

Committee Members

Councilmember Gregg Bradshaw
Councilmember John Williams
City Administrator Scott Larson
City Clerk Kim Agfalvi
PW Director Greg Reed
Finance Director Gretchen Russo
Building Official Tim Lincoln
Engineer JC Hungerford
Secretary Laura Hinds

City of Orting Public Works Committee
AGENDA



Wednesday, September 7, 2021 – 2:30 p.m.
Public Works Operations Facility, Conference Rm, 900 Rocky Rd NE

- Call Meeting to Order, Roll Call
- Approval of Minutes
- Public Comment & Presentations –

DEPARTMENT REPORTS

Est. Time Action

1. ENGINEERING Updates– JC Hungerford 1.1 Whitehawk Blvd Extension 1.2 Kansas St SW Reconstruction 1.3 Village Green Outfall 1.4 Kansas Outfall/Calistoga St W Stormwater Improvements 1.5 2020 Lift Station Improvements 1.6 WRRF Upgrades	Min - 5	
2. NEW BUSINESS – 2.1 Water System Chlorine Generation	10	
3. ADMINISTRATION – Scott Larson 3.1 Jones Levee Update	Min 5	
NEW BUSINESS 3.2 Traffic Calming 3.3 Vegetation Management	10 5	
4. PUBLIC WORKS – Greg Reed 4.1 Sidewalk Bids – Four seasons Concrete-PreCon 4.2 Fencing – low bid response 4.3 Ballfields – Clean up 4.4 Request for extensions-Stormwater Ad	3 3 2	
NEW BUSINESS 4.5 Maint. Workers – Fully staffed 4.6 WRRF – Effluent results 4.7 Ad for Eng. Tech – Job Description 4.8 NPDES Storm worker 4.9 Crack Sealing 4.10 Tow-behind Knuckle Boom	3 3 2 3	

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5. FINANCE – Gretchen Russo 5.1 None	Min	
6. COUNCIL – CM Bradshaw & CM Williams 6.1 Sidewalks – Carbon River Landing	Min 5	

REQUEST FOR NEW BUSINESS

-

ROUND TABLE

- Contract for Backup Inspection and Plan Review – Tim Lincoln

MEETING SUMMARY

ADJOURN



PUBLIC WORKS AGENDA REPORT REQUEST

Old Business

DEPARTMENT: Engineering

Topic	Summary	Time Needed
Project Updates	<ul style="list-style-type: none"> • Whitehawk Boulevard Extension • Kansas Street Reconstruction • Village Green Outfall • Kansas Outfall / Calistoga St W Stormwater Improvements • 2020 Lift Station Improvements • WRRF Upgrades 	5 Mins

Topic	Summary	Time Needed

Topic	Summary	Time Needed

New Business:

Topic	Summary	Time Needed
Water System Chlorine Generation	Parametrix has been conducting a feasibility analysis for onsite chlorine generation at Well 4. JC will be providing an update on the progress.	10 mins

Topic	Summary	Time Needed

Topic	Summary	Time Needed



PUBLIC WORKS AGENDA REPORT REQUEST

Old Business

DEPARTMENT: Executive

Topic	Summary	Time Needed
Jones Levee Update	Staff reached out to Pierce County regarding an update on the levee. The correspondence is attached. The county appears to not have made much progress in the past several months on this project and requested that a presentation to council be pushed out to early 2023. Further, the county agreed to work with the Army Corps to come up with a "line" they will not cross in Calistoga Park so that the city can move forward Calistoga Park Master planning.	5 min

New Business:

Topic	Summary	Time Needed
Traffic Calming	<p>A community group has started the traffic calming petition process. This will be the second meeting they have attended. The community group has received signatures in support of the petition from at least 60% of the neighbors within two blocks. Staff recommend that a community meeting be scheduled during the Month of September that the petitioners will advertise to people in the neighborhood.</p> <p>Staff will compile Phase 1 (minor traffic measures) and Phase 2 (major traffic measures) to be discussed at the subsequent community meeting.</p>	10 min

Topic	Summary	Time Needed
Vegetation Management	CM Moore requested that PW discuss vegetation throughout the city that has grown out of control and is visually unappealing. Staff will reach out to property owners that have overgrown vegetation and ask for their help maintaining vegetation on their property per OMC 5-1-3(B)(13).	5 min

Scott Larson

From: Harold Smelt <harold.smelt@piercecountywa.gov>
Sent: Thursday, August 11, 2022 3:15 PM
To: Scott Larson; Akiko Oda
Cc: Erick Thompson; Sarah Grice; John Bielka; Ingo Kuchta; Kevin Dragon
Subject: RE: Jones Levee-Setback

Sounds reasonable. I'll plant the seed with the Corps now, so they can start thinking along those lines.

Harold Smelt, PE

(253) 798-2952

Our mailing address has changed—please update your records:

Pierce County Planning & Public Works, 2702 S 42nd St., Ste. 109, Tacoma, WA 98409-7315

From: Scott Larson <SLarson@cityoforting.org>
Sent: Thursday, August 11, 2022 2:34 PM
To: Harold Smelt <harold.smelt@piercecountywa.gov>; Akiko Oda <akiko.oda@piercecountywa.gov>
Cc: Erick Thompson <erick.thompson@piercecountywa.gov>; Sarah Grice <sarah.grice@piercecountywa.gov>; John Bielka <JBielka@cityoforting.org>; Ingo Kuchta <ingo.kuchta@piercecountywa.gov>; Kevin Dragon <kevin.dragon@piercecountywa.gov>
Subject: RE: Jones Levee-Setback

Thanks for the info. I think what we are looking for in the park is a line beyond which the project would not create impacts so we can plan based on that instead of having to trade back designs for your blessing. Perhaps this would be able to be established after feasibility?

Scott Larson
City Administrator, City of Orting
104 Bridge Street South
PO Box 489
Orting, WA 98360
(360) 893-9006

From: Harold Smelt <harold.smelt@piercecountywa.gov>
Sent: Thursday, August 11, 2022 2:01 PM
To: Scott Larson <SLarson@cityoforting.org>; Akiko Oda <akiko.oda@piercecountywa.gov>
Cc: Erick Thompson <erick.thompson@piercecountywa.gov>; Sarah Grice <sarah.grice@piercecountywa.gov>; John Bielka <JBielka@cityoforting.org>; Ingo Kuchta <ingo.kuchta@piercecountywa.gov>; Kevin Dragon <kevin.dragon@piercecountywa.gov>
Subject: RE: Jones Levee-Setback

Hi Scott – assuming the Feasibility Study is indeed finalized in January 2023, then meeting after that does make sense. Just let us know what timing works best for you.

