PALISADES COMMUNITY RECREATION CENTER

09.23.2015
Revised 10.8.2015

Statement of Principles Program

	Capacity	SF	Total
Administration Zone			
Office/Control	1	120	120
Office Storage	1	40	40
Subtotal for Administration			**160**
Community Zone			
Lobby	1	250	250
Multi-Purpose Room (subdividable)	2	500	1,000
Multi-Purpose Room Storage	2	60	120
Game / Teen Room	1	300	300
Senior Lounge	1	300	300
Family / Staff Toilet	2	60	120
Subtotal for Community			**2,090**
Activity Zone			
Half Court Gymnasium	1	4464	4,464
Gymnasium Storage	1	200	200
Fitness Room	20	50	1,000
Fitness Room Storage	1	100	100
Subtotal for Activity			**5,764**
Support Zone			
Men's Toilet (Indoor-Outdoor Access)	1	300	300
Women's Toilet (Indoor-Outdoor Access)	1	350	350
Warming / Demonstration Kitchen	1	250	250
Kitchen Storage	1	60	60
General Storage/Janitor Closet	1	150	150
Mech/Elec Room	1	250	250
Outdoor Storage	1	100	100
Subtotal for Support			**1,460**
Total Net Area			**9,474**
Unassigned Area			**2,369**
TOTAL BUILDING AREA			**11,843**

Statement of Principles

The Palisades Recreation Center Task Force/Recreation Center Site Improvement Team believes that a new, creatively designed, state-of-the-art Recreation Center can and should be constructed as promptly as possible. The Task Force wishes to thank the DC Department of General Services, Department of Parks and Recreation, Office of Historic Preservation, Department of Transportation and the office of Councilmember Mary Cheh for all their time and effort on this project.

The Task Force agrees that redevelopment of the Recreation Center should incorporate the following general principles, which have been endorsed by the general membership of the Palisades Citizens Association:

1. Key program elements of the building should include:
   - Sufficient restrooms with indoor/outdoor access – but without showers;
   - Multi-purpose room(s) of various sizes;
   - Fitness room with soft floor;
   - Teen/leisure space large enough to house ping pong and foosball tables;
   - Space for seniors;
   - Gymnasium based on an adult half-court basketball configuration;
   - Storage space accessible from outside; and
   - Fully equipped kitchen.
2. The community prefers not to preserve the building. At maximum and if necessary, certain existing building elements may be preserved as part of an integrated structure.
3. Recognizing that there are existing traffic and safety issues that demand immediate action, and that expansion of the building will lead to increased traffic/parking, actionable mitigation solutions should be implemented to balance supply and demand.
4. Minimize the visual obtrusiveness of any new construction, while maintaining similar height and massing.
5. A single structure on the property is strongly preferred, and the project should be located in the vicinity of the current building site.
6. Limit the expansion of the building footprint.
7. Include a landscaping plan around the new building.
8. Enhance pedestrian and non-motorized access to the site – e.g. improve drainage and remove obstacles along trails that lead to the facility. ADA accessibility and senior access should also be enhanced.

Traffic Operations and Parking Assessment

Palisades Recreation Center

Washington, DC

DRAFT

August 14, 2015

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1: INTRODUCTION

This report presents the findings of a traffic operations and parking assessment conducted for the District Department of Parks and Recreation in support of the Palisades Community Center located in the Palisades neighborhood of northwest Washington, DC. Figure 1 identifies the site location within the District. The recreation center's facilities occupy approximately 250,000 SF land and has a baseball field, soccer field, tennis courts, a basketball court, skateboard park, children's playground, and a multi-purpose building with service parking. The Palisades Recreation Center is accessed from Sherier Place NW between Edmunds Place and Dana Place, approximately one block southwest of MacArthur Boulevard and one block southeast of Arizona Avenue and is served by a 33-space parking lot. This assessment has been prepared to address parking and circulation concerns along Sherier Place and other streets adjacent to the Recreation Center, primarily on weekday evenings and on Saturdays, when the Recreation Center is most utilized.

This assessment also incorporates elements of the "Traffic and Parking Safety Review" conducted by the District Department of Transportation (DDOT) Traffic Engineering and Safety Team and dated June 24, 2015. This study reviewed the existing roadway conditions, accident data, circulation, and parking within the neighborhood immediately adjacent to the Recreation Center and offered recommendations to improve vehicular and pedestrian safety in the area. Observations of the parking and circulation conditions were conducted on a weekday evening and Saturday during the Spring of 2015 at the locations noted on in Figure 2 order to establish a basis for assessment of conditions associated with the Recreation Center. As a result, the purpose of this report is to:

1. Review the parking conditions on the streets surrounding the Recreation Center to determine the occupancies related to Recreation Center operations and the immediate neighborhood and any potential impacts to circulation that the on-street parking may propagate.
2. Provide information to the District Department of Transportation (DDOT) and other agencies on the existing conditions and potential causes to circulation and parking concerns within the neighborhood as related to the Recreation Center.
3. Determine if any modifications to the parking or overall circulation patterns could improve circulation and parking as related to the Recreation Center and make recommendations accordingly.

This report contains three sections as follows:

- *Street Parking Inventory Review*
  This section provides a summary of the on-street parking in the neighborhood surrounding the Palisades Recreation Center. The summary includes documentation of the on-street parking data collected (including on-street parking supply and occupancy) as well as a review of the peak periods of demand on the streets surrounding the Recreation Center.

- *Circulation and Capacity Analysis Assessment*
  This section provides a summary of the circulation within the study area and an examination of the existing traffic volumes and associated capacity analysis. A review of potential modifications to the vehicular circulation within the neighborhood is also included and evaluated.

- *Conclusions and Recommendations*
  This section provides conclusions and recommendations based on the parking and vehicular circulation analyses examined in the previous sections.

