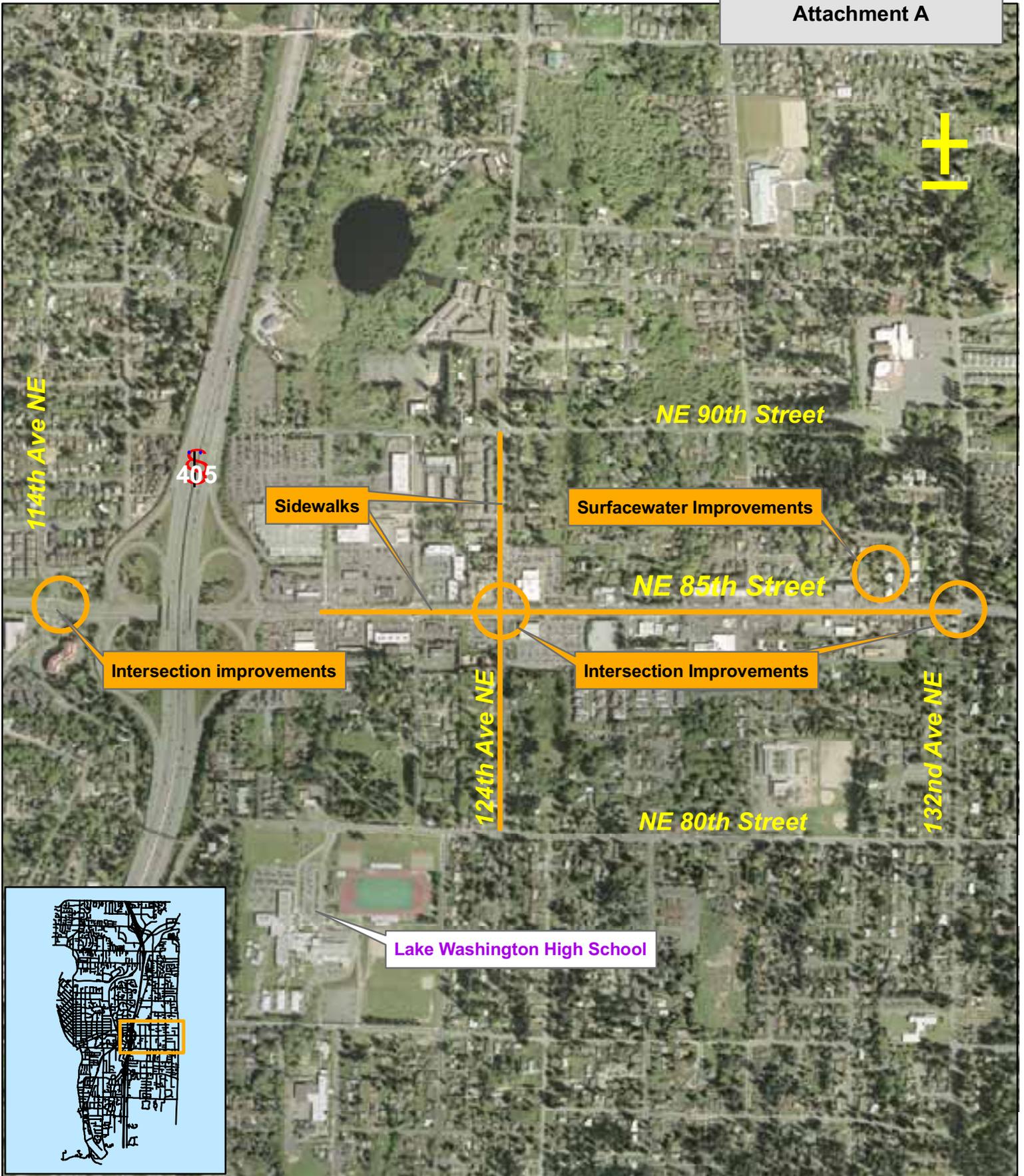
There are several factors to keep in mind when considering using the capital reserves. First, only the REET 1 Reserve is over its target. It has been the Council’s objective to bring reserves to their targets. Second, there are potentially several large facility needs that would require the use of all or any of these reserves in the next several years.