I remember conversations about using other City owned property to the north of the park as replacement parking, which has the added benefit of taking the main access off of the very busy Calistoga Avenue. Hopefully that option is still on the table. Both the Corps and the County are aware of the City's desire to minimize impacts to the existing parking area. Maybe there can be an interactive process, with the City proposing a conceptual plan to the Corps and

From: Harold Smelt <harold.smelt@piercecounitywa.gov>

Sent: Thursday, August 11, 2022 11:51 AM

To: Scott Larson <SLarson@cityoforting.org>; Akiko Oda <akiko.oda@piercecounitywa.gov>

Cc: Erick Thompson <erick.thompson@piercecounitywa.gov>; Sarah Grice <sarah.grice@piercecounitywa.gov>; John Bielka <JBielka@cityoforting.org>; Ingo Kuchta <ingo.kuchta@piercecounitywa.gov>; Kevin Dragon <kevin.dragon@piercecounitywa.gov>

Subject: RE: Jones Levee-Setback

Hi Scott. Good to hear from you. Please see my comments below in red

Harold Smelt, PE

(253) 798-2952

Our mailing address has changed—please update your records:

Pierce County Planning & Public Works, 2702 S 42nd St., Ste. 109, Tacoma, WA 98409-7315

From: Scott Larson <SLarson@cityoforting.org>

Sent: Thursday, August 11, 2022 8:20 AM

To: Harold Smelt <harold.smelt@piercecounitywa.gov>

Cc: Erick Thompson <erick.thompson@piercecounitywa.gov>; Sarah Grice <sarah.grice@piercecounitywa.gov>; John Bielka <JBielka@cityoforting.org>

Subject: Jones Levee-Setback

Good Morning Harold,

<https://www.piercecounitywa.gov/7179/Jones-Levee-Setback>

It's been some time since we have touched base so I thought I would follow up on the Jones Levee project.

Questions:

1. Could you provide us with a status update on the design efforts?
Design phase still not started. The Corps continues with their internal review process for the Feasibility Study, which they are now telling us should be wrapped up in January 2023.
2. Has the cost of the project changed with the comments you have received?
Nothing that will change the feasibility level cost estimate
 - a. When do you anticipate publishing comments?
The Corps will include all comments, with responses, in the final feasibility study. Since the County wanted to share the comments out more quickly (yes, I know a LOT of time has passed) the Corps is working to compile the most frequently asked questions into an FAQ which can be posted to the project website. Not sure when that will happen. Sorry...
3. Do you anticipate the preliminary construction schedule to stretch due to the current inflation rate an challenging bidding environment?
I'm pretty sure that the Corps reached the "pencils down" point long before the current spike in prices. There are clearly going to be project delays since the Feasibility Study was supposed to be completed almost 2 years ago, but those delays won't be caused by the inflation we are currently experiencing.
4. When do you anticipate moving forward to the next phase?

That is still the plan. Once the Feasibility Study is finalized, the County would enter into a new Federal Cost Share Agreement (FCSA) for the design of facility. Just FYI, I plan to retire in Feb. 2023, so taking that next step will be someone else's decision.

5. Is there an updated construction schedule available?

Not yet. The County will update our 6-year Capital Facilities Plan in 2023, with most of the work happening in March-April. At that point we'll have to have a better idea of the project timeline.

6. It appears there are no longer links associated with the documents that were available to view a few months ago on your website: <https://www.piercecountywa.gov/7179/Jones-Levee-Setback>

I'm not sure which links specifically you are looking for. I've cc'd our Outreach Coordinator, @Akiko Oda. She might be able to assist with this question.

Would it be possible to schedule your team to come to Orting to brief our council on the current status?

We can certainly make that happen, though honestly there hasn't been much change since our last visit. We continue to respond to citizen inquiries as they come in, mostly from property owners with questions about how the project will impact their specific property.

Appreciate your response. Thank-you.

Scott Larson
City Administrator, City of Orting
104 Bridge Street South
PO Box 489
Orting, WA 98360
(360) 893-9006

Total Control Panel

[Login](#)

To: slarson@cityoforting.org [Remove](#) this sender from my allow list

From: harold.smelt@piercecounywa.gov

You received this message because the sender is on your allow list.

Orting City Council-

Thank you for taking the time to consider our petition for added traffic signs at the intersection of Varner Ave SE and Olive St. Our neighborhood believes this is a needed action to ensure the safety of our children and pets, due to the increase of commuter traffic we've experienced recently.

Last year a group of neighbors had a conversation regarding a sudden increase in commuter traffic (vehicles belonging to residents outside our neighborhood, driving through the neighborhood to and from work). Norm Engfer stated the timing lined up with traffic stops the city had conducted at the intersection of Washington Ave S and Olive St. Norm informed us that the local police conducted traffic stops at the intersection of Washington and Olive, in hopes to curb the number of vehicles ignoring the stop sign there. It is the neighborhoods impression that the increase in commuter traffic that we've noticed is directly connected to people avoiding the stop sign on Washington Ave and Olive St.

Our neighborhood is what is referred to as "old Orting". In our neighborhood you'll find the oldest houses in Orting, you will find 30 year old grape vines and the lady who planted them. You'll see neighbors that smile and wave as another drives by, you'll see countless gardens, kids and pets. Our neighborhood is full of love and sweat equity. In our neighborhood there is a surplus of that old Orting charm. That charm the ones who came before us built, is being preserved by the ones who fell in love with it, invested in it and will carry that charm, with its history, forward for new generations to enjoy.

In our neighborhood you won't find well lite streets on a dark night. You won't find cohesive sidewalks or even curbs. If you look you'll notice a shortage of storm drains and fire hydrants. Our roads aren't even property paved, as they've been chip sealed repeatedly. Our neighborhood is not structured to be a commuter road.

We've gathered 40 signatures in support of new stops signs in hopes of preserving our Old Orting neighborhood. There are 18 homes located on Varner Ave SE that are on street with-in two blocks of the proposed traffic calming measure.

The people of this neighborhood, Old Orting, have worked tirelessly to provide a safe place to raise our families. Please help us keep our kids safe playing in our wonderful neighborhood, by approving the stop signs on Varner Ave SE and Olive St.

Thank you,

Neighborhood of Old Orting

Representatives Wendi Bowman and Brad Malone

Wendi Bowman
Brad Malone

IN FAVOR

OPPOSED

UNAVAILABLE

PROPERTY
OWNER

	IN FAVOR	OPPOSED	UNAVAILABLE	PROPERTY OWNER
513 VARNER AVE SE				Westley Ayala & Jessica Warren
511 VARNER AVE SE	Yes			Joshua Molina
509 VARNER AVE SE	Yes			Dustin Bendt.
				Brandiwyn Kennedy
507 VARNER AVE SE	Yes			Scott & Wendi Bowman
505 VARNER AVE SE	Yes			Rebecca Cavalieri
502 VARNER AVE SE	Yes			Bailey Shattuck
310 OLIVE ST SE	Yes			Jack Schmahl & Christiana Palillo
308 OLIVE ST SE	Yes			Aaron Nickolson
302 OLIVE ST SE	Yes			Norm & Carol Engfer
301 OLIVE ST SE	Yes			Christy & Austin Gibbs- Recently sold, new owners have yet to move in.
425 VARNER AVE SE	Yes			Brad Malone- Primary resident.
	Yes			Michael Malone- Property owner.
516 MILL AVE SE	Yes			Jerry Smith
514 MILL AVE SE	Yes			Jarvis Maki
510 MILL AVE SE	Yes			Brian & Jacki Backus
508 MILL AVE SE			✓	Tina & Steven Helenske
509 MILL AVE SE	Yes			Brianna Backus
507 MILL AVE SE	Yes			Kathy.
				Phillip Kesner *BLUE BARN ENTERPRISES LLC*
506 MILL AVE SE	Yes			Jessica Kemmerer
422 VARNER AVE SE	Yes			Ashley Burmeister
420 VARNER AVE SE	Yes			Dale & Jennifer Mckinney
419 VARNER AVE SE	Yes			Joseph B. Hoff *Brad Hiivala*

