



Transportation Improvement Board  
March 17-18, 2016 – Leavenworth, Washington

Location: Icicle Village Resort  
505 Highway 2  
Leavenworth, WA 98826  
509-548-7050

March 17, 2016 – 2:00 p.m.  
WORK SESSION AGENDA

			Page
2:00 p.m.	A. Welcome	Vice Chair Stevens	
	<b>PROGRAM &amp; PROJECT MATTERS</b>		
2:05 p.m.	B. Complete Streets Program Policy Discussion	Brice Maryman, SvR/MIG Inc.	
3:15 p.m.	C. Project Actions		
	1. Scope Optimization: City of Pe Ell – W. 5 <sup>th</sup> Ave/W. 6 <sup>th</sup> Ave/Pe Ell–McDonald Road	Gloria Bennett	13
	2. Sidewalk Deviation: City of Arlington – Arlington Valley Road	Gloria Bennett	16
	3. Increase Request: City of Colville – Hawthorne Avenue	Gloria Bennett	17
3:45 p.m.	D. Adjournment	Vice Chair Stevens	
4:00 p.m.	E. The City of Leavenworth, ribbon cutting for Commercial Drive		

*Dinner on your own*

*Please note: There will be a 15 minute walk from the meeting location to the Commercial Drive ribbon cutting event. Please consider the walk when selecting your attire for the meeting. A shuttle will also be available.*



Transportation Improvement Board  
March 17-18, 2016 – Leavenworth, Washington

Location: Icicle Village Resort  
505 Highway 2  
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509-548-7050

March 18, 2016 – 9:00 a.m.  
BOARD AGENDA

			Page
9:00 a.m.	1. CALL TO ORDER	Vice Chair Stevens	
9:05 a.m.	2. GENERAL MATTERS		
	A. Approval of January 22, 2016 Minutes	Vice Chair Stevens	1
	B. Communications	Steve Gorcester	
	1. Sumner addresses traffic woes; March deadline... – Bonney Lake Courier Herald		19
	2. City gears up for Liberty Lake Road, roundabout work – The Splash		21
	3. Commentary on Relight Washington from a Forks resident – Facebook		23
	4. Bremerton hopes for second Manette Bridge roundabout – Kitsap Sun		24
	5. Three choices for Lebo Boulevard street project – Kitsap Sun		26
	6. Bremerton officials ready to cross that bridge issue – Kitsap Sun		28
	7. Funding effort builds as Tremont widening nears deadline – Kitsap Sun		30
	8. Extended MLK Way will connect University District... – The Spokesman Review		32
	9. Federal Way lawmakers secure funding for Redondo Beach... – Federal Way Mirror		34
	10. With Nearly \$2 Million in Grants, Pe Ell Plans for More Road – The Chronicle		35
	11. King County cities could see new taxes to maintain... – Bothell-Kenmore Reporter		37
	12. City garners \$1 million for streets, sidewalks – Daily Sun News		39
	13. Sammamish officials give preview of new... – East of Seattle, Sammamish Review		41
	14. City of Kirkland to host celebration for 85th Street's completion – Kirkland Reporter		43
	15. Kent to extend 72nd Avenue South – Kent Reporter		44
	16. Transportation Board Funds New Sidewalk – Nisqually Valley News		46
	17. City moving ahead with Jameson Street extension, roundabout project – go Skagit		47
	18. Quincy considering roundabout at SR 28 and 13th Avenue Southwest – iFiber One		49
9:10 a.m.	3. LOCAL PRESENTATIONS		
9:50 a.m.	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Steve Gorcester	
	B. Financial Report	Vaughn Nelson	
	C. Project Activity Report (1/1/16 – 2/29/16)	Gloria Bennett	5
10:20 a.m.	5. ACTION ITEM		
	A. Scope Optimization: City of Pe Ell – W. 5th Ave/W. 6th Ave/Pe Ell–McDonald Road	Gloria Bennett	13
	B. Sidewalk Deviation: City of Arlington – Arlington Valley Road	Gloria Bennett	16
	C. Increase Request: City of Colville – Hawthorne Avenue	Gloria Bennett	17
11:00 a.m.	6. ADJOURNMENT	Vice Chair Stevens	