STAFF RECOMMENDATION:

The project budget of \$8.5 M is sufficient to address all of the Sound Transit and CIP elements as originally identified. Current construction (without underground conversion) is estimated at \$6.5 M and approximately \$2.0 M will be spent on right of way and project development (planning, design, inspection). Based on the pattern of development that is occurring along the NE 85th Street corridor, significant redevelopment opportunities exist at the eastern-most portions of the corridor. It is anticipated that redevelopment of the eastern properties (approximately east of 126th Avenue) would allow future conversions concurrent with private development. Based on that, and in consideration of the limited funding available, Staff recommends calling eligible concomitants and working with PSE to develop a scope of work that will convert the overhead utilities from the west end of the project in a range of \$1 M to \$1.5 M. As a point of reference, the Central Way corridor improvements were allocated \$500,000 for the conversion of overhead to underground facilities. Staff will return to Council with a more comprehensive cost estimate of the reduced scope of work and specific recommendations for funding. Also, Staff will return at a later date with the definitive project limits and the schedule impacts of the conversion.

Attachments:

- Attachment A, Vicinity Map of Improvements
- Attachment B, Term Sheet
- Attachment C, Schedule Details
- Attachment D, Draft Eminent Domain Ordinance
- Attachment E, Utility Under-grounding Costs Breakdown



NE 85th Street Corridor Improvements

City of Kirkland



DRAFT

NE 85th Street Corridor Improvements

(NE 85th Street – 114th Ave NE to 132nd Ave NE)
Sound Move Project #141

Term Sheet

PURPOSE AND GOAL

The purpose of this term sheet is to

1. Establish the scope, schedule and budget for this project;
2. Establish the respective roles and responsibilities between Sound Transit and the City of Kirkland during the remaining phases of work; and
3. Function as an outline for an Interlocal Agreement for implementing the project.

The City of Kirkland will be responsible for managing the final design and construction of the project elements along the corridor and providing capital funding for the general public improvements. Sound Transit will provide the capital funding for the transit improvements and remain as an active participant in the project.

This project will provide for the design and construction of improvements along the NE 85th Street/ corridor from 114th Ave NE to 132nd Ave NE to (1) increase the transit speed and reliability and (2) provide for improvements to enhance pedestrian mobility and connections and (3) general public improvements in the right of way. The overall scope of work of the project will include channelization, sidewalks, planter strips with landscaping, removal of the two-way left turn lane to be replaced by landscaped median islands where feasible, consolidation of driveways where feasible, Transit Signal Priority (TSP) at selected intersections and storm water detention. Sound Transit will provide funding for those project elements that directly influence benefits to transit, specifically intersection improvements, sidewalks and TSP. SEPA was completed for this project in 2004 and since no federal funding is expected for the improvements a NEPA evaluation was not considered.

A separate Term Sheet will be written to address the funding of proposed improvements to the existing Central Avenue Lay-over facility within the City of Kirkland.

GENERAL APPROACH

SOUND TRANSIT CONTRIBUTES:

- Perform as Lead agency for environmental documentation and 30% design
- Contribute a portion of the design costs
- Contribute a portion of the capital costs for corridor improvements including sidewalks, TSP, channelization and associated ROW costs
- Participate in City led community outreach efforts

CITY OF KIRKLAND CONTRIBUTES:

- Capital cost for comprehensive plan sidewalks on NE 85th St. and 124th Ave NE beyond Sound Transit's contribution.
- Capital costs for medians, landscaping, and corridor improvements
- Perform as lead agency for the permit acquisition effort
- Contribute Associated ROW costs

	<ul style="list-style-type: none"> • Perform as Lead agency for ROW acquisition, and design of the general and transit elements. • Administer the construction of the general public improvements and transit elements in the public right of way. • Provide Community outreach
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SOUND TRANSIT RECEIVES:	CITY OF KIRKLAND RECEIVES:
<ul style="list-style-type: none"> • Improved traffic flow along the corridor for the benefit of transit and General Purpose (GP) traffic • Enhanced pedestrian connections along the corridor 	<ul style="list-style-type: none"> • Improved traffic flow along the corridor • Enhanced pedestrian connections • Implementation of a portion of the Rose Hill sub area plan

UTILITY RELOCATION

SOUND TRANSIT CONTRIBUTES:	CITY OF KIRKLAND CONTRIBUTES:
	<p>The City will exercise its normal powers to cause the relocation or adjustment of utilities within the right-of-way as required by the Project. In the event that utility relocation costs are not required to be paid by the utility owner under the terms of the utility owner's franchise, the costs will borne by the City.</p>