415 VARNER AVE SE		✓	Carolyn & Ricardo Baloca
411 VARNER AVE SE	Yes		Kenny Young
409 VARNER AVE SE	Yes		Don Auton
405 VARNER AVE SE		✓	Nina Thompson
401 VARNER AVE SE	Yes		Sam Van Zanten
325 VANER AVE SE	Yes		Josh Krants
321 VANER AVE SE	Yes		Juan Torres
317 VARNER AVE SE	Yes		George Hunt
315 VARNER AVE SE	Yes		Taylor Currin
309 VARNER AVE SE		✓	Blue Barn Enterprises LLC
304 VARNER AVE SE		✓	US BANK TRUST
322 VARNER AVE SE	Yes		Patricia Chouery
404 HARDEFELDT ST SE	Yes		Ellen Foss
418 HARDEFELDT ST SE	Yes		Donald & Sherry Rakes
416 HARDEFELDT ST SE	Yes		Rosalinda & Reagan Buswell
			Saxwold Family Living Trust
406 FACTORY ST SE	Yes		Dawn L. Malone
509 FACTORY ST SE	Yes		Kelsey Harden

Petition to City of Orling for Traffic Calming

Petition summary and background
 This petition is a tool for concerned citizens to address neighborhood traffic calming measures.

Action petitioned for
 We, the undersigned, are concerned citizens who urge our leaders to act now to install stop signs at the intersection of Varner and Olive for the safety of our children.

Printed Name	Signature	Address	Comment	Date
Brianne Varner	<i>Brianne Varner</i>	509 Mill Ave SE		7/11/22
Wendi Bowman	<i>Wendi Bowman</i>	507 Varner Ave SE		7/21/22
Jess Smith	<i>J. R. Smith</i>	516 Mill Ave	good	7-21-22
Clarissa Chavez	<i>Clarissa Chavez</i>	511 Varner Ave	good	7/21/22
Rebecca Cavalieri	<i>R. Cavalieri</i>	505 Varner Ave		7/21/22
Jack Schmitt	<i>Jack Schmitt</i>	210 Olive St SE		7/21/22
Aaron Nickelson	<i>Aaron Nickelson</i>	308 Olive St SE		7/21/2022
<i>Carole Enger</i>	<i>Norm Enger</i>	302 Olive St SE		7/21/22
Christy Gibbs	<i>Christy Gibbs</i>	301 Olive St SE		7/21/22
Carol Enger	<i>Carol Enger</i>	302 OLIVE ST, S.E.		7-21-22
Bailey Shattuck	<i>Bailey Shattuck</i>	502 Varner Ave SE	Fully Support!	7/22/22
Brianne Backus	<i>Brianne Backus</i>	510 Mill Ave SE	Keep Varner slow	7-22-22

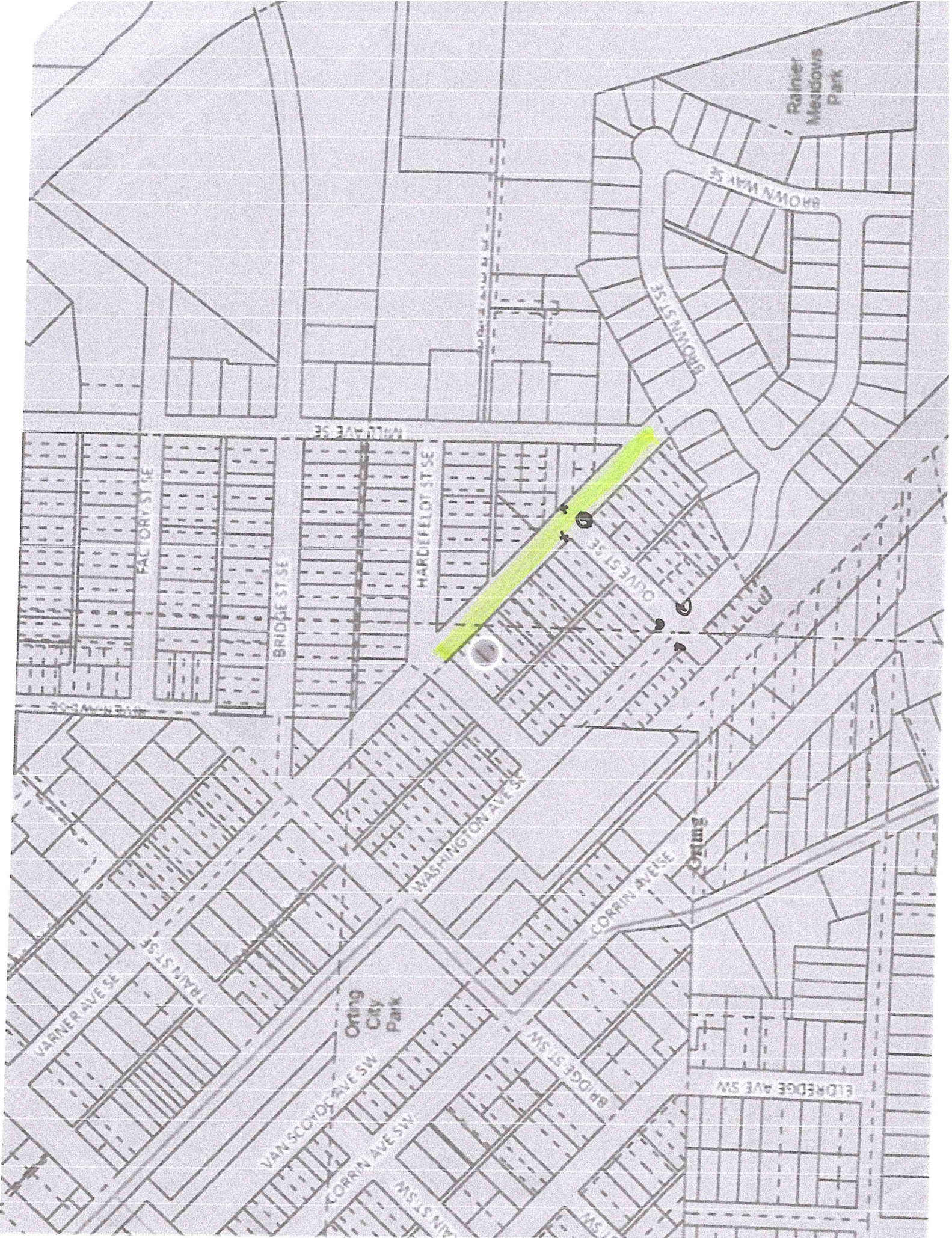
Printed Name	Signature	Address	Comment	Date
Ellen Fass	<i>[Signature]</i>	404 Hardefeldt		7-22-22
Dustin Bendt BRANDIYN KENNEDY-SUGITA	<i>[Signature]</i>	509 Varner AVE SE		7/22/22
Kathlyn	<i>[Signature]</i>	509 VARNER AVE SE		7/22/22
Jacki Backus	<i>[Signature]</i>	507 Mill SE.		7-27-22
Phillip Kerner Jessica Kemper	<i>[Signature]</i>	510 Mill Ave. SE		7-27-22
Sherry Rakes	<i>[Signature]</i>	507 Mill AVE SE.		8-7-22
DONALD RAKES	<i>[Signature]</i>	506 Mill AVE SE		8-7-22
Rosalinda Buswell	<i>[Signature]</i>	418 Hardefeldt ST		8-7-22
Reagan Bowell	<i>[Signature]</i>	418 HARDEFELDT		8-7-22
Dawn Malone	<i>[Signature]</i>	416 Hardefeldt st SE		8/7/22
		416 Hardefeldt st SE		8/7/22
		406 Factory St SE		8/8/22

Petition to City of Orting for Traffic Calming

Petition summary and background: This petition is a tool for concerned citizens to address neighborhood traffic calming measures.