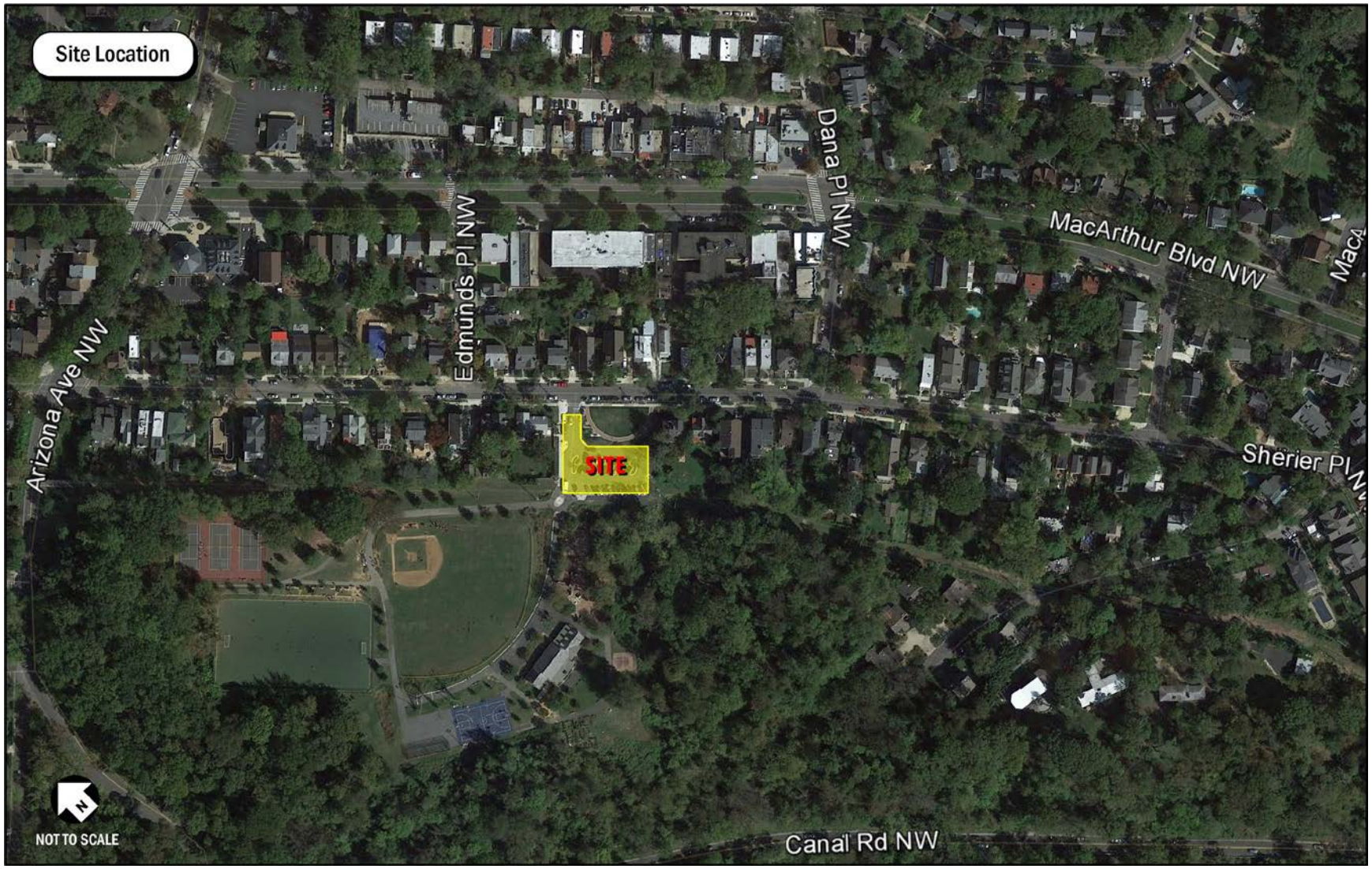


Figure 1: Site Location

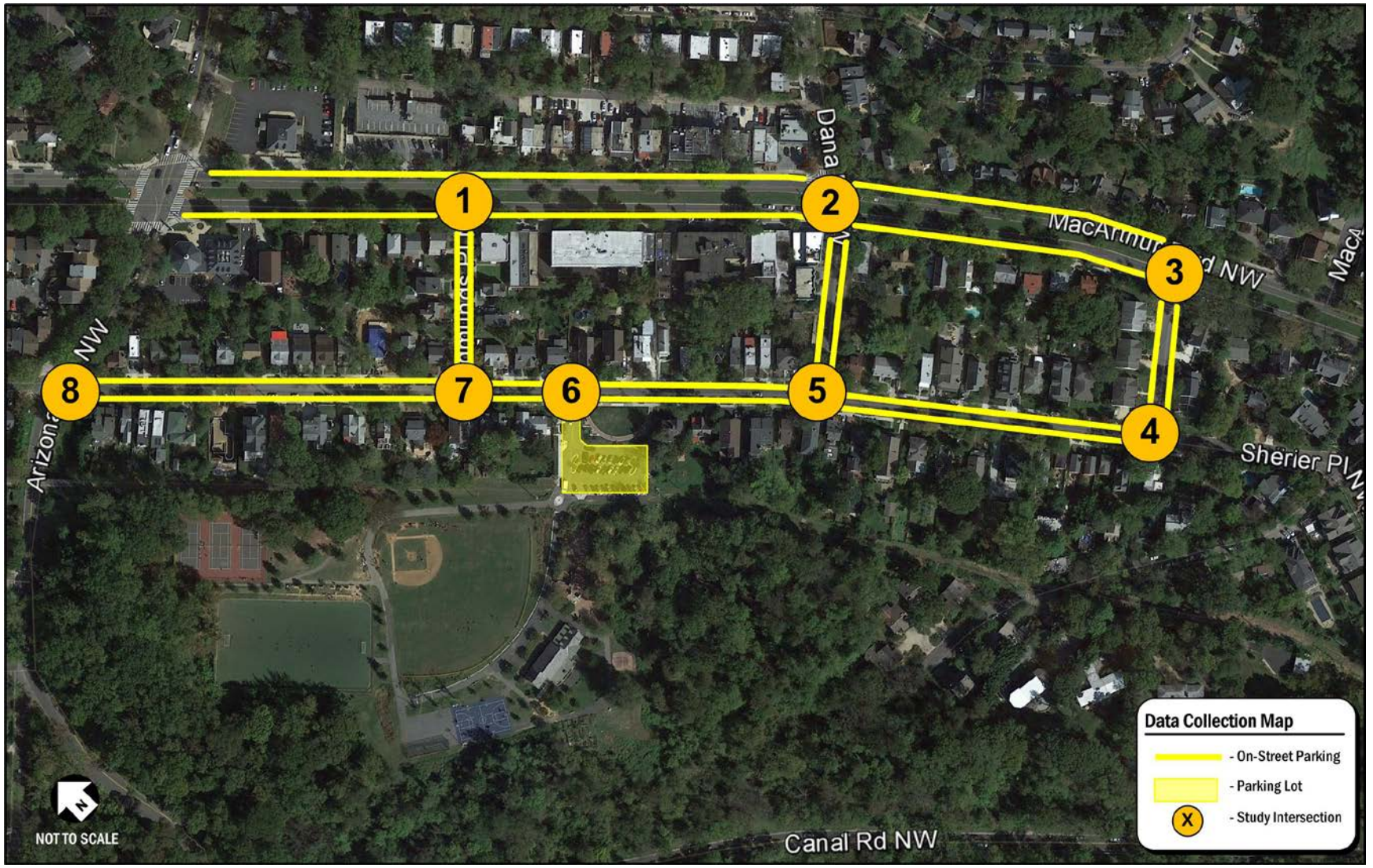


Figure 2: Study Area

2: ON-STREET PARKING ASSESSMENT

This section presents the findings of an on-street parking study, including a full inventory of available parking spaces and a parking occupancy count within walking distance of the Palisades Recreation Center. The purpose of this study was to determine the amount of parking supply and demand on streets within a short walking distance of the Recreation Center and to identify any trends or patterns associated with this parking demand.

The on-street parking study was conducted across an area considered to be within walking distance of the Palisades Recreation Center in an area along Sherier Place and MacArthur Boulevard from Arizona Avenue to Cushing Place and along Edmunds Place, Dana Place, and Cushing Place between Sherier Place and MacArthur Boulevard. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. The number of parking spaces inventoried within the study area totaled 270 parking spaces. The majority of the study area included Zone 3 Residential Parking Permit areas along Sherier Place, Edmunds Place, Dana Place, and Cushing Place and in some locations along MacArthur Boulevard. Other areas of MacArthur Boulevard included metered or one hour parking zones adjacent to commercial areas.

Parking occupancy data was collected on Tuesday, April 21, 2015 from 4:00 PM to 7:00 PM and on Saturday, April 18, 2015 from 9:00 AM to 5:00 PM to gather information on the parking occupancies of weekday evening conditions and Saturday midday conditions when Recreation Center visitors would most likely park on nearby streets. Table 1 gives a summary of the hourly utilization percentages for the weekday study period and Table 2 gives a summary of the hourly utilization percentages for the Saturday study period. It was determined that the weekday PM parking peak occurs from 7:00 to 8:00 PM with a parking utilization of 79 percent (or 213 vehicles occupying the 270 available spaces) and the Saturday parking peak occurs from 12:00 to 1:00 PM with a parking utilization of 95 percent (or 257 vehicles occupying the 270 available spaces).

Table 1: Weekday Parking Occupancy

	4PM	5PM	6PM	7PM
Occupancy	180	190	194	213
Total Spaces	270	270	270	270
Available	90	80	76	57
Utilization	67%	70%	72%	79%

Table 2: Saturday Parking Occupancy

	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM
Occupancy	210	214	210	257	255	237	232	213	182
Total Spaces	270	270	270	270	270	270	270	270	270
Available	60	56	60	13	15	33	38	57	88
Utilization	78%	79%	78%	**95%**	94%	88%	86%	79%	67%

The weekday and Saturday peak parking occupancies are shown on Figure 3 and Figure 4, respectively, and show that considerable usage of on-street parking was noted throughout the study area during the peak periods. This corresponded to usages of 50 percent and higher during the weekday peak period along most blocks in the study area with higher occupancies (75 percent and higher) along some blocks of Sherier Place, Dana Place, and MacArthur Boulevard. While occupancies were high on some blocks in the study area during the weekday peak, the overall parking availability remained generally good across the entire study area with 21 percent of the parking supply remaining available in the study area

during the peak period. Much greater usage was noted on Saturday with occupancies above 90 percent during the noon and 1:00 PM hours and occupancies remaining high (near or above 80 percent) for most hours of the study period (from 9:00 AM to 4:00 PM. During the peak hour of 12:00 PM to 1:00 PM, 95 percent of the on-street parking spaces in the study area were occupied with some availability noted along Sherier Place and MacArthur Boulevard, but otherwise high occupancies throughout the remainder of the study area.

In addition to recording general parking occupancies, observations of vehicle tags were made to determine if those vehicles that were parking in the study area were local (with DC RPP Zone 3 permits), from other areas in the District, or from outside of the District. During both peak periods, the majority of vehicles parking on-street within the study area (61 percent during the weekday peak and 54 percent during the Saturday peak) displayed RPP Zone 3 permits, indicating that they were either neighborhood or nearby residents. However, a considerable percentage of vehicles parked within the study area included vehicle tags that were from outside of the District of Columbia (30 percent or more during both peak periods). Combined with the 9 to 13 percent of other District vehicles parked in the area, approximately 40 to 45 percent of the vehicles parked in the study area could be accounted for by vehicles not registered in the immediately surrounding area. As a result, this indicates that while most of the vehicles parking in the area could be local in nature and belonging to neighborhood residents, vehicles coming to the neighborhood from other areas make up a considerable percentage of those that are parking on the streets surrounding the Recreation Center.

Table 3: Peak Hour Parking Occupancy by Vehicle Tags

	No DC Tags	RPP Z3	RPP Other	Other DC Tags	Total
Weekday Occupancy	64	129	19	1	213
Utilization by Tag	30%	61%	9%	0%	100%
Saturday Occupancy	85	139	33	0	257
Utilization by Tag	33%	54%	13%	0%	100%

Several options are available to manage the supply and demand of parking within the neighborhood. Options to manage the demand on the on-street parking are as follows:

- Control demand of visitors to Palisades Recreation Center by limiting event size and participants.
- Schedule Recreation Center games and events to allow time between events for parking turnover.
- Provide parking permits for games and events within the parking lot that are time-based to ensure turnover in the Recreation Center parking lot.

Options to manage the on-street parking supply near the Palisades Recreation Center are as follows:

- Implement Resident-Only Zone 3 RPP areas on one side of Sherier Place and/or other streets within the vicinity of the Recreation Center.
- Provide off-site parking lots for the Recreation Center, preferably within walking distance, and recommend and publicize these off-site parking lots for event and game participants and attendees.
- Restripe and/or reconfigure the existing Recreation Center parking lot.
- Promote MacArthur Boulevard as a suitable alternative for Recreation Center parking to reduce traffic congestion and to preserve Sherier Place parking for neighborhood residents.