FINANCIAL APPROACH

SOUND TRANSIT CONTRIBUTES:	CITY OF KIRKLAND CONTRIBUTES:
<ul style="list-style-type: none"> • A Not To Exceed (NTE) amount of \$3,368,460 towards implementing the transit elements of the project described as: <ul style="list-style-type: none"> • 114th Intersection - \$ 366,000 • 124th and 132nd Intersections - \$1,868,460 • Sidewalks - \$1,500,000 • <u>Payment Schedule</u> <p>Upon completion of final design and approval of the final bid package and upon receipt of appropriate invoice/documentation showing project expenses incurred to date from the City, Sound Transit shall pay the City \$422,820 payable thirty (30) days upon receipt.</p> <p>Right-of- Way payments will be paid to the City</p>	<ul style="list-style-type: none"> • Costs to design and construct City of Kirkland general public improvements along with the transit elements as described under General Approach of this term sheet.

<p>upon receipt of appropriate invoice for property acquisition expenses incurred for the project including fee acquisition, appraisals, negotiations, title reports, ALTA Surveys and environmental assessments. Sound Transit shall pay the City an amount not to exceed \$831,540 for right-of-way services payable thirty (30) days upon receipt.</p> <p>Construction payments will be paid in three installments according to the following payment schedule:</p> <p>First payment: After the execution of this Agreement and after thirty percent (30%) completion of construction, as determined by the City, Kirkland shall submit an invoice to Sound Transit in the amount of \$624,230, payable thirty (30) days upon receipt.</p> <p>Second payment: After the execution of this Agreement and after sixty percent (60%) completion of construction, as determined by the City, Kirkland shall submit an invoice to Sound Transit in the amount of \$893,922, payable thirty (30) days upon receipt.</p> <p>Third payment: After execution of this Agreement and after one hundred percent (100%) completion of construction, as determined by the City and final acceptance of the Facility by Sound Transit, Kirkland shall submit a final invoice to Sound Transit in the amount of \$595,948, payable thirty (30) days upon receipt. The final invoice may be lower, if cost savings are realized. If there are any project savings, the City shall apply 100% of the project savings to reduce Sound Transit's contribution, by either crediting the savings to future invoices or reimbursing Sound Transit.</p>	
<p>SOUND TRANSIT RECEIVES:</p>	<p>CITY OF KIRKLAND RECEIVES:</p>
<ul style="list-style-type: none"> • Kirkland to provide to ST monthly invoices on transit element expenditures. For the Final design, ROW and construction of improvements along the NE 85th Street/ corridor from 114th Ave NE to 132nd Ave NE 	<ul style="list-style-type: none"> • Reimbursement for Transit Element costs in an amount not to exceed \$3,368,460 as described in detail in Financial Approach. • Review of Final design, ROW and construction plans of the 85th Corridor improvements.

OWNERSHIP AND MAINTENANCE OF IMPROVEMENTS AND CONTINUING CONTROL

SOUND TRANSIT CONTRIBUTES:	CITY OF KIRKLAND CONTRIBUTES:
	The City will sign a continuing control agreement to provide for the continuing use of the improvements for transit purposes for the useful life of the improvements.

SOUND TRANSIT CONTACT	CITY OF KIRKLAND CONTACT
Fred Wilhelm 206.398.5034 wilhelmf@soundtransit.org	Ray Steiger 425.587.3833 rsteiger@ci.kirkland.wa.us

Approval Signature Block upon Final Acceptance by Both Parties		
Sound Transit		
Joni Earl, Chief Executive Officer		
_____	_____	_____
(Print Name)	Signature	Date
City of Kirkland		
David Ramsay, City Manager		
_____	_____	_____
(Print Name)	Signature	Date
APPROVED AS TO FORM		

Sound Transit Legal Counsel		
Date: _____		

ATTACHMENT C SCHEDULE DETAILS

Progress Milestones to Date:

Mar 2004	30% Design completed by Sound Transit
May 2004	Project transfer to City of Kirkland; City retains Garry Struthers Associations (GSA) as prime design consultant
Nov 2004	City of Kirkland initiates public outreach with properties and business owners impacted by the project with individual meetings with property owners
Dec 2004	Public open house, Sound Transit completes Environmental Process of original 30% design; negotiations for Interlocal Agreement between Kirkland/Sound Transit
July 2004	Newsletter
Sept 2004	Newsletter
Oct 2004	GSA Completes 50% Design 85 th A Team (50% submittal) Letters to Property Owners (update and meeting schedule) Letter to Business Owners (update and meeting schedule)
Nov 2005	85 th A Team Meeting (ROW Process); Updates for Highlands NA, NRNHA & SRNHA
Dec 2005	CoK requests PSE provide Cost Estimate for Under-grounding of Overhead Utility Lines per 50% Plans
Jan 2006	CoK re-requests PSE Cost Estimate
Feb 2006	CoK re-requests PSE Cost Estimate
May 2006	CoK receives PSE Cost Estimate. As Utilities often share poles, CoK now coordinates receiving Verizon Cost Estimate
Dec 2005 – Present	GSA continues design, progressing from 50% toward 90% design & preparation of Property Information Packets for Right-of-Way Phase. 93 Private Parcels are Impacted with this Project

Upcoming Milestones (assumes no under-grounding of overhead utility lines):

June – Sept 2006	Right-of-way Negotiation & Acquisition Phase (including Letters of Intent, Information Packets, and one-on-one property owner meetings) Art Committee Process for Art Determination
July 2006	SEPA Addendum Process Complete
Oct – Nov 2006	90% Design Complete, Review & Comment by City Staff
Oct 2006	Obtain Council Approval of Final Plans for new Median Islands, per Comp Plan Requirements
Nov 2006	Submit and obtain WSDOT Channelization Approval (SR-908)
Nov – Dec 2006	Newsletter to mailing list Presentations of 90% Design to: NE 85 th Street Action Team, NRHNA, SRHNA, Highlands NA
Jan – Feb 2007	Bid Period
Mar 2007 – Aug 2008	Construction Period

Notes:

- ROW Phase length is highly variable and dependent on actual negotiations; could extend the schedule an additional three months or more.
- Both design and construction schedules would take longer should the under-grounding effort be undertaken. Additional design coordination would be necessary; construction needs would include additional trenching by the City's contractor and coordination with under-grounding of private aerial lines.
- With the large number of properties involved in right-of-way acquisition (estimated 40 out of the 93), staff has prepared a draft Eminent Domain ordinance (see Attachment D).

ORDINANCE _____

AN ORDINANCE OF THE CITY OF KIRKLAND, WASHINGTON, AUTHORIZING AND PROVIDING FOR THE ACQUISITION OF INTERESTS IN LAND FOR THE PURPOSE OF CONSTRUCTION OF THE NE 85th STREET CORRIDOR IMPROVEMENTS PROJECT, WITHIN THE CITY OF KIRKLAND; PROVIDING FOR CONDEMNATION, APPROPRIATION, TAKING AND DAMAGING OF LAND AND PROPERTY RIGHTS NECESSARY THEREFOR, PROVIDING FOR THE COST THEREOF AND DIRECTING THE INITIATION OF APPROPRIATE PROCEEDINGS IN THE MANNER PROVIDED BY LAW FOR SAID CONDEMNATION.

WHEREAS, the NE 85th STREET CORRIDOR IMPROVEMENTS PROJECT comprises the following improvement projects contained in the Capital Improvement Program:

CNM0051 – Rose Hill Business District Sidewalks
CTR0078 – NE 85th Street / 132nd Avenue NE Intersection Improvements
CTR0079 – NE 85th Street / 114th Avenue NE Intersection Improvements
CTR0080 – NE 85th Street / 124th Avenue NE Intersection Improvements
CSD0025 – NE 85th Street Detention/Sediment Control; and

WHEREAS, the Kirkland City Council has, by Resolution R-4533 approved these projects in the six-year Transportation Improvement Program, and has, by Resolution R-4521 approved the 2006-2011 Capital Improvement Program; and

WHEREAS, the improvements are necessary to provide needed lane configurations, pedestrian facilities, and utility systems; and

WHEREAS, the City Council finds that the public health, safety, necessity, and convenience demand that said project be undertaken and that in order to carry out the project it is necessary at this time for the City to acquire interests and rights to the properties described herein;

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. The lands and property rights within the City of Kirkland, King County, Washington, described in Exhibit A attached to this Ordinance and which descriptions are hereby incorporated by reference, necessary for public road purposes, are hereby condemned, appropriated, taken and damaged for such public purposes, subject to the making or paying of just compensation to the owners thereof in the manner provided by law.