Action petitioned for: We, the undersigned, are concerned citizens who urge our leaders to act now to install stop signs at the intersection of Varner and Olive for the safety of our children.

Printed Name	Signature	Address	Comment	Date
Michael Malone	<i>Michael Malone</i>	425 VARNER AVE SE	Need to slow traffic on street. Need Stop sign	7/21
Jonnis Maki	<i>JM</i>	514 Mill Ave SE	Need to slow traffic. need 3 way stop	7/21
Joseph A Hoff	<i>Joseph A Hoff</i>	519 Varner S.E.	Traffic too fast. Need stop sign on	7/21
DON	<i>Don</i>	409 Varner Ave SE	Need stop sign. slower down traffic.	7/21
Henny Young	<i>Henny Young</i>	411 VARNER AVE SE	STOP signs to control speed, olive/hard left and wrong	7/21
BRAD MALONE	<i>Brad Malone</i>	425 VARNER AVE SE	STOP 3WAY STOP	7/21
Taylor Curran	<i>Taylor Curran</i>	315 Varner Ave SE	Need to slow traffic	7/21
Juan Torres	<i>Juan Torres</i>	321 VARNER AVE SE	NEED STOP SIGN	7/21
Patricia Chover	<i>Patricia Chover</i>	322 VARNER SE	TO SLOW TRAFFIC WITH STOP	7/21
Josh Krantz	<i>Margie Ewing</i>	325 VARNER SE	NEED A STOP SIGN	7/21
Sam Krantz	<i>Sam Krantz</i>	401 Varner	NEED A STOP SIGN	7/21
Shelby Burmeister	<i>Shelby Burmeister</i>	422 Varner Ave SE	Need to slow traffic down w/ a stop sign	7/21



Rainer Meadows Park

BROWN WAY SE

BRIDGE ST SE

MILL AVE SE

FACTORY ST SE

BRIDGE ST SE

HARDEFLOTT ST SE

OLIVE ST SE

WASHINGTON AVE SE

CORRIN AVENUE

Orting

VARNER AVE SE

RAIN ST

Orting City Park

VAN SCOTCH AVE SW

CORRIN AVE SW

BRIDGE ST SW

ELDRIDGE AVE SW

Scott Larson

From: JC Hungerford <JHungerford@parametrix.com>
Sent: Wednesday, August 10, 2022 7:49 PM
To: Scott Larson
Cc: John Bielka
Subject: MUTCD/Stop Sign

Hi Scott,

Here are the MUTCD guidelines for a stop sign:

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- *Number and angle of approaches;*
- *Approach speeds;*
- *Sight distance available on each approach; and*
- *Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- *A street entering a designated through highway or street; and/or*
- *An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

I haven't analyzed any of the intersections closely so I'm not sure if any of these conditions are met. Traffic and pedestrian volumes are pretty low.

Thanks,

Parametrix

ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

JC Hungerford, PE

Water Division Manager

253.604.6630 | direct

253.381.4815 | mobile



Neighborhood Traffic Calming Policy Requests & Steps

Streets considered for traffic/speed calming installations must not be classified as an arterial or collector street. The program is limited to residential neighborhoods. No major commercial properties shall be located on the street.

1. **Community Support**---Installation of any type of traffic calming device requires support from the residents of the affected area before construction. Responsibility for completion of this step lies with the community and involves the following:
 1. An individual or group must make a request to be included for consideration of a neighborhood traffic calming measure.
 2. The City of Orting Transportation Committee (TC) will review requests for comments and recommendations.
 3. If the neighborhood decides to proceed, petition forms will be given to the applicants and signatures must be gathered from at least 60% of the property owners, (*renters can sign the petition, however the property owners will be contacted by the applicants and a decision to support or oppose the project shall supersede the renters choice*) and businesses (property or business owner) within two blocks on street to have the device of the proposed traffic calming measure. (*Some streets may be unique and may require the transportation committee to make an amendment to this policy: i.e.: not all streets have a two block radius.*) Only one signature per household is needed. The petition must show whether the signature is from an owner or renter. Signed petitions must be delivered to the TC. The applicants must provide a list of all owners/renters within the 2 block area as well as those who have signed petition.
2. **Community Meeting**---A meeting will be scheduled at the TC to discuss the project.
 1. Petition will be put on the TC agenda and a meeting will be scheduled for neighborhood input to discuss safety concerns. It will be up to the applicants to provide invitations to the neighborhood.
 2. Phase 1 and phase 2 options will be presented and discussed.
 - Phase 1—Addresses neighborhood traffic concerns by taking minor measures such as the installation of signs, striping, and/or pavement markings.
 - Financing: Given sufficient funds are available in the Streets fund, the TC is authorized to implement phase 1 strategies. If funds are not available the TC will recommend funding in the next fiscal budget through the City Council.
 - Phase 2—Addresses traffic concerns with more restrictive physical measures such as speed bumps or other measures that require capital funds.
 - Financing: If the TC recommends approval of a phase 2 project, it will be submitted to the City Council for budget consideration. The Council has the authority to amend the current year's budget and to add the capital project or to include the project in the next fiscal year given adequate funds.
3. The City reserves the right to propose alternative solutions for traffic calming.
4. Traffic Calming option installed as approved.
5. **Timeline:** The committee understands that it can take several weeks to gain community support, to attend meetings to show why the traffic calming measure is necessary and to look for approval at Council level. With this in mind, the committee also needs the petitioners to understand that if a neighborhood should not attend 2 or more consecutive COTC meetings, then the project will be dismissed and removed from the monthly agenda. The neighborhood will be required to start the request over.
6. Applicants can appeal TC decisions to the City Council.

Traffic Calming Techniques

What is traffic calming?

“Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and / or cut-through volumes, in the interest of street safety, livability, and other public purposes”

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Stop Signs are not Traffic Calming!

“STOP signs should not be used for speed control.”

- Manual for Uniform Traffic Control Devices, Section 2B.05
 - Numerous studies prove that unwarranted stop signs increase vehicular speeds between stop signs. Stop signs only affect speed within 150 feet of the sign.
 - Unwarranted stop signs encourage rolling stops.
 - Studies have shown that excessive or unwarranted use of Stop Signs breeds disrespect for stop control signs and other traffic control devices.



Table 4. Speed Studies, Robinwood Street

Speed (mph)	Without Stop Signs, 1975	With Stop Signs, 1975	With Stop Signs, 1986
Low	10	13	21
Average	23.4	24.4	30
85th Percentile	30	30	34
High	38	38	42

Who Speeds?

- A person’s perception of speed is usually wrong
- It is often believed that commuters (cut through traffic) is primarily responsible for neighborhood speeding
- The reality is that it is more likely to be your neighbor

Interesting Statistics:

- 25% of all trips are less than 1 mile
- 38% of all trips are less than 2 miles
- 47% of all trips are less than 3 miles

SPEED CONTROL OPTIONS

Speed Humps

Speed humps are rounded raised areas placed across the roadway. They are generally 10 to 14 feet long (in the direction of travel), making them distinct from the shorter “speed bumps” found in many parking lots, and are 3 to 4 inches high. The profile of a speed hump can be circular, parabolic, or sinusoidal. They are often tapered as they reach the curb on each end to allow unimpeded drainage.