FUTURE MEETINGS

May 19-20 (Port Angeles)

September 22-23 (Moses Lake)

November 17-18 (Bothell)

**Transportation Improvement Board  
January 22, 2016  
Lacey Community Center  
Lacey, Washington**

**TIB BOARD MEMBERS PRESENT**

Commissioner Richard Stevens, Vice Chair  
Mr. Jim Albert  
Ms. Wendy Clark-Getzin  
Commissioner Terri Jeffreys  
Commissioner Bob Koch  
Ms. Colleen Kuhn

Mayor Patty Lent  
Mr. Mick Matheson  
Ms. Laura Philpot  
Mr. David Ramsay  
Ms. Amy Scarton  
Mr. John Vodopich

**TIB STAFF**

Steve Gorcester  
Chris Workman  
Vaughn Nelson  
Kelsey Davis/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Pasco Bakotich  
Mr. Gary Ekstedt  
Mr. John Klekotka  
Ms. E. Susan Meyer  
Ms. Heidi Stamm  
Mr. Jay Weber

**1. CALL TO ORDER**

Vice Chair Stevens called the meeting to order at 9:04am.

**2. GENERAL MATTERS**

**A. Approval of November 20, 2015 Minutes**

**MOTION:** It was moved by Mayor Lent with a second by Commissioner Jeffreys to approve the minutes of the November 20, 2015 board meeting.  
Motion carried unanimously.

**B. Communications**

Steve Gorcester discussed articles included in the board packet. Most articles reference the projects awarded in November.

There were also a few articles about Bothell regarding the large downtown redevelopment project where they are rebuilding almost the entire area from scratch. Some parts of the project have been on hold while waiting for the road to go in; this is what the TIB growth and development category is all about.

Government Technology Magazine held up the TIB Dashboard as a national standard for government reporting. Commissioner Jeffreys praised TIB on the quality of the dashboard stating she shows it as an example in her county.

**3. LOCAL PRESENTATIONS**

Chad Bedlington, public works manager, city of Yelm, gave an overview of some projects completed, in progress, or hoping for TIB funding in the future. One project highlighted was a

project on Mottman Avenue, completed in conjunction with additional development such as a community center, community park, and skate park.

Mark Burlingame, Public Works Director, town of Steilacoom, spoke regarding projects with TIB partnership such as Rigney Road/Roe Street which improved road and sidewalk access to the high school and library, and Main Street which allowed them to correct old ADA ramps, and build additional sidewalk connectivity for downtown, town hall and the community center. The community is very excited to receive new streetlighting through the Relight Washington Program. He also talked about how the Pavement Preservation Program and other TIB support has allowed community dollars to be more flexible and make much larger impacts than would have been possible.

Russell Blount, Public Works Director, city of Fife, told the board about several projects where they have worked with TIB and an important project they hope to partner with TIB in the future. The Port of Tacoma Road interchange carries very high truck volumes, 13,000 to 18,000 trucks per day.

Mr. Gorcester stated that this project was passed up in the last funding cycle because the funds were not ready to be used. TIB will likely be approaching a programmatic proposal for the city which may include a non-compete clause for future projects.