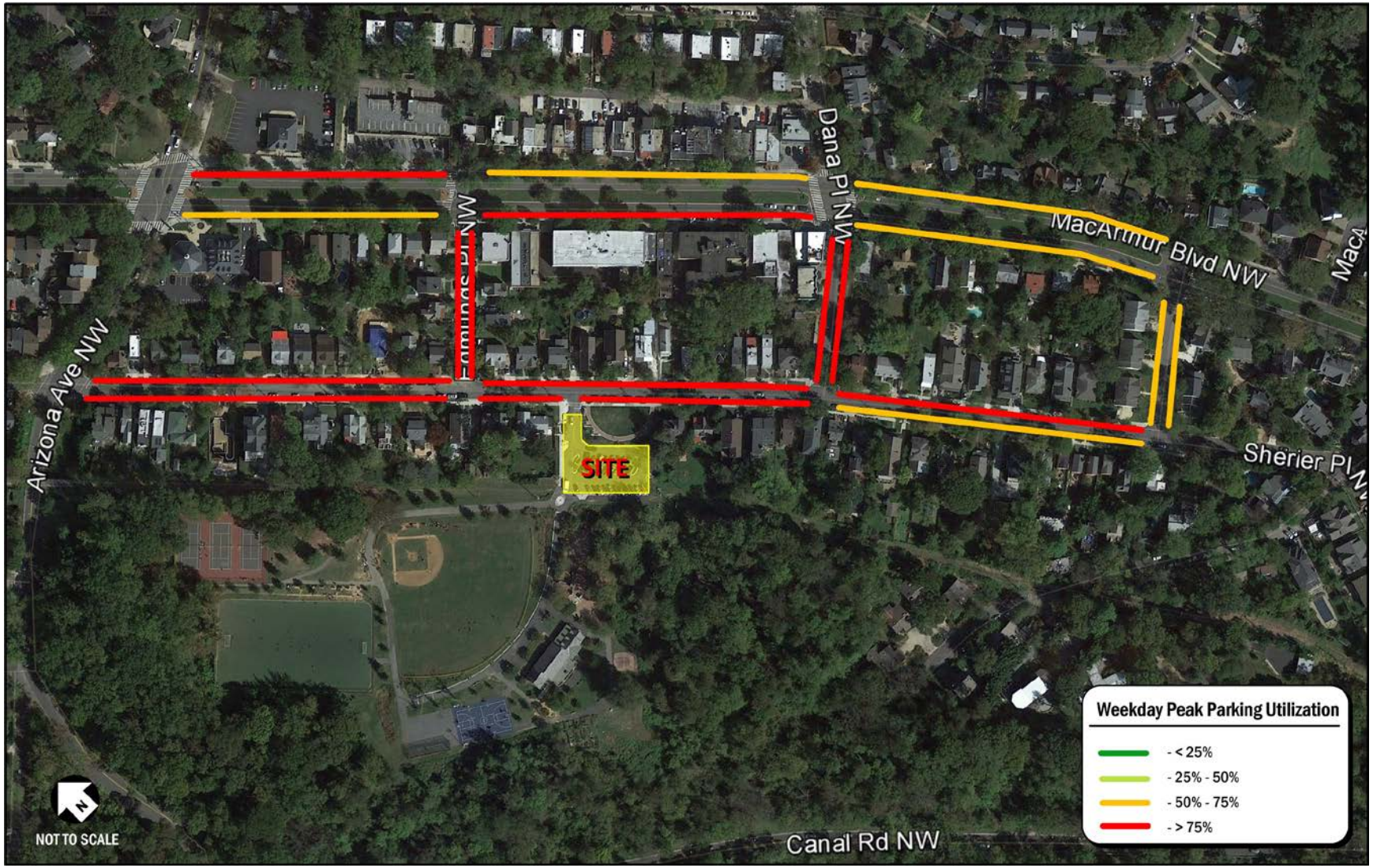


Figure 3: Weekday Peak Parking Utilization (Tuesday)

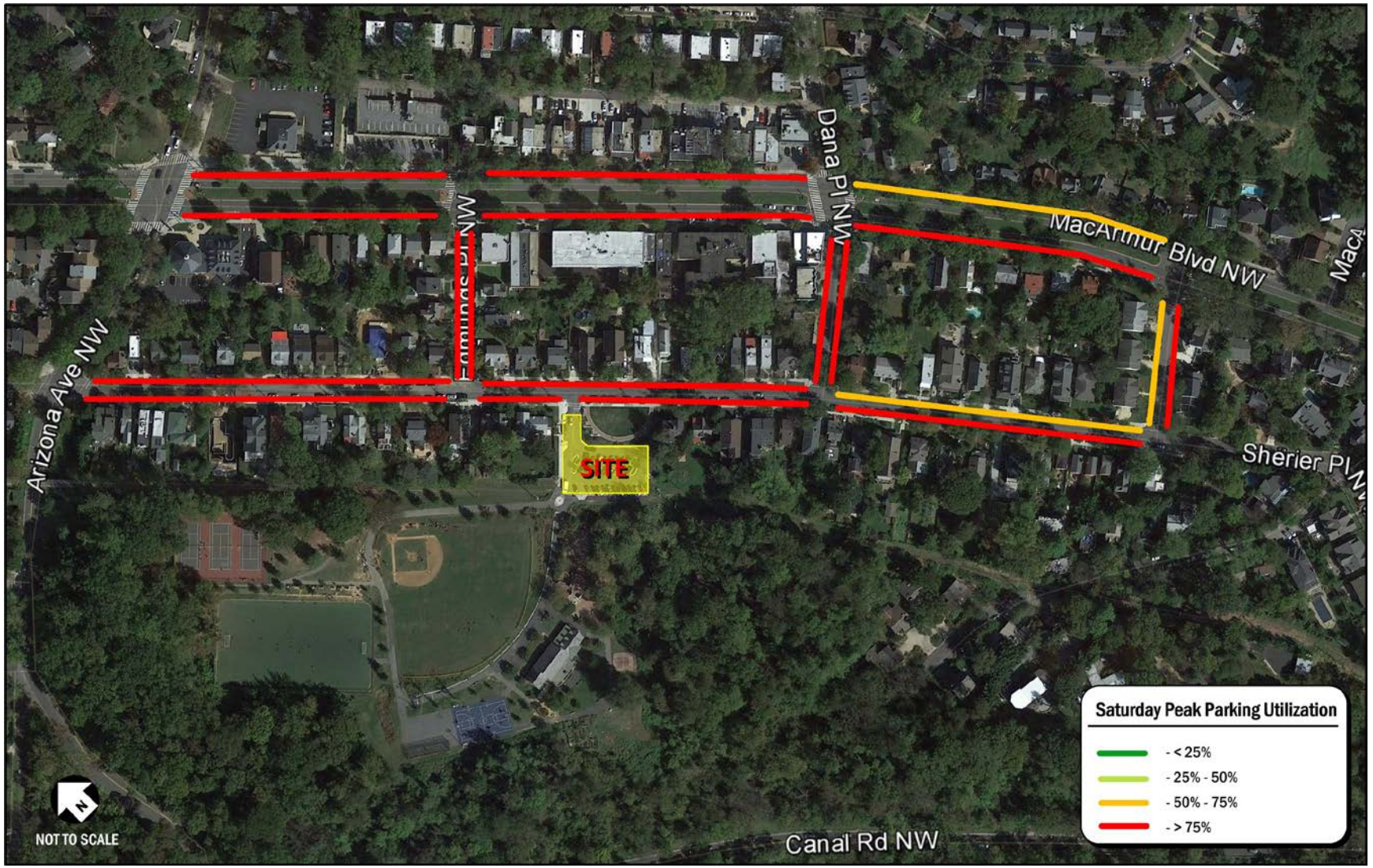


Figure 4: Weekend Peak Parking Utilization (Saturday)

The DC Zoning Regulations have identified the following off-street parking requirements for recreational facilities in the District. These requirements include the following:

- 5 parking spaces for each ball field
- 5 parking spaces for each basketball court
- 1 parking space for every 2 tennis courts
- 1 parking space for each 2,000 s.f. of gross floor area for public recreation center and community use

The Palisades Recreation Center consists of one soccer field, one baseball field, 3 tennis courts, and an 8,000 s.f. recreation building. These existing uses would generate a zoning parking requirement of 16 parking spaces.

With the proposed development of a 13,000 s.f. recreation building, the total zoning parking requirement for the center would increase to 19 parking spaces. The existing parking supply within the parking lot of 33 parking spaces would meet the zoning parking requirement. Under the Draft Zoning Rewrite Regulations, which are being considered by the Zoning Commission, the zoning parking requirement would be 0.5 spaces per 1,000 s.f. of the recreation building, with no provisions for parking for individual fields and courts. The proposed building development would require 7 parking spaces as part of the Draft Zoning Rewrite Regulations, which would be met by the existing parking lot.

3. CIRCULATION AND CAPACITY ANALYSIS ASSESSMENT

This section of the report focuses on the vehicular circulation and the impacts that vehicular traffic has on the local transportation network. The Palisades Recreation Center is accessed from Sherier Place between Edmunds Place and Dana Place via a driveway serving a parking area. Access to Sherier Place is provided directly from Arizona Avenue and from MacArthur Boulevard via Edmunds Place, Dana Place, and Cushing Place. As noted on Figure 5, all of the streets within the study area provide two-way circulation with most intersections operating under stop control. A traffic signal at the MacArthur Boulevard/Dana Place allows traffic exiting the neighborhood onto MacArthur Boulevard a controlled location. All streets within the study area are approximately 30 feet in width (with the exception of MacArthur Boulevard) and allow for parking on either side in addition to two-way traffic. Speed limits in the study area are posted or are otherwise regulated at 25 miles per hour. While the presence of parking on either side of these approximately 30 foot two-way streets does provide for some traffic calming in and of itself, the narrow nature of the streets can also cause congestion. A summary of the roadway conditions as described in DDOT's June 24, 2015 *Traffic and Parking Safety Review* is noted below on Table 4. The following sections describe the assessment of the circulation and capacity of the roadways within the study area.