Speed Humps are good for locations where very low speeds are desired and reasonable, and noise and fumes are not a major concern.

Advantages:

- Speed Humps are relatively inexpensive
- They are relatively easy for bicycles to cross if designed appropriately
- They are very effective in slowing travel speeds.

Disadvantages:

- They cause a “rough ride” for all drivers, and can cause severe pain for people with certain skeletal disabilities
- They force large vehicles, such as emergency vehicles and those with rigid suspensions, to travel at slower speeds
- They may increase noise and air pollution
- They have questionable aesthetics.

Effectiveness:

- For a 12-foot hump:
 - Average of 22% decrease in the 85th percentile travel speeds, or from an average of 35.0 to 27.4 miles per hour; (from a sample of 179 sites).
 - Average of 11% decrease in accidents or from an average of 2.7 to 2.4 accidents per year (from a sample of 49 sites).
- For a 14-foot hump:
 - Average of 23% decrease in the 85th percentile travel speeds, or from an average of 33.3 to 25.6 miles per hour (from a sample of 15 sites).
 - Average of 41% decrease in accidents, or from an average of 4.4 to 2.6 accidents per year (from a sample of 5 sites).

Similar Measures:

- By lengthening the hump with a flat section in the middle, you have a [Speed Table](#).
- By turning an entire crosswalk into a speed hump, you have a [Raised Crosswalk](#).
- By raising the level of an entire intersection, you have a [Raised Intersection](#).

Cost Estimate(s):

- \$2,000-\$2,500 (Portland, OR)
- \$2,000 (Sarasota, FL)
- \$2,000 (Seattle, WA)



Portland, OR – This 14-foot speed hump uses a chevron marking pattern.



West Palm Beach, FL – This 12-foot hump is combined with Textured Pavement to enhance its visibility and speed-reducing effect.



Sacramento, CA – This “speed lump” includes wheel cut-outs that allow buses and emergency vehicles to pass without slowing.



Ft. Lauderdale, FL – A 22-foot speed hump with zig-zag markings.

Speed Tables

Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Their long flat fields give speed tables higher design speeds than [Speed Humps](#). The brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction.

Speed tables are good for locations where low speeds are desired but a somewhat smooth ride is needed for larger vehicles.

Advantages:

- They are smoother on large vehicles (such as fire trucks) than [Speed Humps](#)
- They are effective in reducing speeds, though not to the extent of [Speed Humps](#)

Disadvantages:

- They have questionable aesthetics, if no textured materials are used;
- Textured materials, if used, can be expensive; and
- They may increase noise and air pollution.

Effectiveness:

- For a 22-foot speed table:
 - Average of 18% decrease in the 85th percentile travel speeds, or from an average of 36.7 to 30.1 miles per hour; (from a sample of 58 sites).
 - Average of 45% decrease in accidents or from an average of 6.7 to 3.7 accidents per year (from a sample of 8 sites).

Similar Measures:

- By removing the flat section in the middle, you have a [Speed Hump](#)
- By placing a crosswalk on the flat section, you have a [Raised Crosswalk](#)
- By raising the level of an entire intersection, you have a [Raised Intersection](#)

Cost Estimate(s):

- \$2,000-\$2,500 (Portland, OR)
- \$2,000 (Sarasota, FL)
- \$2,000 (Seattle, WA)



Bellevue, WA – This speed table is entirely asphalt with parabolic ramps.



Naples, FL – This concrete speed table is combined with textured pavement to enhance its visibility and speed-reducing effect.



Portland, OR – This asphalt speed table uses leading horizontal stripe markings.



Charlotte, NC – This speed table uses stamped, colored concrete.

Traffic Circles

Traffic circles are raised islands, placed in intersections, around which traffic circulates. They are good for calming intersections, especially within neighborhoods, where large vehicle traffic is not a major concern but speeds, volumes, and safety are problems.

Advantages:

- Traffic Circles are very effective in moderating speeds and improving safety
- If designed well, they can have positive aesthetic value
- Placed at an intersection, they can calm two streets at once

Disadvantages:

- They are difficult for large vehicles (such as fire trucks) to circumnavigate
- They must be designed so that the circulating lane does not encroach on the crosswalks
- They may require the elimination of some on-street parking
- Landscaping must be maintained, either by the residents or by the municipality

Effectiveness:

- Average of 11% decrease in the 85th percentile travel speeds, or from an average of 34.1 to 30.2 miles per hour (from a sample of 45 sites)
- Including a large sample from Seattle, an average of 73% decrease in accidents, or from an average of 2.2 to 0.6 accidents per year (from a sample of 130 sites)
- Excluding the large sample from Seattle, an average of 29% decrease in accidents, or from an average of 5.9 to 4.2 accidents per year (from a sample of 17 sites)

Similar Measures:

- By placing a raised island in a midblock location, you have a [Center Island Narrowing](#)
- By enlarging the intersection and the center island, inserting splitter islands at each approach, setting back the crosswalks away from the circulating lane, and implementing yield control at all approaches, you have a [Roundabout](#)

Cost Estimate(s):

- Varies by materials used and the amount of area covered



Boulder, CO – This traffic circle is combined with textured crosswalks. The center island uses low-maintenance landscaping.



Eugene, OR – This traffic circle is controlled by all-way stop control.



Seattle, WA – This traffic circle is located at a T-intersection. A truck apron is included that allows trucks to make a left-turn, while passenger vehicles are discouraged from using the truck apron by the short lip at its edge.



Ft. Lauderdale, FL – This traffic circle has a larger truck apron. Splitter islands and yield lines have been striped at each approach.

City of Seattle Traffic Circle Experience

Of all the devices used in Seattle, traffic circles have proven to be the most effective at solving neighborhood concerns surrounding speeding and traffic accidents with a minimum of controversy.

- 600 Traffic circles constructed since 1973
- Receive 700 request for traffic circles/year
- They build 30 traffic circles/year

Impacts of Traffic Calming on Noise Levels

<u>Measure</u>	<u>Usual Level</u>	<u>Peak Level</u>
None (Unobstructed traffic)	68-69db	72db
4-Way Stop	66-67	69
Traffic Circle	60-64	70
Raised Crossing	60-62	64

City of Seattle Before/After Data

Injuries

	1991 N=10	1992 N=7	1993 N=9	1994 N=6	4 Year Total
Before Construction	11	11	21	6	49
After Construction	1	0	3	1	5
Percent Reduction	90.90%	100%	85.70%	83.30%	89.80%

Accidents

	1991 N=10	1992 N=7	1993 N=9	1994 N=6	4 Year Total
Before Construction	10	5	17	6	38
After Construction	0	0	1	0	1
Percent Reduction	100%	100%	94.1%	100%	97.4%

Chokers

Chokers are curb extensions at midblock locations that narrow a street by widening the sidewalk or planting strip. If marked as crosswalks, they are also known as safe crosses. Two-lane chokers leave the street cross section with two lanes that are narrower than the normal cross section. One-lane chokers narrow the width to allow travel in only one direction at a time, operating similarly to one-lane bridges. They are good for areas with substantial speed problems and no on-street parking shortage.