#### 4. NON-ACTION ITEMS

##### A. Executive Director's Report – Steve Gorcester reported on the following:

- Status of LED Program
  - There are about 45 active projects with installation.
  - TIB staff worked with WSDOT staff to make sure the lights being installed along a state highway were authorized for state routes, fortunately this was caught before the incorrect lights were put up.
  - We are working with Tim Stearns, State Energy office, to help encourage Public Utility Districts (PUD) to participate.
  - Avista has had some internal slowdowns but say they are moving forward first quarter of 2016. We expect once they start their cycle it will go quickly.
  - TIB staff was approached by the Pacific Northwest National Laboratory (PNNL) to see if we have a good locations for testing light pollution impacts from LED streetlights, Mr. Gorcester suggested Goldendale.
- Legislative Session
  - This session is off and running, but the transportation leaders are saying this is not going to be a very active year.
  - The Freight Mobility Strategic Investment Board (FMSIB) is looking for codification of the 2015 budget so they can depend on it for future years. We are interested in this as well, although while it makes up 60% of FMSIB funding it only makes up 4% of TIB funding. It is very difficult to design longer term projects when funding is only guaranteed for the biennium. Generally, legislators understand the concern but it is unlikely that this will happen this year.
  - Most of the TIB Legislative activity is regarding Complete Streets Program.
- Complete Streets Program Discussion – Work Session and Board Meeting
  - On Thursday consultant Brice Maryman, SvR/MIG, Inc., delivered a presentation to the board regarding options for how to distribute the Complete Streets fund, including what agencies and projects are eligible, possible project rating, and award models. He presented three big questions for the board to consider and discuss:

1. Given limited amount of funding what types of projects would you prioritize?
2. Do you have a preference regarding the funds being spent on project itself vs. recognition award?
3. How do the program mechanics (e.g. when are funds dispersed--at project selection, at bid award, at project completion) affect your consideration of the program's potential efficacy?
  - Possible mechanics would be nomination of particular projects and winners would get funds the year after completion or after bid award.
  - May consider only allowing nominations for projects constructed in the last three years as it may take time to absorb what the merits are for a project. The big down side to this model is increased difficulty using the award for the project being honored.
  - Public involvement is required in the ordinance, but not directly in the grant program. This could be added to the rating system; however we should be aware that it would be difficult to confirm and track.
  - Potential users are viable only if there are reasonable generators and we can see where the users will be coming from.
  - The options being considered allow the funding to be used for the project being honored or for other eligible use.
  - We probably cannot allow agencies to schedule award money for future maintenance but they could use it for maintenance of other places.
  - We should be aware that some communities may not have the same access to the nominating groups as others.

**B. Financial Report** – Vaughn Nelson reported on the following:

- The end of the year is always a busy time for the financial side of the agency as customers are looking for the final payments before the end of the year.
- There is \$317 million in commitment which is expected to come out in the next 6 years.
- There are 365 active projects which is higher than usual but a lot of them came from the November call.
- A large portion of our grants are in design phase and as they mature a larger proportion of total grants will move to construction phase.
- Our financial statement is looking good. We have carried a high fund balance over the last few years and it is currently down \$10,000.
- The balance is at a much more comfortable amount and we are hoping this will come down to the \$20 million range.
- It has been a good to have a lot of surpluses but it has been a challenge to keep our balance from getting too high.
- There is currently \$1.8 million in LED that has already been spent for the biennium and an additional \$1.5 million have been approved for conversion. There was \$6 million allocated to the project by the board last year. Especially with Avista and PSE going we should not have any problems to spending those funds this biennium.
- Commitment level is back up after the last call, it is higher than usual but our fund balance is also higher.

**C. Project Activity Report** – Chris Workman reported on the following:

The following activity took place in November and December 2015.

- There are two versions of the Project Activity Report. There are two projects in the withdrawn category that were not actually withdrawn but combined with a third project. Our report shows this as removing all of the money from these two projects even though it

will be reallocated at a later date. This means the net real change does not match the report. The real total change is -\$545,253.

- Notable events:
  - Federal Way, South 352<sup>nd</sup> Street, surplus of \$923,942 due to a good bid.
  - Pierce County, 176<sup>th</sup> Street E, surplus of \$254,110 due to a better construction option.
  - Olympia, Boulevard Road, increase of \$150,000.
  - Seattle, 5<sup>th</sup> Avenue N, increase of \$326,100. (This should not be confused with the 5<sup>th</sup> Ave. project termination on the current agenda. The projects are on different sections.)
- Out of the 140 projects from the FY 2017 Project Selection chosen in November, 64 have received design approval.
- In the LED Program an additional \$1.5 million has been approved for conversion.