Table 4: Roadway Information Summary

Road	Direction	Roadway Width	Traffic	Parking
Macarthur Boulevard, N.W.	East-West	80 ft. (20 ft. median)	Two-Way	On-Street, Both Sides
Sherier Place, N.W.	East-West	30 ft.	Two-Way	On-Street, Both Sides
Edmunds Place, N.W.	North-South	30 ft.	Two-Way	On-Street, Both Sides
Dana Place, N.W.	North-South	30 ft.	Two-Way	On-Street, Both Sides

2015 Existing Conditions Data Collection

The existing conditions in and around the Recreation Center were evaluated in order to provide a foundation for assessing the transportation implications of the proposed development. This is determined by examining the peak traffic hours, which are directly associated with the peaking characteristics of the Recreation Center as well as the adjacent transportation system. These peaking characteristics are found through analysis of existing count data.

Typically, DDOT and National standards require that traffic counts be conducted on a weekday, not including Monday or Friday, when traffic conditions can be described as "typical". This includes the consideration for adjacent uses, such as retail, special events, and recreation facilities and for major traffic generators, such as the area public school system or any large public or private institutions. As is the case with the Palisades Recreation Center, weekend and other off-peak periods can also be reviewed if the study area includes other uses that may be more active during other time periods.

The traffic counts are used to determine the "peak hour" of traffic within the study area and during the study period. According to the Highway Capacity Manual (HCM) methodologies, a one-hour analysis period is preferred. Analysis periods that exceed one hour are not usually used because traffic conditions are typically not steady for long time periods and because the adverse impact of short peaks in traffic demand may not be detected in a long time period. The "peak hour" represents the worst-case scenario, when the system traffic volumes are the highest during the study period. The use of a peak hours are used to ensure that conclusions regarding adverse impacts and their respective mitigation measures would apply to the vast majority of time roadways are used in the study area. Although there may be times when volume flows exceed these conditions, such as during special events, holiday weekends, or other times depending on the study area and site location, it is the industry standard to design transportation infrastructure for the typical peak times.

In order to ensure that the data collected contains the peak hour, traffic counts are taken for a period of several hours during the study periods. The counts are then analyzed to determine the one hour during the study period that contains the highest cumulative directional traffic demands. From each peak period count, the "peak hours" are determined by summing up the four fifteen-minute consecutive time periods in the study area that experience the highest cumulative traffic volumes. These "peak hours" are analyzed for the system of intersections investigated, choosing the "peak hour" of the entire system instead of each individual intersection.

Following the above guidelines, traffic counts, including vehicular and pedestrian volumes, were conducted by Gorove/Slade at the key study intersections between the hours of 4:00 and 7:00 PM on Tuesday, April 21, 2015 and between 9:00 AM and 5:00 PM on Saturday, April 18, 2015. These count dates represents "typical" days when activities were occurring at the Palisades Recreation Center. These "typical" weekdays also represent time periods that include normal operation for other major traffic generators in the study area. The results of the traffic counts are included in the Technical Attachments. The peak hours for the system of intersections being studied occurred between 5:30 and 6:30 PM on the weekday and between 12:45 and 1:45 PM on Saturday. Peak hour traffic volumes for the existing conditions are shown on Figure 6 for the weekday and Saturday peak hours.

2015 Existing Conditions Capacity Analysis

Intersection capacity analyses were performed at the intersections contained within the study area during the weekday and Saturday peak hours. *Synchro, Version 7.0* was used to analyze the study intersections based on the Highway Capacity Manual (HCM) methodology. The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each approach. A LOS grade is a letter grade based on the average delay (in seconds) experienced by

motorists traveling through an intersection. LOS results range from "A" being the best to "F" being the worst. LOS E is typically used as the acceptable LOS threshold in the District; however, LOS F is sometimes accepted in urbanized areas.

The LOS capacity analyses were based on: (1) the peak hour traffic volumes; (2) the lane use and traffic controls; and (3) the Highway Capacity Manual (HCM) methodologies (using *Synchro 7* software). The average delay of each approach and LOS is shown for the signalized intersections, in addition to the overall average delay and intersection LOS grade. The HCM does not give guidelines for calculating the average delay for a two-way stop-controlled intersection, as the approaches without stop signs would technically have no delay.

Table 4 shows the results of the capacity analyses, including LOS and average delay per vehicle (in seconds) for the Existing conditions. These results show that intersections within the study area generally operate well from a capacity analysis standpoint. However, some delays exist during the weekday afternoon period for vehicles exiting Edmunds Place onto MacArthur Boulevard as well as westbound vehicles on Sherier Place as they approach Arizona Avenue.

2015 Existing Conditions Circulation Assessment

While the capacity analysis results for the study area reveal overall reasonable conditions, observations of traffic flow through the neighborhood noted congestion on some of the streets that are used for circulation to and from the Recreation Center. As mentioned previously, all streets within the study area are approximately 30 feet in width (with the exception of MacArthur Boulevard) and allow for parking on either side in addition to two-way traffic. While the presence of parking on either side of these approximately 30 foot two-way streets does provide for some traffic calming, the narrow nature of the streets can also cause congestion. The parking maneuvers, the circulation of vehicles, and the narrow widths of all of the residential streets create congestion issues on the streets themselves, and not necessarily at the intersections serving the local neighborhood. The 30-foot width of streets cannot serve two travel lanes and two parking lanes efficiently because it is simply not wide enough. An optimal roadway cross-section that would allow for comfortable two-way traffic and two parking lanes consists of two 10-foot travel lanes and two 8-foot parking lanes, which results in 36 feet. This 36-foot width highlights that the existing roadway cross-sections are approximately 6 feet short to efficiently provide for two travel lanes and two parking lanes. In order to address this situation, there are a few options to consider that can be accommodated within the existing 30' roadway width:

- Remove parking on one side of Sherier Place (two 10' travel lanes and one 8' parking lane = 28')
- Convert Sherier Place to one-way (one 10' travel lane and two 8' parking lanes = 26')

Given the demand for on-street parking in the area, the one-way conversion of Sherier Place was examined.

Potential Sherier Place One-way Circulation

Given the circulation concerns that were noted along Sherier Place in conjunction with regular activities at the Palisades Recreation Center, an alternative scenario that converted the section of Sherier Place between Edmunds Place and Dana Place from two-way operations to a one-way eastbound operation was considered. As noted previously, the circulation of vehicles throughout the neighborhood looking for on-street parking on the more narrow two-way streets contributes to increased congestion within the neighborhood. By limiting the portion of Sherier Place between Edmunds Place and Dana Place to one-way eastbound operation, additional space for vehicular maneuvering on Sherier Place immediately adjacent to the Recreation Center entrance would be made. In addition, a more consistent counterclockwise circulation pattern for all vehicles would be instituted, allowing vehicles the opportunity to return to MacArthur Boulevard at the traffic signal at Dana Place and limiting through vehicles along Sherier Place that may affect the neighborhood. The revised circulation and traffic control based on this scenario is shown on Figure 7.

The existing traffic volumes shown on Figure 6 were adjusted to reflect the modified circulation pattern through the neighborhood and are depicted on Figure 8. As with the existing conditions capacity analysis, *Synchro, Version 7.0* was used to analyze the study intersections based on the Highway Capacity Manual (HCM) methodology with the results of the capacity analyses expressed in level of service (LOS) and delay (seconds per vehicle) for each approach and shown on Table 4. While the results show that overall conditions are similar to those presented with the existing alignment, due to the reduction of northbound vehicles on Edmunds Place at MacArthur Boulevard, improvements for vehicles on this movements were noted. No significant improvement was noted for westbound vehicles on Sherier Place at Arizona Avenue since the delays experienced at this location are primarily due to the concentration of through volumes on Arizona Avenue rather than the vehicular volumes exiting from Sherier Place.

2015 Existing Conditions Circulation Assessment

As with the existing conditions scenario, the capacity analysis results only show one portion of the overall results. As mentioned previously, by limiting the peak circulation area to a one-way orientation, additional space for vehicle maneuverability in this area will improve congestion. In addition, the introduction of a one-way eastbound segment would discourage any cut through traffic that may use Sherier Place westbound to access Arizona Avenue. Finally, the introduction of the one-way segment could lessen peak hour traffic volumes on that segment of Sherier Place by approximately 25 percent in either peak period.

Table 5: Peak Hour Capacity Analysis Results

		Existing Alignment				One Way Alignment			
Intersection	Movement	Weekday PM Peak		Saturday Peak		Weekday PM Peak		Saturday Peak	
MacArthur Boulevard	WB Left	A	0.3	A	0.8	A	2.0	A	2.1
and Edmunds Place NW	NB	E	38.5	B	12.9	D	25.2	B	12.4
MacArthur Boulevard	EB	B	13.4	B	10.9	B	13.3	B	10.7
and Dana Place NW	WB	B	14.5	B	10.7	B	14.2	B	10.6
	NB	C	24.2	C	24.7	C	24.8	C	26.4
	SB	C	26.8	C	25.6	C	26.8	C	25.6
	Overall	**B**	**15.1**	**B**	**12.5**	**B**	**15.1**	**B**	**13.2**
MacArthur Boulevard	WB Left	A	0.4	A	0.5	A	0.0	A	0.1
and Cushing Place NW	NB	C	16.7	B	12.0	C	16.6	B	11.9
Sherier Place and	EB Left	A	2.0	A	2.9	A	2.0	A	2.9
Cushing Place NW	SB	A	8.6	A	8.5	A	8.6	A	8.7
Sherier Place and	EB Left	A	4.1	A	3.5	A	4.9	A	4.8
Dana Place NW	SB	A	8.8	A	8.8	A	9.6	A	9.6
Sherier Place and	WB Left	A	3.0	A	3.9				
Rec Center Driveway	NB	A	9.1	A	9.4	A	8.9	A	9.1
Sherier Place and	EB Left	A	1.5	A	0.8	A	1.5	A	0.8
Edmunds Place NW	SB	A	9.5	A	9.1	A	9.4	A	9.0
Sherier Place and	EB	D	30.7	C	22.5	D	31.0	C	22.4
Arizona Avenue NW	WB	F	87.6	D	33.7	F	99.3	D	34.4
	NB Left	A	2.7	A	0.3	A	2.7	A	0.3
	SB Left	A	0.1	A	0.5	A	0.1	A	0.5

Sherier Place west of Edmunds Place could see reductions in peak hour traffic volumes by approximately 25 percent in either peak period while Sherier Place east of Dana Place could see reductions of approximately 30 and 20 percent during

the weekday and Saturday peak periods, respectively. This improvement as well as the implementation of traffic calming measures, reduced speed limits, and the addition of more pedestrian facilities as recommended in DDOT's June 24, 2015 *Traffic and Parking Safety Review* would improve the circulation of vehicles and safety of pedestrians through the study area. The DDOT study does not specifically address any mitigation of the impacts related to the proposed Recreation Center, but focuses on recommendations to help address existing conditions within the neighborhood, especially factors related to pedestrian safety.