Advantages:

- Chokers are easily negotiable by large vehicles (such as fire trucks)
- If designed well, they can have positive aesthetic value
- They reduce both speeds and volumes

Disadvantages:

- Their effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- They may require bicyclists to briefly merge with vehicular traffic
- They may require the elimination of some on-street parking

Effectiveness:

- Average of 7% decrease in the 85th percentile travel speeds, or from an average of 34.9 to 32.3 miles per hour (combined average for various narrowing measures, taken from a sample of 7 sites)

Similar Measures:

- If a roadway is narrowed at an intersection, you have a [Neckdown](#)
- If a roadway is narrowed from the centerline, rather than from the curbs (i.e. using a raised island), you have a [Center Island Narrowing](#)

Cost Estimate(s):

- \$7,000 – 10,000 (Portland, OR)



Winter Park, FL – This choker is combined with a crosswalk, creating a safe cross.



Montgomery County, MD – This choker uses slightly offset curb extensions to accommodate the residential driveways.



Howard County, MD – With one-lane chokers, vehicles on one side yield to vehicles from the other side until the queue is cleared, just as on one-lane bridges.



Sarasota, FL – This choker includes a yield line to alert approaching vehicles.

EFFECTIVENESS

Effectiveness of Typical Traffic Calming Measures (Table 4)

Traffic Calming Measures and Traffic Control Devices	Volume Reduction	Speed Reduction	Conflict Reduction	Emergency Response
Speed Hump	M	S	M	S
Speed Table	N	M	N	M
Circle	M	M	S	S
Chokers	N	M	M	M
Speed Limit Signing	N	M	N	N

N = Minimal or no effect

M = Moderate effect

S = Significant effect

Streets not Eligible for Traffic Calming Measures:

Belfair St SW	Johnson Ct to Skinner Way	Collector
Belfair St SW	Skinner Way to Belfair Ct	Collector
Bridge St SW	Eldredge to Corrin	Collector
Bridge St SE	Washington to Varner	Collector
Bridge St SE	Mill to Carbon River	Collector
Brown Way SE	Washington Aver to End	Collector
Calistoga St W	Entire length	Primary Arterial
Calistoga St E	Entire length	Primary Arterial
Callendar St NW	Eldredge Aver to Kensington	Collector
Cardinal St SW	Orting Kps Hwy to Eagle	Collector
Corrin Ave. SW	Harman to Bridge	Secondary Arterial
Corrin Ave. SW	Calistoga to Train	Secondary Arterial
Corrin Ave. NW	Whitehawk Blvd to Corrin Ct	Collector
Corrin Ave. NW	Leber to Calistoga	Secondary Arterial
Corrin Ave. NW	Whitesell to Leber	Secondary Arterial
Eagle Ave. SW	Cardinal to phoenix	Collector

Eldredge St SW	Bridge to Train	Collector
Eldredge St SW	Kansan to Bridge	Collector
Eldredge St SW	Train to Calistoga	Collector
Eldredge St NW	Calistoga to Leber	Collector
Eldredge St NW	Leber to Whitesell	Collector
Eldredge St NW	Whitehawk Blvd to Rowe	Collector
Eldredge St NW	Callendar to Eldredge Ct	Collector
Grinnell Ave. SW	Skinner Way to Balmer	Collector
Grinnell Ave. SW	Belfair to Icey	Collector
Grinnell Ave. SW	Skinner to Balmer	Collector
Harman Way S	Entire length	Primary Arterial
Kansas Ave. SW	Entire length	Primary Arterial
Leber St NE	Washington to Varner	Collector
Leber St NE	Varner to Ammons	Collector
Mockingbird St SW	Eagle to Hawk	Collector
Phoenix Ave. SW	Eagle to Cardinal	Collector
Robin Ave. SW	Orting Kpw Hwy to Eagle	Collector
Skinner Way SW	Entire length	Secondary Arterial
Train St SW	Entire length	Collector
Tran St SE	Entire length	Collector
Van Scoyoc Ave. SW	Entire length	Collector
Van Scoyoc Ave. NW	Entire length	Collector
Varner Ave. NE	Entire length	Collector
Varner Ave. SE	Entire length	Collector
Washington Ave. S	Bridge to Hardefelt	Collector
Washington Ave. S	Hardefelt to Olive	Collector
Washington Ave. S	Olive to Brown Way	Collector
Whitesell St NE	Washington to Varner	Collector
Washington Ave. N	Entire length	Primary Arterial
Washington Ave. S	Calistoga to Tran	Primary Arterial
Washington Ave. S.	Train to Bridge	Primary Arterial
Whitehawk Blvd NW	Entire length	Secondary Arterial
Williams Blvd NW	Entire length	Secondary Arterial
Williams St NW	Entire length	Collector
Williams Blvd NW	Entire length	Secondary Arterial

Neighborhood Traffic Calming Requests & Steps

Streets considered for traffic/speed calming installations must not be classified as an arterial or collector street. The program is limited to residential neighborhoods. No major commercial properties shall be located on the street.

1. **Community Support**---Installation of any type of traffic calming device requires support from the residents of the affected area before construction. Responsibility for completion of this step lies with the community and involves the following:
 1. An individual or group must make a request to be included for consideration of a neighborhood traffic calming measure.
 2. *The individual or group must attend the monthly City of Orting Transportation Committee (COTC) meeting throughout the duration of request, to show the necessity of the request.*
 3. The City of Orting Transportation Committee will review requests for comments and recommendations.
 4. If the neighborhood decides to proceed, petition forms will be given to the applicants and signatures must be gathered from at least 60% of the property owners, *(renters can sign the petition, however the property owners will be contacted and decision to support or oppose the project shall supersede the renters choice)* and businesses (property or business owner) within two blocks on street to have the device of the proposed traffic calming measure. *(Some streets may be unique and may require the transportation committee to make an amendment to this policy: i.e.: not all streets have two block radius.)* Only one signature per household is needed. Signed petitions must be delivered to COTC.
2. **Community Meeting**---A meeting will be scheduled to discuss the project **at the Council level**.
 1. Petition will be put on the COTC agenda and a meeting will be scheduled for neighborhood input to discuss safety concerns.
 2. Phase 1 and phase 2 options will be presented and discussed.
 - ❖ Phase 1—Addresses neighborhood traffic concerns by taking minor measures such as the installation of signs, striping, and/or pavement markings.
 - ❖ Financing: Given sufficient funds are available in the Streets fund, the COTC is authorized to implement phase 1 strategies.
 - ❖ Phase 2—Addresses traffic concerns with more restrictive physical measures. Speed bumps etc.
 - ❖ **Financing:** If the COTC recommends approval of the project, it will be submitted to the City Council for budget inclusion in the next fiscal year. *However, the neighborhood will be required to finance 100% of labor portion of the project. The neighborhood will have to determine how the funds will be collected. Payment will need to be received by the City prior to start of work. No more than two projects a year.*
 - ❖ **Or Financing:** If the COTC recommends approval of a project, half the project cost (50%) will be submitted to City Council for budget inclusion in the next fiscal year. This will include time and materials. **Cutoff date for budget inclusion is ?????**. It is up to the neighborhood to finance 50% of the project cost. The neighborhood will have to determine how the funds will be collected.
 4. Traffic Calming option installed as approved.
 5. Review and evaluate Traffic Calming measure installations (6 months-1 year).
 6. **Timeline:** *The committee understands that it can take several weeks to gain community support, to attend meetings to show why the traffic calming measure is necessary and to look for approval at Council level. With*

this in mind, the committee also needs the petitioners to understand that if a neighborhood should not attend 2 or more consecutive COTC meetings, then the project will be dismissed and removed from the monthly agenda. The neighborhood will be required to start the request over.