## 5. ACTION ITEMS

### A. Grant Termination; Seattle 5th Avenue N.

This project was selected by the Board in November 2011. In January 2013, TIB was informed that right of way negotiations were stalled between city and the Seattle School District. The city proposed to take a traffic lane for the cycle track. Traffic studies showed the project no longer met the statutory requirements for the Urban Arterial Program. No alternative could be found that meets the program requirements.

**MOTION:** It was moved by Commissioner Jeffreys with a second by Mayor Lent to terminate \$2,013,808 of TIB funding.  
Motion carried unanimously.

### B. Scope Change; Orting SR 162.

This project was funded from the Urban Arterial Program (UAP) in 2013. This project improves the intersection of Whitesell Street and SR 162 by extending the two-way left turn lane. During design, a sidewalk gap adjacent to the project limits was identified consisting of approximately 150-feet without sidewalk, which would connect to the school district offices and the Foothills Trail system. Constructing the sidewalk will require some right of way acquisition with business owners who willing and will benefit from the safety and access improvements. As design has progressed, the total project cost has also increased and was going to be funded with additional city funding.

**MOTION:** It was moved by Philpot with a second by Matheson to approve extending the project limits to construct additional sidewalk and increase the TIB funds \$108,000 for a total authorization of \$291,783.  
Motion carried unanimously.

## 6. FUTURE MEETINGS

The next meeting is scheduled for March 17-18, 2016 in Leavenworth.

## 7. ADJOURNMENT

The meeting adjourned at 11:17 a.m.



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-E-893(002)-1	AIRWAY HEIGHTS	FY 2017 Arterial Preservation Project	Design	DE	55,296	0	Director
3-P-817(001)-1	ARLINGTON	FY 2017 Arterial Preservation Project	Design	DE	0	0	Director
3-W-948(001)-1	BATTLE GROUND	FY 2017 Arterial Preservation Project	Design	DE	10,965	0	Director
3-P-144(002)-1	BRIER	FY 2017 Arterial Preservation Project	Design	DE	34,664	0	Director
3-W-159(003)-1	BURLINGTON	FY 2017 Arterial Preservation Project	Design	DE	13,611	0	Director
3-P-204(003)-1	COVINGTON	FY 2017 Arterial Preservation Project	Design	DE	88,230	0	Director
3-P-137(002)-1	DUPONT	FY 2017 Arterial Preservation Project	Design	DE	57,120	0	Director
3-E-161(002)-1	EAST WENATCHEE	FY 2017 Arterial Preservation Project	Design	DE	56,394	0	Director
3-E-175(002)-1	ELLENSBURG	FY 2017 Arterial Preservation Project	Design	DE	0	0	Director
3-P-124(004)-1	ENUMCLAW	FY 2017 Arterial Preservation Project	Design	DE	0	0	Director
3-P-141(001)-1	MOUNTLAKE TERRACE	FY 2017 Arterial Preservation Project	Design	DE	16,702	0	Director
3-P-200(002)-1	NEWCASTLE	FY 2017 Arterial Preservation Project	Design	DE	17,595	0	Director
3-P-117(003)-1	PACIFIC	FY 2017 Arterial Preservation Project	Design	DE	17,883	0	Director
3-W-150(001)-1	PORT ANGELES	FY 2015 Arterial Preservation Project	Audit	CC FV AD	355,522	-122,903	Director
3-W-950(001)-1	RIDGEFIELD	FY 2017 Arterial Preservation Project	Design	DE	55,152	0	Director
3-W-126(003)-1	SEDRO WOOLLEY	FY 2017 Arterial Preservation Project	Design	DE	11,152	0	Director
3-P-823(002)-1	STANWOOD	FY 2017 Arterial Preservation Project	Design	DE	82,461	0	Director
3-E-179(002)-1	SUNNYSIDE	FY 2017 Arterial Preservation Project	Design	DE	27,720	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-E-181(002)-1	UNION GAP	FY 2015 Arterial Preservation Project	Audit	CC	179,655	-20,801	Director
<b>Total APP Change</b>						<b>-143,704</b>	
<b>LED Program</b>							
S-P-817(001)-1	ARLINGTON	LED Streetlight Conversion	Bid Award	DE CN BA	79,238	0	Director
S-E-901(001)-1	CHEWELAH	LED Streetlight Conversion	Audit	CC FV AD	72,117	-49	Director
S-E-902(001)-1	COLVILLE	LED Streetlight Conversion	Audit	CC FV AD	17,988	837	Director
S-W-832(001)-1	CONCRETE	LED Streetlight Conversion	Bid Award	DE CN BA	52,650	0	Director
S-P-811(001)-1	EATONVILLE	LED Streetlight Conversion	Bid Award	DE CN BA	153,959	0	Director
S-W-825(001)-1	FORKS	LED Streetlight Conversion	Audit	CC	152,103	27,029	Director
S-W-833(001)-1	HAMILTON	LED Streetlight Conversion	Bid Award	DE CN BA	20,700	0	Director
S-P-805(001)-1	SKYKOMISH	LED Streetlight Conversion	Bid Award	DE CN BA	23,100	0	Director
S-P-142(001)-1	SNOHOMISH	LED Streetlight Conversion	Bid Award	DE CN BA	63,370	0	Director
S-P-133(001)-1	STEILACOOM	LED Streetlight Conversion	Bid Award	DE CN BA	130,019	0	Director
S-P-824(001)-1	SULTAN	LED Streetlight Conversion	Bid Award	DE CN BA	11,210	0	Director
S-W-841(001)-1	SUMAS	LED Streetlight Conversion	Audit	CC	75,137	12,512	Director
S-E-936(001)-1	WHITE SALMON	LED Streetlight Conversion	Bid Award	DE CN BA	82,746	0	Director
<b>Total LED Change</b>						<b>40,329</b>	