The drawbacks associated with converting Sherier Place one-way eastbound between Dana Place and Edmunds Place is that it restricts westbound circulation for residents that live east of Dana Place. In order for those residents to access Arizona Avenue, they would be forced to divert to MacArthur Boulevard. Similarly, residents living west of Dana Place would be forced to use MacArthur Boulevard to access their homes if they are coming from the east. This potential circulation change would need to be further studied to determine the impacts of the proposal when the Recreation Center is not active or busy. This potential circulation change was geared to address the specific impacts associated with the peak demand of the Recreation Center, but can have impacts on the surrounding residences when the center is not open or active. This limited study shows that this proposal can have the potential to address the heavy circulation flows associated with the Recreation Center.

Figure 5: Existing Lane Use and Traffic Control

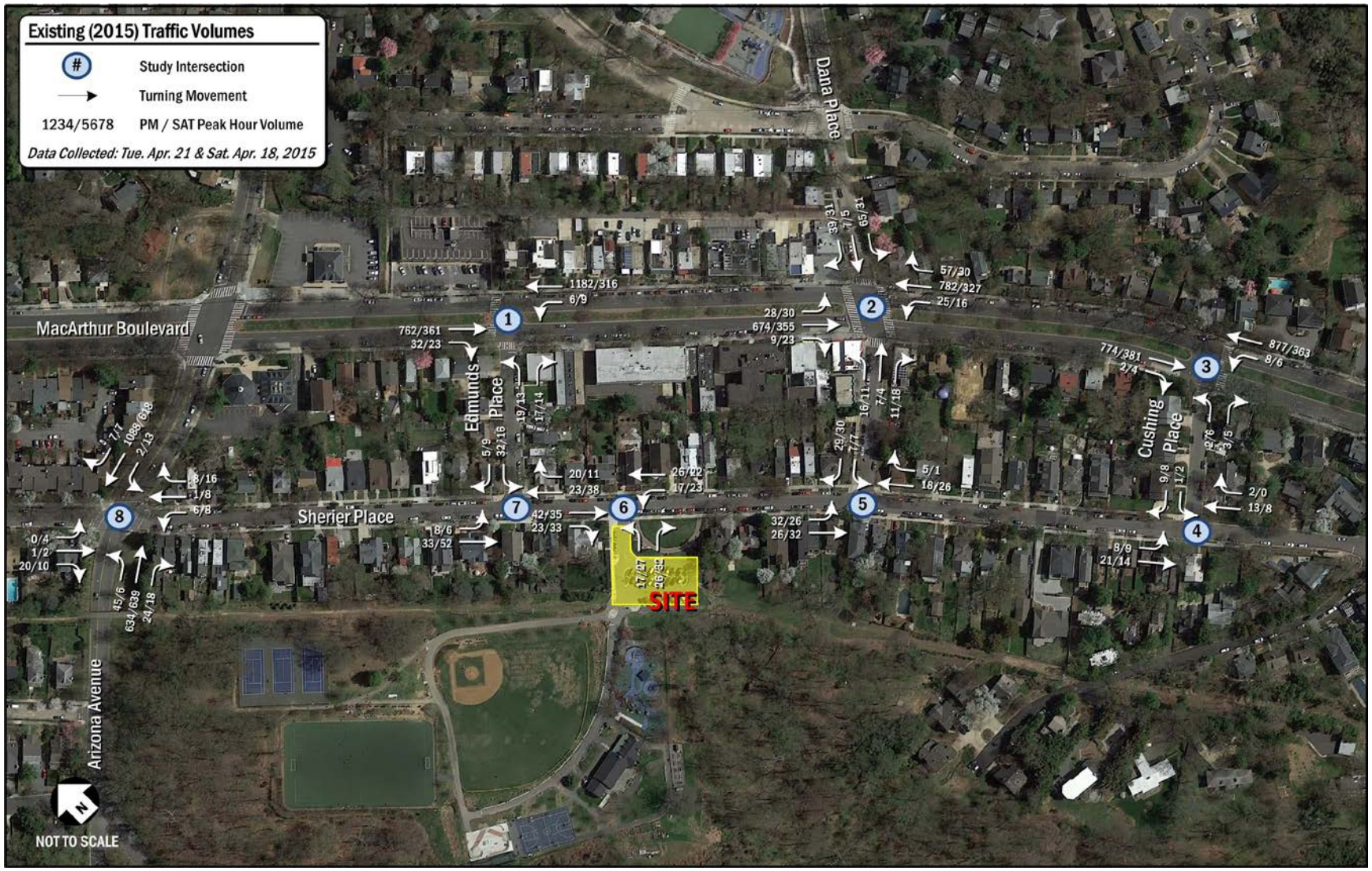


Figure 6: Existing Peak Hour Traffic Volumes

Figure 7: Modified Lane Use and Traffic Control

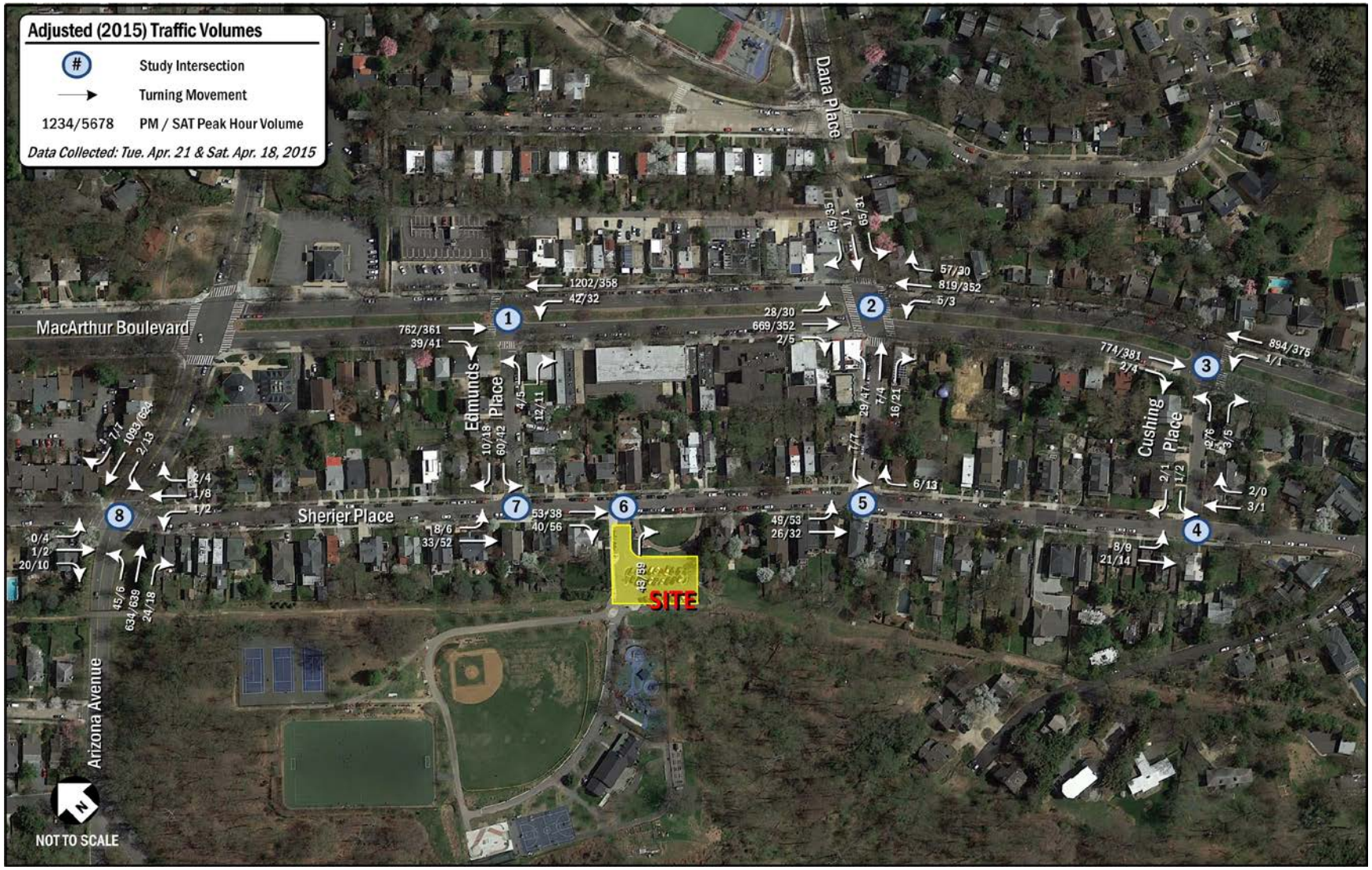


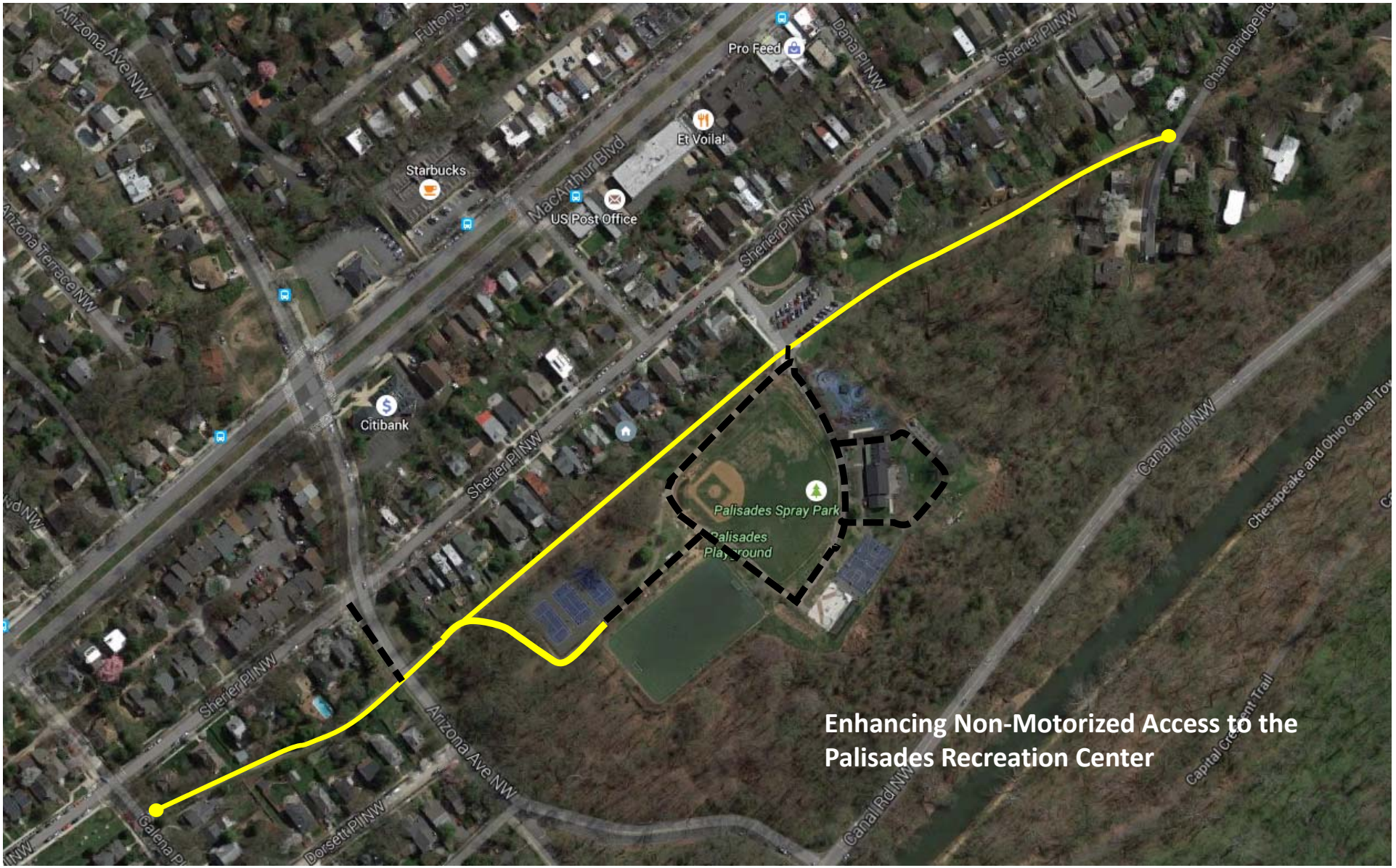
Figure 8: Adjusted Existing Peak Hour Traffic Volumes

4. CONCLUSIONS AND RECOMMENDATIONS

This report has presented the findings of a Traffic Operations and Parking Assessment for the streets surrounding the Palisades Recreation Center. Based on the analyses presented in this report, the following is recommended:

- Parking
  - On-street parking on the streets surrounding the Recreation Center is well utilized during the weekday and Saturday peak periods with approximately 40 to 45 percent of vehicles parking noted as being from outside of the surrounding neighborhoods.
  - Several options are available to manage the supply and demand of parking within the neighborhood. Options to manage the demand on the on-street parking are as follows:
    - Control demand of visitors to Palisades Recreation Center by limiting event size and participants.
    - Schedule Recreation Center games and events to allow time between events for parking turnover.
    - Provide parking permits for games and events within the parking lot that are time-based to ensure turnover in the Recreation Center parking lot.
  - Options to manage the on-street parking supply near the Palisades Recreation Center are as follows:
    - Implement Resident-Only Zone 3 RPP areas on one side of Sherier Place and/or other streets within the vicinity of the Recreation Center.
    - Provide off-site parking lots for the Recreation Center, preferably within walking distance, and recommend and publicize these off-site parking lots for event and game participants and attendees.
    - Restripe and/or reconfigure the existing Recreation Center parking lot.
    - Promote MacArthur Boulevard as a suitable alternative for Recreation Center parking to reduce traffic congestion and to preserve Sherier Place parking for neighborhood residents.
    - Control demand of visitors to Palisades Recreation Center by limiting event size and participants.
    - Schedule Recreation Center games and events to allow time between events for parking turnover.
    - Provide parking permits for games and events within the parking lot that are time-based to ensure turnover in the Recreation Center parking lot.
- Traffic Operations and Circulation
  - The presence of parking on either side of these approximately 30 foot two-way streets does provide for some traffic calming in and of itself, but the narrow nature of the streets also causes congestion for circulating vehicles. The optimal cross-section for two travel lanes and two parking lanes is 36 feet.