Section 2. The cost and expense of acquiring said property rights shall be paid for from the appropriate City of Kirkland CIP Project Account.

Section 3. The City Manager is authorized and directed to immediately begin and prosecute action and proceedings in the manner provided by the law to purchase, condemn, take, damage, appropriate, and otherwise acquire the

lands and other property rights and privileges necessary to carry out the purposes of this Ordinance.

Section 4. This Ordinance shall be in full force and effect five days from and after its passage by the Kirkland City Council and published pursuant to Section 1.08.017, Kirkland Municipal Code in the ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in regular, open meeting this _____ day of _____, 2006.

Signed in authentication thereof this _____ day of _____, 2006.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

Date: 1-Jun-06
 By: PW

ATTACHMENT E
 UTILITY UNDERGROUNDING
 COSTS BREAKDOWN

NE 85th Street Undergrounding Estimate

PSE

Underground. Length=		8900	LF			60% of Total	40% of Total
No.	Item	Quantity	Unit Cost	UNIT	Total	PSE Share	COK Share
	PSE UG Estimate	1	\$837,600	LS	\$ 837,600	\$ 502,560	\$ 335,040
1	Mobilization	1	\$5,000	LS	\$ 5,000		\$ 5,000
2	Flagging	1280	\$45	HR	\$ 57,600		\$ 57,600
3	Sawcutting	5000	\$3	LF	\$ 15,000		\$ 15,000
4	Trenching	8900	\$27	LF	\$ 240,300		\$ 240,300
5	Vault Instalation	7	\$3,500	EA	\$ 24,500		\$ 24,500
6	Hand Hole Installation	40	\$2,000	EA	\$ 80,000		\$ 80,000
7	Installing additional Conduits	8900	\$23	LF	\$ 204,700		\$ 204,700
8	Backfill (gravel)	9493	\$23	TN	\$ 218,347		\$ 218,347
9	Proofing Conduits	1	\$30,000	LS	\$ 30,000		\$ 30,000
10	Site Restoration	3650	\$100	LF	\$ 365,000		\$ 365,000
11	Surveying	240	\$100	HR	\$ 24,000		\$ 24,000
12	GSAI/Abeyta Coordinat.	400	\$100	HR	\$ 40,000		\$ 40,000
13	Lighting	23	\$3,500	EA	\$ 80,500		\$ 80,500
14	ROW Acquisition	6050	\$18	SF	\$ 108,900		\$ 108,900
Subtotal					\$2,331,447	\$ 502,560	\$ 1,828,887
Contingency (20%)					\$ 466,289	\$ 100,512	\$ 365,777
TOTAL					\$2,797,736	\$ 603,072	\$ 2,194,664

Private Parcel Costs							
1	Elec. Improvements	27	\$15,000	EA	\$ 405,000		\$ 405,000

Assumptions

- a) Main lines will be installed by COK contractor.
- b) Backfill will be gravel (i.e. not native or any other material).
- c) Site restoration will be needed throughout the corridor. However, in some cases, the restoration will be a result of the sidewalk/planter installation
- d) 50% of PSE poles (to be removed) have attached light fixtures.
- e) Only 27 parcels will need to have their power undergrounded, building improvements, etc.
- f) Assumes only easments will be needed (ie. Not a full acquisition)

Verizon

No.	Item	Quantity	Unit Cost	UNIT	Total	Verizon Share	COK Share
1	122nd Ave and 124th Ave	1	\$50,000	LS	\$50,000	\$ -	\$50,000
2	NE 85th Undergrounding	1	\$160,000	LS	\$160,000		\$160,000
3	New OH fiber	1	\$55,000	LS	\$55,000		\$55,000
Subtotal					\$265,000		\$265,000
Contingency (20%)					\$53,000		\$53,000
TOTAL					\$318,000		\$318,000

Private Parcel Costs							
1	Parcels that need conv.	20	\$5,000	EA	\$ 100,000		\$ 100,000

Assumptions

- a) No. 1 represents the cost differential with respecto to an oh-oh relocation.
- b) No.2 assumes 100% of undergrounding costs would be on COK. It does not account for an oh-oh credit.
- c) No. 3 assumes Verizon fiber Jan 2007 upgrade will be completed before the NE 85th UG.
- d) Costs assumes a joint utility trench along NE 85th. Note: 16 out of 20 parcels match PSE private conversions.