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-P-808(012)-1	BUCKLEY	SR 165	Construction	CN	11,475	0	Director
6-P-801(007)-1	CARNATION	E Rutherford Street	Design	DE	40,022	0	Director
6-E-902(008)-1	COLVILLE	Hawthorne Avenue	Construction	CN	77,032	0	Director
6-E-902(109)-1	COLVILLE	Hawthorne Avenue	Audit	CC FV AD	85,636	514	Director
6-P-818(006)-1	DARRINGTON	Darrington Street	Bid Award	CN BA	602,289	-35,161	Director
6-E-935(008)-1	GOLDENDALE	W Allyn, W Burgen, W Collins, S Grant, S Golden	Bid Award	CN BA	521,298	16,599	Director
6-P-820(007)-1	GRANITE FALLS	S Granite Avenue	Construction	CN	51,870	0	Director
6-E-987(005)-1	OMAK	S Cedar Street, Central Avenue W, Ash Street N	Design	DE	141,716	0	Director
6-W-971(007)-1	RAYMOND	Commercial Street	Audit	CC FV AD	1,522,300	75,692	Director
6-W-971(009)-1	RAYMOND	Duryea Street	Design	DE	85,986	0	Director
6-E-918(006)-1	ST. JOHN	Park Avenue	Withdrawn	WD	0	0	Director
6-W-974(005)-1	STEVENSON	Cascade Avenue	Audit	CC	575,900	0	Director
6-E-947(012)-1	ZILLAH	Second Avenue & 5th Street	Audit	CC FV AD	882,697	-29,200	Director
<b>Total SCAP Change</b>						<b>28,444</b>	
<b>SCPP Program</b>							
2-E-907(002)-1	ALBION	FY 2017 Seal Coat Project	Bid Award	BA	54,837	0	Director
2-P-801(002)-1	CARNATION	FY 2017 Overlay Project	Design	DE	19,000	0	Director
2-E-986(002)-1	COLFAX	SR 195 Pedestrian Improvements	Audit	CC FV AD	127,070	14,094	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-869(002)-1	CRESTON	FY 2017 Seal Coat Project	Construction	DE CN	4,392	0	Director
2-E-889(006)-1	IONE	FY 2017 Seal Coat Project	Construction	DE CN	20,000	0	Director
2-W-970(001)-1	LONG BEACH	FY 2017 Overlay Project	Design	DE	20,949	0	Director
2-E-845(004)-1	RITZVILLE	FY 2017 Overlay Project	Design	DE	21,923	0	Director
2-E-875(003)-1	WILBUR	FY 2015 Seal Coat Project	Bid Award	CN BA	121,030	0	Director
2-E-887(001)-1	WINTHROP	FY 2017 Overlay Project	Design	DE	12,420	0	Director
<b>Total SCPP Change</b>						<b>14,094</b>	