    - In order to address this sub-standard cross-section, two options include:
      - Remove parking on one side of Sherier Place (two 10' travel lanes and one 8' parking lane = 28')
      - Convert Sherier Place to one-way (one 10' travel lane and two 8' parking lanes = 26')
  - The implementation of traffic calming measures, reduced speed limits, and the addition of more pedestrian facilities as recommended in DDOT's June 24, 2015 *Traffic and Parking Safety Review* would improve the circulation of vehicles and safety of pedestrians through the study area, but doesn't necessarily address the impacts related to the Recreation Center.
  - Conversion of Sherier Place between Edmunds Place and Dana Place from two-way operations to one-way eastbound operations would improve circulation and maneuverability of vehicles immediately adjacent to the

Recreation Center, especially during peak activity times at the center. This potential modification does have the potential to address congestion issues related to the Recreation Center, but would need to be further studied to determine circulation impacts and inconveniences during Recreation Center non-peak times.


Arizona Ave NW
Fulton St
Pro Feed
Dana Pl NW
Sherier Pl NW
Chain Bridge Rd
Et Voila!
Starbucks
MacArthur Blvd
US Post Office
Arizona Terrace NW
Citibank
Palisades Spray Park
Canal Rd NW
Chesapeake and Ohio Canal
Dorsett Pl NW
Capital Crescent Trail
Enhancing Non-Motorized Access to the
Palisades Recreation Center

Attachment B

Form of Offer Letter

Attachment B

[Offeror's Letterhead]

[Insert Date]

District of Columbia Department of General Services
2000 14th Street, NW
Washington, D.C. 20009

Att'n: Mr. Christopher Weaver
Acting Director

Reference: Request for Proposals
Design-Build Services – Palisades Recreation Center Renovation and Expansion

Dear Director Weaver:

On behalf of [INSERT NAME OF BIDDER] (the "Offeror"), I am pleased to submit this proposal in response to the Department of General Services' (the "Department" or "DGS") Request for Proposals (the "RFP") to provide design-build services for the renovation and expansion of Palisades Recreation Center. The Offeror has reviewed the RFP and the attachments thereto, any addenda thereto, and the proposed Form of Contract (collectively, the "Bid Documents") and has conducted such due diligence and analysis as the Offeror, in its sole judgment, has deemed necessary in order to submit its Proposal in response to the RFP. The Offeror's proposal, the Design Fee, the Preconstruction Fee, the Design-Build Fee (all as defined in paragraph A for Option 1 and paragraph C for Option 2), and General Conditions Budget (as defined in paragraph B for Option 1 and paragraph D for Option 2) are based on the Bid Documents as issued and assume no material alteration of the terms of the Bid Documents (collectively, the proposal, the Design Fee, the Preconstruction Fee, the Design-Build Fee, and the General Conditions Budget are referred to as the "Offeror's Bid").

The Offeror's Bid is as follows:

A. **<u>OPTION 1</u>: RETAINING THE EXISTING BUILDING AND ADDING A COMPATIBLY DESIGNED EXPANSION:**

1. The Design Fee is: $_____

2. The Preconstruction Fee is: $_____

3. The Design-Build Fee is: $_____

The Offeror acknowledges and understands that the Preconstruction Fee and the Design-Build Fee are firm, fixed prices and other than as permitted in the Form of Contract will not be subject to further adjustment. The Offeror also acknowledges that ten percent (10%) of the Design-Build Fee is at-risk, and the selected Offeror will only be entitled to such amount as set

forth in the Form of Contract. The Offeror acknowledges and understands that design costs will be reimbursed at cost subject to a cap equal to the Design Fee bid by the Offeror.