SIGNAGE

Warning and Regulatory signs are necessary for these types of applications. Signs can be purchased online or at local sign companies in the Tacoma area.

Warning Signs



Regulatory Signs





PUBLIC WORKS AGENDA REPORT REQUEST

Old Business

DEPARTMENT: Public Works

Topic	Summary	Time Needed
Sidewalk bids	Moving forward with s/w project – Four Seasons Concrete	3 minutes

Topic	Summary	Time Needed
Fencing	Challenge to get any company to come out and bid	1 minutes

Topic	Summary	Time Needed
Ball fields	Focusing on cleaning up ball fields	2 minutes

Topic	Summary	Time Needed
Requests for extensions	Storm Worker Advertised - until filled	2 minutes

New Business:

Topic	Summary	Time Needed
Maintenance Workers	Now fully staffed – this should be a big improvement	3 minutes

Topic	Summary	Time Needed
WRRF	Effluent much cleaner than past results	3 minutes

Topic	Summary	Time Needed
Advertise for Eng. Tech.	Working on job description – hope to advertise soon	2 minutes

Topic	Summary	Time Needed
NPDES Storm Worker	Storm Worker Advertised - until filled	2 minutes

Topic	Summary	Time Needed
Crack Sealing	Next week projected to start crack sealing	2 minutes



**City of Orting
Council Agenda Summary Sheet**

	Agenda Bill #	Recommending Committee	Study Session Dates	Regular Meeting Dates
Subject: Contract for back up for building inspection and plan review.		Public Works		
		9.7.2022	9.21.2022	
	Department:	Building Dept		
	Date Submitted:	8.30.2022		
Cost of Item:	See Scope of work form			
Amount Budgeted:	N/A			
Unexpended Balance:				
Bars #:	Plan review: 001524204900 Inspections: 001524204901			
Timeline:				
Submitted By:	Tim Lincoln, Building Official			
Fiscal Note:				
Attachments: Contract and Scope of Work				
SUMMARY STATEMENT:				
<p>The attached agreement is for professional services between the City of Orting and Sound Inspections, LLC. The scope of work includes performing all services normally and customarily associated with inspections of buildings under construction, in accordance with approved permits, as directed by the Building Official or his/her representative. This includes communicating with applicants, contractors, engineers, and architects as necessary to assist with corrections and general project questions as well as attending pre-application meetings when required. Additional services provided will include comprehensive plan review services and administrative support.</p> <p>Compensation for services will be as according to the attached schedule in Exhibit B: Compensation on the attached agreement.</p>				
RECOMMENDED ACTION: <u>Action:</u>				
Move forward to study session on September 21 st , 2022 for discussion.				
FUTURE MOTION: <u>Motion:</u>				
To authorize the Mayor to enter in an agreement with Sound Inspections, LLC for building inspection services to be paid in accordance with Exhibit B: Compensation in the attached agreement.				

**AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN THE CITY OF ORTING AND SOUND INSPECTIONS LLC**

THIS AGREEMENT, is made this _____ day of September 2022, by and between the City of Orting (hereinafter referred to as “City”), a Washington Municipal Corporation, and Sound Inspections, LLC (hereinafter referred to as “Service Provider”), doing business at 649 S. Page Street, Buckley, WA 98321.

WHEREAS, Service Provider is in the business of providing certain services specified herein; and

WHEREAS, the City desires to contract with Service Provider for the provision of such services as substitute Building Inspector and Plan Reviewer, Service Provider agrees to contract with the City for same;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

TERMS

1. **Description of Work.** Service Provider shall perform work as described in Exhibit A, Scope of Services, which is attached hereto and incorporated herein by this reference, according to the existing standard of care for such services. Service Provider shall not perform any additional services without the expressed permission of the City.
2. **Payment.**
 - A. The City shall pay Service Provider at the hourly rate set forth in Exhibit A. This is the maximum amount to be paid under this Agreement, and shall not be exceeded without prior written authorization from the City in the form of a negotiated and executed supplemental agreement.
 - B. Service Provider shall submit monthly payment invoices to the City after such services have been performed, and the City shall make payment within four (4) weeks after the submittal of each approved invoice. Such invoice shall detail the hours worked, a description of the tasks performed, and shall separate all charges for clerical work and reimbursable expenses.
 - C. If the City objects to all or any portion of any invoice, it shall so notify Service Provider of the same within five (5) days from the date of receipt and shall pay that portion of the invoice not in dispute. The parties shall immediately make every effort to settle the disputed portion.
3. **Relationship of Parties.** The parties intend that an independent contractor - client relationship will be created by this Agreement. As Service Provider is customarily engaged in an independently established trade which encompasses the specific service

provided to the City hereunder, no agent, employee, representative or subcontractor of Service Provider shall be or shall be deemed to be the employee, agent, representative or subcontractor of the City. None of the benefits provided by the City to its employees, including, but not limited to, compensation, insurance and unemployment insurance, are available from the City to the Service Provider or his employees, agents, representatives or subcontractors. Service Provider will be solely and entirely responsible for his acts and for the acts of Service Provider's agents, employees, representatives and subcontractors during the performance of this Agreement. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work that Service Provider performs hereunder.

4. **Services Performed.** Services included On-Call Building Inspection and Plan Check services as described in Ex. A.
5. **Duration of Work.** Service Provider shall perform the work described in Exhibit at the City's request, as needed.
6. **Termination.**
 - A. Termination Upon the City's Option. The City shall have the option to terminate this Agreement at any time, for any reason. Termination shall be effective upon ten (10) days written notice to the Service Provider.
 - B. Rights upon Termination. In the event of termination, the City shall only be responsible to pay for all services satisfactorily performed by Service Provider to the effective date of termination, as described in the final invoice to the City. The City Administrator shall make the final determination about what services have been satisfactorily performed.
7. **Nondiscrimination.** In the hiring of employees for the performance of work under this Agreement or any subcontract hereunder, Service Provider, its subcontractors or any person acting on behalf of Service Provider shall not, by reason of race, religion, color, sex, marital status, national origin or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.
8. **Indemnification / Hold Harmless.** The Service Provider shall fully protect, defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. The Service Provider's obligations under this section shall specifically include, but are not limited to, responsibility for claims, injuries, damages, losses and suits arising out of or in connection with the acts and omissions of Service Provider's employees, contractors, consultants and agents.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Service Provider and the City, its officers, officials, employees, and volunteers, the Service Provider's liability hereunder shall be only to the extent of the Service Provider's negligence.

It is further specifically and expressly understood that the indemnification provided herein constitutes the Service Provider's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties.

The provisions of this section shall survive the expiration or termination of this Agreement.