## SP Program

P-E-868(P01)-1	ALMIRA	Main Street	Bid Award	BA	58,000	-13,538	Director
P-P-136(P03)-1	BONNEY LAKE	SR 410	Audit	CC FV AD	665,000	0	Director
P-E-848(P05)-1	CHELAN	E Woodin Avenue (SR 97A/SR 150)	Bid Award	CN	250,000	0	Director
P-P-818(P01)-1	DARRINGTON	Seeman Street (SR 530)	Bid Award	CN BA	312,474	44,094	Director
P-P-110(P01)-1	DES MOINES	Redondo Beach Drive S	Bid Award	CN BA	352,295	-7,705	Director
P-P-139(P02)-1	EDMONDS	238th Street SW	Design	DE	72,034	0	Director
P-E-879(P01)-1	ELMER CITY	Front Street, Williams Street, and Seaton Avenue	Bid Award	BA	257,030	31,655	Director
P-P-111(P05)-1	KIRKLAND	6th Street S	Audit	CC FV AD	220,914	1,530	Director
P-W-834(P01)-1	LA CONNER	N 3rd Street	Bid Award	CN BA	159,000	50,000	Director
P-P-146(P02)-1	LAKE STEVENS	N Davies	Audit	CC	210,826	-37,182	Director
P-W-839(P01)-1	LYNDEN	17th Street	Design	DE	24,312	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-166(P03)-1	MILLWOOD	Grace and Sargent	Design	DE	29,590	0	Director
P-P-112(P01)-1	NORMANDY PARK	SW Normandy Road	Construction	CN	0	0	Director
P-E-883(P03)-1	PATEROS	Warren Avenue and Chris Street	Withdrawn	DE WD	0	0	Director
P-E-873(P01)-1	REARDAN	US 2	Audit	CC FV AD	425,182	44,221	Director
P-P-101(P04)-1	SEATTLE	Beacon Avenue S	Audit	CC FV AD	483,234	6,469	Director
P-P-031(P01)-1	SNOHOMISH COUNTY	204th Street SW	Design	DE	19,052	0	Director
P-E-032(P07)-1	SPOKANE COUNTY	Wellesley Avenue	Audit	CC FV AD	189,201	15,894	Director
P-E-032(P08)-1	SPOKANE COUNTY	Palouse Highway	Design	DE	45,066	0	Director
P-E-179(P02)-1	SUNNYSIDE	Edison Avenue	Design	DE	17,820	0	Director
P-E-178(P02)-1	TOPPENISH	Washington Avenue	Design	DE	14,480	0	Director
P-E-920(P01)-1	UNIONTOWN	SR 195 (Montgomery Street)	Design	DE	0	0	Director
<b>Total SP Change</b>						<b>135,438</b>	