B. The estimated cost of the Offeror's general conditions **FOR OPTION 1** (the "General Conditions Budget") is set forth below. The General Conditions Budget consists of the following elements:

Cost of construction staff (only field staff are reimbursable)	$_____
Fringe Benefits associated with field staff costs	$_____
Payroll taxes and payroll insurance associated with field staff costs	$_____
Staff costs associated with obtaining permits and approvals	$_____
Out-of-house consultants	$_____
Travel, Living and Relocation expenses	$_____
Job vehicles	$_____
Field office for CM including but not limited to:	$_____
• Trailer purchase and/or rental	
• Field office installation, relocation and removal	
• Utility connections and charges during the Construction Services phase	
• Furniture	
• Field offices for the Office and Program Manager	
• Office supplies	
Office equipment including but not limited to:	$_____
• Computer hardware and software	
• Fax machines	
• Copy machines	
• Telephone installation, system and uses charges	
Job radios	$_____
Local delivery and overnight delivery costs	$_____
Field computer network	$_____
First aid facility	$_____
Progress photos	$_____
Printing cost for drawings, bid packages, etc.	$_____
Other (please itemize)	$_____
Total General Conditions Budget	$_____

The Offeror acknowledges and understands that the General Conditions Budget will be incorporated into the contract and that the Offeror will not be permitted to exceed the General Conditions Budget for General Conditions Costs unless it first obtains the written approval of the Department.

C. **<u>OPTION 2</u>: PARTIALLY RETAINING THE EXISITING BUILDING AND INTEGRATING THE PROPOSED NEW ELEMENTS INTO IT**:

1. The Design Fee is: $_____

2. The Preconstruction Fee is: $_____

3. The Design-Build Fee is: $_____

The Offeror acknowledges and understands that the Preconstruction Fee and the Design-Build Fee are firm, fixed prices and other than as permitted in the Form of Contract will not be subject to further adjustment. The Offeror also acknowledges that ten percent (10%) of the Design-Build Fee is at-risk, and the selected Offeror will only be entitled to such amount as set forth in the Form of Contract. The Offeror acknowledges and understands that design costs will be reimbursed at cost subject to a cap equal to the Design Fee bid by the Offeror.

D. The estimated cost of the Offeror's general conditions **FOR OPTION 2** (the "General Conditions Budget") is set forth below. The General Conditions Budget consists of the following elements:

Cost of construction staff (only field staff are reimbursable) $_____
Fringe Benefits associated with field staff costs $_____
Payroll taxes and payroll insurance associated with field staff costs $_____
Staff costs associated with obtaining permits and approvals $_____
Out-of-house consultants $_____
Travel, Living and Relocation expenses $_____
Job vehicles $_____
Field office for CM including but not limited to: $_____

- Trailer purchase and/or rental
- Field office installation, relocation and removal
- Utility connections and charges during the Construction Services phase
- Furniture
- Field offices for the Office and Program Manager
- Office supplies

Office equipment including but not limited to: $_____

- Computer hardware and software
- Fax machines
- Copy machines
- Telephone installation, system and uses charges

Job radios $_____
Local delivery and overnight delivery costs $_____
Field computer network $_____
First aid facility $_____
Progress photos $_____
Printing cost for drawings, bid packages, etc. $_____
Other (please itemize) $_____

Total General Conditions Budget $_____

The Offeror acknowledges and understands that the General Conditions Budget will be incorporated into the contract and that the Offeror will not be permitted to exceed the General Conditions Budget for General Conditions Costs unless it first obtains the written approval of the Department.

E. In addition, the Offeror hereby represents that, based on its current rating with its surety, the indicated cost of a payment and performance bond is [INSERT PERCENTAGE].

The Offeror's Bid is based on and subject to the following conditions:

1. The Offeror agrees to hold its proposal open for a period of at least one hundred and twenty (120) days after the date of the bid.

2. Assuming the Offeror is selected by the Department and subject only to the changes requested in paragraph 5, the Offeror agrees to enter into a contract with the Department on the terms and conditions described in the Bid Documents within ten (10) days of the notice of the award. In the event the Bidder fails for do so, the Department shall have the right to levy upon the Offeror's bid bond.

3. Both the Offeror and the undersigned represent and warrant that the undersigned has the full legal authority to submit this bid form and bind the Offeror to the terms of the Offeror's Bid. The Offeror further represents and warrants that no further action or approval must be obtained by the Offeror in order to authorize the terms of the Offeror's Bid. In addition to any other remedies that the Department may have at law or in equity, the Department shall have the right to levy upon Bidder's Bid Bond in the event of a breach of this paragraph 3.

4. The Offeror and its principal team members hereby represent and warrant that they have not: (i) colluded with any other group or person that is submitting a proposal in response to the RFP in order to fix or set prices; (ii) acted in such a manner so as to discourage any other group or person from submitting a proposal in response to the RFP; or (iii) otherwise engaged in conduct that would violate applicable anti-trust law.

5. The Offeror's proposal is subject to the following requested changes to the Form of Contract: **[INSERT REQUESTED CHANGES. OFFERORS ARE ADVISED THAT THE CHANGES SO IDENTIFIED SHOULD BE SPECIFIC SO AS TO PERMIT THE DEPARTMENT TO EVALUATE THE IMPACT OF THE REQUESTED CHANGES IN ITS REVIEW PROCESS. GENERIC STATEMENTS, SUCH AS "A MUTUALLY ACCEPTABLE CONTRACT" ARE NOT ACCEPTABLE. OFFERORS ARE FURTHER ADVISED THAT THE DEPARTMENT WILL CONSIDER THE REQUESTED CHANGES AS PART OF THE EVALUATION PROCESS.]**

6. The Offeror hereby certifies that neither it nor any of its team members have entered into any agreement (written or oral) that would prohibit any contractor, subcontractor or sub-

consultant that is certified by the District of Columbia Office of Department of Small and Local Business Enterprises as a Local, Small, Resident Owned or Disadvantaged Business Enterprise (collectively, "LSDBE Certified Companies") from participating in the work if another company is awarded the contract.

7. This bid form and the Offeror's Bid are being submitted on behalf of [INSERT FULL LEGAL NAME, TYPE OF ORGANIZATION, AND STATE OF FORMATION FOR THE OFFEROR].

Sincerely,

By: _____
Name: _____
Title: _____

Attachment C

Disclosure Statement

Attachment C

The Offeror and each of its principal team members, if any, must submit a statement that discloses any past or present business, familiar or personal relationship with any of the following individuals:

A. D.C. Department of General Services

Christopher Weaver	Acting Director
Camille Sabbakhan	General Counsel
Latrena Owens	Chief of Staff
Spencer Davis	Associate Director, Facilities Management
Jeff Bonvechio	Deputy Director, Capital Construction Services

Please identify any past or present business, familiar, or personal relationship in the space below. Use extra sheets if necessary.

_____
_____
_____
_____
_____

B. Leftwich, LLC

Thomas D. Bridenbaugh

Please identify any past or present business, familiar, or personal relationship in the space below. Use extra sheets if necessary.

_____
_____
_____
_____
_____

C. Kramer Consulting Services, P.C.
Heery International, Inc.

Please identify any past or present business, familiar, or personal relationship in the space below. Use extra sheets if necessary.

_____
_____
_____
_____
_____

This is to certify that, to the best of my knowledge and belief and after making reasonable inquiry, the above represents a full and accurate disclosure of any past or present business, familiar, or personal relationship with any of the individuals listed above. The undersigned acknowledges and understands that this Disclosure Statement is being submitted to the False Claims Act and that failure to disclose a material relationship(s) may constitute sufficient grounds to disqualify the Offeror.

OFFEROR:

By: _____
Name: _____
Title: _____
Date: _____

Attachment D

Tax Affidavit

GOVERNMENT OF THE DISTRICT OF COLUMBIA

Office of the Chief Financial Officer

Office of Tax and Revenue

TAX CERTIFICATION AFFIDAVIT

THIS AFFIDAVIT IS TO BE COMPLETED ONLY BY THOSE WHO ARE REGISTERED TO CONDUCT BUSINESS IN THE DISTRICT OF COLUMBIA.

Date _____

Authorized Agent
Name of Organization/Entity
Business Address (include zip code)
Business Phone Number

Authorized Agent
Principal Officer Name and Title
Square and Lot Information
Federal Identification Number
Contract Number
Unemployment Insurance Account No.

I hereby authorize the District of Columbia, Office of the Chief Financial Officer, Office of Tax and Revenue to release my tax information to an authorized representative of the District of Columbia agency with which I am seeking to enter into a contractual relationship. I understand that the information released will be limited to whether or not I am in compliance with the District of Columbia tax laws and regulations solely for the purpose of determining my eligibility to enter into a contractual relationship with a District of Columbia agency. I further authorize that this consent be valid for one year from the date of this authorization.

I hereby certify that I am in compliance with the applicable tax filing and payment requirements of the District of Columbia. The Office of Tax and Revenue is hereby authorized to verify the above information with the appropriate government authorities.

Signature of Authorizing Agent _____ **Title** _____

The penalty for making false statement is a fine not to exceed $5,000.00, imprisonment for not more than 180 days, or both, as prescribed by D.C. Official Code §47-4106.

Attachment E

Davis-Bacon Wage Rates

General Decision Number: DC150002 10/09/2015 DC2

Superseded General Decision Number: DC20140002

State: District of Columbia

Construction Type: Building

County: District of Columbia Statewide.

BUILDING CONSTRUCTION PROJECTS (does not include single family homes or apartments up to and including 4 stories).