9. **Entire Agreement.** The written provisions and terms of this Agreement, together with all documents attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of, or altering in any manner whatsoever, this Agreement.
10. **City's Right of Supervision, Limitation of Work Performed by Service Provider.** Even though Service Provider works as an independent contractor in the performance of his duties under this Agreement, the work must meet the approval of the City and be subject to the City's general right of inspection and supervision to secure the satisfactory completion thereof. In the performance of work under this Agreement, Service Provider shall comply with all federal, state and municipal laws, ordinances, rules and regulations that are applicable to Service Provider's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.
11. **Work Performed at Service Provider's Risk.** Service Provider shall be responsible for the safety of its employees, agents and subcontractors in the performance of the work hereunder and shall take all protections reasonably necessary for that purpose. All work shall be done at Service Provider's own risk, and Service Provider shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.
12. **Ownership of Products and Premises Security.**
 - A. All reports, plans, specifications, data maps, and documents produced by the Service Provider in the performance of services under this Agreement, whether in draft or final form and whether written, computerized, or in other form, shall be the property of the City.

- B. While working on the City's premises, the Service Provider agrees to observe and support the City's rules and policies relating to maintaining physical security of the City's premises.
13. **Modification.** No waiver, alteration or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and Service Provider.
 14. **Assignment.** Any assignment of this Agreement by Service Provider without the written consent of the City shall be void.
 15. **Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed below, unless notified to the contrary. Any written notice hereunder shall become effective as of the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Agreement or such other address as may be hereafter specified in writing.
 16. **Non-Waiver of Breach.** The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements or options, and the same shall be and remain in full force and effect.
 17. **Resolution of Disputes, Governing Law.** Should any dispute, misunderstanding or conflict arise as to the terms and conditions contained in this Agreement, the matter shall be referred to the City Administrator, whose decision shall be final. In the event of any litigation arising out of this Agreement, the prevailing party shall be reimbursed for its reasonable attorney fees from the other party. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.
 18. **Public Records Disclosure.** Service Provider shall fully cooperate with and assist the City with respect to any request for public records received by the City and related to any public records generated, produced, created and/or possessed by Service Provider and related to the services performed under this Agreement. Upon written demand by the City, the Service Provider shall furnish the City with full and complete copies of any such records within five business days.

Service Provider's failure to timely provide such records upon demand shall be deemed a breach of this Agreement. To the extent that the City incurs any monetary penalties, attorneys' fees, and/or any other expenses as a result of such breach, Service Provider shall fully indemnify and hold harmless the City as set forth in Section 8.

For purposes of this section, the term "public records" shall have the same meaning as defined by Chapter 42.17 RCW and Chapter 42.56 RCW, as said chapters have been construed by Washington courts.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year above written.

CITY OF BUCKLEY

SERVICE PROVIDER

By: _____
City Administrator

By: _____
Title: _____
Taxpayer ID #: _____

CITY CONTACT

Scott Larson
City Administrator
City of Orting
PO Box 489, 104 Bridge St
Orting, WA 98360
Phone: 360.893.2219

SERVICE PROVIDER CONTACT

Frank Mellas
Certified Building Official
Sound Inspections, LLC
649 S. Page Street
Buckley, WA 98321
Phone: 253.606.9559

ATTEST/AUTHENTICATED

APPROVED AS TO FORM

By: _____
City Clerk, Kim Agfalvi

By: _____
Office of the City Attorney



FRANK MELLAS
Certified Building Official

EDUCATION

- A.S Chemeketa Community College, Salem, Oregon: Building Inspection Technology
- Supplemental Education by I.C.B.O, ICC and SEAW: UBC Structural Retrofit for Existing Buildings, UBC and ICC Structural Design Requirements, Washington State Accessibility Code Review, Snow, Wind Loads for Buildings, SEAW

PROFESSIONAL AFFILIATIONS

- Certified Building Code Administrator State of Florida # 5305933
- Certified Building Official, Conference of American Building Officials, CABO #819243
- Certified Plans Examiner-International Conference of Building Officials, I.C.C.
- Certified Building Inspector- International Conference of Building Officials, I.C.C.
- Certified Mechanical Inspector- International Conference of Building Officials, I.C.C.
- Certified Plumbing Inspector- International Conference of Building Officials, I.C.C.
- Certified Fire Inspector- International Conference of Building Officials, I.C.C.
- Past President Washington Association of Building Officials, WABO
- ❖ Past President Western Washington Chapter of the International Association of Building Officials, I.C.B.O
- ❖ Expert in Residential and Commercial building water intrusion inspection/investigation since 1999

ACCOMPLISHMENTS

- Mr. Mellas has substantial experience in the administration and performance of inspections related to building, fire and life safety, mechanical and plumbing codes. Mr. Mellas is highly qualified in both structural and non-structural plan review and is an experienced expert witness in codes and construction technology. Additionally, Mr. Mellas has served on I.C.B.O fire and life safety committees twelve years, and has contributed in writing and development of Uniform Building Code (UBC) and the International Building Code (IBC)

COURSES INSTRUCTED

- Instructor of Advanced UBC and IBC Plan Review at Tacoma Community College
- Instructor of Mechanical systems Inspections for I.C.B.O

EXPERIENCE

- Building Official City of Fircrest 2003 to present
- Building Official City of Covington 1997 to 2000. (employed)
- Building Official City of Puyallup 1985 to 1997. (employed)

(FM 2013)

Sound Inspections, LLC
649 S Page ST Buckley, WA 98321
(253) 606-9559

EXHIBIT A
SCOPE OF WORK

At the request and direction of the City of Orting, the consultant shall perform the following services as required.

1. Inspection Services

Perform all services normally and customarily associated with the inspections of buildings under construction, in accordance with approved permits, as directed by the Director of Planning and Building or her/his representative. Communicate with applicants, contractors, engineers and architects as necessary to assist with corrections and general project questions. Attend pre-applications meetings when required.

2. Plan Review Services

Provide comprehensive plan review services as assigned by the Building Official or her/his representative. All plan reviews shall be provided within 10 business days and re-checks within five business day unless otherwise approved by the Department.

3. Administrative Support

Provide administrative support as assigned by the Building Official or his/her Representative. Support shall include assistance with drafting process documents, customer assistance memorandum, checklists, forms and other items designed to improve efficiency and quality of the services within the Building Division, as assigned.

4. Compensation

The Consultant shall be compensated for Field Inspections, Review of Building Permits or Plan Review at a rate specified in Exhibit B.

EXHIBIT B
COMPENSATION

Compensation for services shall be on the following schedule:

Chief Investigative Engineer (Structural)	\$155.00hr
Chief Investigative Engineer (Geo-Tech)	\$155.00hr
Chief Investigative Engineer (Civil)	\$155.00hr
Architect	\$145.00hr
Structural Investigator	\$105.00hr
Associate Structural Investigator	\$ 80.00hr
Drafting/CAD Support	\$ 95.00hr
Administrative Support	\$ 45.00hr
Building Envelope Inspections	\$ 100.00 hr.
Municipal Building Inspections	\$ 100.00hr
Municipal Plan Review Services (Structural, Non-Structural, Mechanical, Plumbing, Fire, Electrical, Energy, Ventilation/Indoor Air Quality, Accessibility (ADA))	\$ By Quote
Building Code Lecture/Seminar/Instruction	\$ By Quote
Expert Witness (minimum)	\$Twice (2x) Normal Billing Rate

- Hourly rates do not include charges for normal reimbursables such as vehicle mileage, reproduction, special mailing, and courier service.
- Expert witness testimony for deposition, hearings, trial mediation, arbitration and similar proceedings will be billed at twice the normal fee schedule with a 4-hour minimum to include standby time. Testimony preparation is at the normal fee schedule with a 4-hour minimum.
- Sub consultant expenses, laboratory testing and analysis and similar professional services are billed at cost, plus an administrative fee.
- All professional fees are subject to change without notice.