Note: Executive Order (EO) 13658 establishes an hourly minimum wage of $10.10 for 2015 that applies to all contracts subject to the Davis-Bacon Act for which the solicitation is issued on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.10 (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract. The EO minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/02/2015
1	01/09/2015
2	02/20/2015
3	03/06/2015
4	04/03/2015
5	05/08/2015
6	05/22/2015
7	06/26/2015
8	07/03/2015
9	07/17/2015
10	08/07/2015
11	08/14/2015
12	09/11/2015
13	09/18/2015
14	10/09/2015

ASBE0024-007 10/01/2013

	Rates	Fringes
ASBESTOS WORKER/HEAT & FROST INSULATOR	$ 33.13	13.76

Includes the application of all insulating materials, protective coverings, coatings and finishes to all types of mechanical systems

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ASBE0024-008 10/09/2013

	Rates	Fringes
ASBESTOS WORKER: HAZARDOUS		

MATERIAL HANDLER.....$ 20.86 5.46

Includes preparation, wetting, stripping, removal, scrapping, vacuuming, bagging and disposing of all insulation materials, whether they contain asbestos or not, from mechanical systems

---

ASBE0024-014 10/01/2013

	Rates	Fringes
FIRESTOPPER.....$	26.06	5.90

Includes the application of materials or devices within or around penetrations and openings in all rated wall or floor assemblies, in order to prevent the pasage of fire, smoke of other gases. The application includes all components involved in creating the rated barrier at perimeter slab edges and exterior cavities, the head of gypsum board or concrete walls, joints between rated wall or floor components, sealing of penetrating items and blank openings.

BRDC0001-002 05/03/2015

	Rates	Fringes
BRICKLAYER.....$	30.36	9.69

CARP0132-008 05/01/2015

	Rates	Fringes
CARPENTER, Includes Drywall Hanging, Form Work, and Soft Floor Laying-Carpet.....$	27.56	9.08
PILEDRIVERMAN.....$	26.79	8.85

CARP1831-002 04/01/2013

	Rates	Fringes
MILLWRIGHT.....$	31.59	8.58

ELEC0026-016 06/01/2015

	Rates	Fringes
ELECTRICIAN, Includes Installation of HVAC/Temperature Controls.....$	42.80	15.33

ELEC0026-017 09/01/2014

	Rates	Fringes
ELECTRICAL INSTALLER (Sound & Communication Systems).....$	27.05	8.58

SCOPE OF WORK: Includes low voltage construction,

installation, maintenance and removal of teledata facilities (voice, data and video) including outside plant, telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, railroad communications, micro waves, VSAT, bypass, CATV, WAN (Wide area networks), LAN (Local area networks) and ISDN (Integrated systems digital network).

WORK EXCLUDED: The installation of computer systems in industrial applications such as assembly lines, robotics and computer controller manufacturing systems. The installation of conduit and/or raceways shall be installed by Inside Wiremen. On sites where there is no Inside Wireman employed, the Teledata Technician may install raceway or conduit not greater than 10 feet. Fire alarm work is excluded on all new construction sites or wherever the fire alarm system is installed in conduit. All HVAC control work.

ELEV0010-001 01/01/2015

	Rates	Fringes
ELEVATOR MECHANIC	$ 41.09	28.385+a+b

a. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, Christmas Day and the Friday after Thanksgiving.

b. VACATIONS: Employer contributes 8% of basic hourly rate for 5 years or more of service; 6% of basic hourly rate for 6 months to 5 years of service as vacation pay credit.

IRON0005-005 06/01/2015

	Rates	Fringes
IRONWORKER, STRUCTURAL AND ORNAMENTAL	$ 30.65	18.135

IRON0201-006 05/01/2015

	Rates	Fringes
IRONWORKER, REINFORCING	$ 27.50	18.58

LABO0657-015 06/01/2015

	Rates	Fringes
LABORER: Skilled	$ 22.63	7.31

FOOTNOTE: Potmen, power tool operator, small machine operator, signalmen, laser beam operator, waterproofer, open caisson, test pit, underpinning, pier hole and ditches, laggers and all work associated with lagging that is not expressly stated, strippers, operator of hand derricks, vibrator operators, pipe layers, or tile layers, operators of jackhammers, paving breakers, spaders or any

machine that does the same general type of work, carpenter tenders, scaffold builders, operators of towmasters, scootcretes, buggymobiles and other machines of similar character, operators of tampers and rammers and other machines that do the same general type of work, whether powered by air, electric or gasoline, builders of trestle scaffolds over one tier high and sand blasters, power and chain saw operators used in clearing, installers of well points, wagon drill operators, acetylene burners and licensed powdermen, stake jumper,demolition.

MARB0002-004 05/03/2015

	Rates	Fringes
MARBLE/STONE MASON	$ 35.19	15.72

INCLUDING pointing, caulking and cleaning of All types of masonry, brick, stone and cement EXCEPT pointing, caulking, cleaning of existing masonry, brick, stone and cement (restoration work)

MARB0003-006 05/03/2015

	Rates	Fringes
TERRAZZO WORKER/SETTER	$ 26.75	10.28

MARB0003-007 05/03/2015

	Rates	Fringes
TERRAZZO FINISHER	$ 21.96	9.35

MARB0003-008 05/03/2015

	Rates	Fringes
TILE SETTER	$ 26.75	10.28

MARB0003-009 05/03/2015

	Rates	Fringes
TILE FINISHER	$ 21.96	9.35

PAIN0051-014 06/01/2014

	Rates	Fringes
GLAZIER		
Glazing Contracts $2 million and under	$ 24.77	9.85
Glazing Contracts over $2 million	$ 28.61	9.85

PAIN0051-015 06/01/2014

	Rates	Fringes

PAINTER
Brush, Roller, Spray and
Drywall Finisher.....$ 24.89 9.05

PLAS0891-005 07/01/2013

	Rates	Fringes
PLASTERER	$ 28.33	5.85

PLAS0891-006 02/01/2014

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 27.15	9.61

PLAS0891-007 08/01/2014

	Rates	Fringes
FIREPROOFER		
Handler	$ 16.50	4.24
Mixer/Pump	$ 18.50	4.24
Sprayer	$ 23.00	4.24

Spraying of all Fireproofing materials. Hand application of Fireproofing materials. This includes wet or dry, hard or soft. Intumescent fireproofing and refraction work, including, but not limited to, all steel beams, columns, metal decks, vessels, floors, roofs, where ever fireproofing is required. Plus any installation of thermal and acoustical insulation. All that encompasses setting up for Fireproofing, and taken down. Removal of fireproofing materials and protection. Mixing of all materials either by hand or machine following manufactures standards.

PLUM0005-010 08/01/2015

	Rates	Fringes
PLUMBER	$ 39.67	16.60+a

a. PAID HOLIDAYS: Labor Day, Veterans' Day, Thanksgiving Day and the day after Thanksgiving, Christmas Day, New Year's Day, Martin Luther King's Birthday, Memorial Day and the Fourth of July.

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* PLUM0602-008 08/01/2015

	Rates	Fringes
PIPEFITTER, Includes HVAC Pipe Installation	$ 38.89	19.97+a

a. PAID HOLIDAYS: New Year's Day, Martin Luther King's Birthday, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and the day after Thanksgiving and Christmas Day.

ROOF0030-016 05/01/2015

	Rates	Fringes
ROOFER	$ 28.50	11.04

SFDC0669-002 04/01/2015

	Rates	Fringes
SPRINKLER FITTER (Fire Sprinklers)	$ 32.40	18.12

SHEE0100-015 07/01/2015

	Rates	Fringes
SHEET METAL WORKER (Including HVAC Duct Installation)	$ 39.79	16.77+a

a. PAID HOLIDAYS: New Year's Day, Martin Luther King's Birthday, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day

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SUDC2009-003 05/19/2009

	Rates	Fringes
LABORER: Common or General	$ 13.04	2.80
LABORER: Mason Tender - Cement/Concrete	$ 15.40	2.85
LABORER: Mason Tender for pointing, caulking, cleaning of existing masonry, brick, stone and cement structures (restoration work); excludes pointing, caulking and cleaning of new or replacement masonry, brick, stone and cement	$ 11.67	
POINTER, CAULKER, CLEANER, Includes pointing, caulking, cleaning of existing masonry, brick, stone and cement structures (restoration work); excludes pointing, caulking, cleaning of new or replacement masonry, brick, stone or cement	$ 18.88	

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the

interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

Attachment F

Bid Guarantee Certification

Attachment F

Certification Letter for Cashier's Check or Irrevocable Letter of Credit

Offerors who submit a cashier's check or an irrevocable letter of credit ("Alternate Bid Security") in lieu of a bid bond must also submit this certification, properly notarized, with their proposal. By executing this document, Offeror acknowledges that, if awarded this contract, Offeror shall be required to post promptly a payment and performance bond equal to the full value of the contract. In the event Offeror fails to post such payment and performance bond, the Offeror understands and agrees that: (i) the Department shall draw upon the Alternate Bid Security as liquidated damages; (ii) the award and/or contract shall be terminated; (iii) for a period of two (2) years thereafter, the Department will not accept from such Offeror Alternate Bid Security in lieu of a bid bond; and (iv) the Offeror hereby waives the right to protest the termination of any such award or contract. The Offeror further acknowledges and agrees that the damages the Department would experience in the event such award or contract are terminated due to the Offeror's failure to post a payment and performance bond are difficult to determine and that the value of the Alternate Bid Security represents a reasonable estimate of the damages the Department would incur.

By: _____
Name: _____
Title: _____
Date: _____

District of Columbia) ss:

On the _____ day of _____, 20_____, before me, a notary public in and for the District of Columbia, personally appeared _____, who acknowledged himself/herself to be _____ of _____, and that he/she as such, being authorized to do so, executed the foregoing instrument for the purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

_____

Notary Public
My Commission Expires: _____