## UAP Program

8-3-893(004)-1	AIRWAY HEIGHTS	Garfield, Russell, and Sprague, Phase 1	Design	DE	142,560	0	Director
8-1-817(006)-1	ARLINGTON	Arlington Valley Road	Design	DE	0	0	Director
8-2-156(042)-1	BELLINGHAM	Cordata Parkway	Design	DE	274,648	0	Director
8-1-114(007)-1	BOTHELL	Bothell Way NE	Bid Award	BA	5,381,318	-1,375,082	Director
8-2-152(025)-1	BREMERTON	Lower Wheaton Way	Audit	CC	2,114,792	0	Director
8-2-159(014)-1	BURLINGTON	E Gilkey Road	Design	DE	13,825	0	Director



Washington State Transportation Improvement Board

# Project Activity Report

Reporting Period  
From 01/01/2016 to 02/29/2016

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-110(007)-1	DES MOINES	S 216th Street (segment 1-A)	Bid Award	BA	2,198,677	-601,323	Director
8-1-802(004)-1	DUVALL	SR 203	Construction	CN	143,487	0	Director
8-1-802(005)-1	DUVALL	SR 203	Withdrawn	DE WD	0	0	Director
8-3-161(011)-1	EAST WENATCHEE	Highline Drive	Design	DE	337,316	0	Director
8-4-175(018)-1	ELLENSBURG	Vantage Highway	Design	DE	67,600	0	Director
8-1-113(011)-1	FEDERAL WAY	Pacific Highway S (SR 99)	Design	DE	0	0	Director
8-1-106(030)-1	KENT	72nd Avenue S	Bid Award	BA	1,359,783	177,363	Director
8-1-111(019)-1	KIRKLAND	124th Avenue NE	Design	DE	107,888	0	Director
8-1-199(012)-1	LAKEWOOD	South Tacoma Way	Construction	CN	488,000	0	Director
8-3-988(003)-1	LIBERTY LAKE	Mission Avenue	Construction	DE	0	0	Director
8-1-205(004)-1	MAPLE VALLEY	216th Avenue SE	Bid Award	CN	1,344,705	0	Director
8-5-950(001)-1	RIDGEFIELD	Pioneer Street (SR 501)	Design	DE	619,490	0	Director
8-2-126(010)-1	SEDRO WOOLLEY	Jameson Street/SR 9	Construction	DE CN	5,757	0	Director
8-3-165(088)-1	SPOKANE	37th Avenue	Construction	CN	70,312	0	Director
8-3-032(064)-1	SPOKANE COUNTY	Farwell Road	Audit	CC FV AD	312,535	33,935	Director
8-3-032(066)-1	SPOKANE COUNTY	Market Street	Bid Award	CN	1,158,439	0	Director
8-3-032(068)-1	SPOKANE COUNTY	Argonne Road	Design	DE	47,044	0	Director
8-3-032(069)-1	SPOKANE COUNTY	Hawthorne Road	Design	DE	69,971	0	Director
8-4-179(010)-1	SUNNYSIDE	Yakima Valley Highway	Design	DE	0	0	Director
8-4-178(004)-1	TOPPENISH	Second Avenue	Design	DE	117,694	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-116(011)-1	TUKWILA	S 144th Street	Construction	CN	185,918	0	Director
8-1-116(012)-1	TUKWILA	53rd Avenue S	Design	DE	67,044	0	Director
8-5-184(038)-1	VANCOUVER	NE 18th Street	Construction	CN	0	0	Director
8-4-176(024)-1	WALLA WALLA	Isaacs Avenue	Design	DE	408,496	0	Director
8-4-036(017)-1	WALLA WALLA COUNTY	Taumaron Road	Audit	CC	2,305,655	-142,910	Director
8-3-160(026)-1	WENATCHEE	Mission Street/Chelan Ave (SR 285)	Bid Award	BA	834,556	108,855	Director
8-3-160(029)-1	WENATCHEE	Red Apple Road	Design	DE	167,136	0	Director
8-1-198(003)-1	WOODINVILLE	NE Woodinville-Duvall Road	Audit	CC FV AD	4,500,000	0	Director
8-5-954(004)-1	WOODLAND	SR 503	Contract Completion	CC	1,745,845	-52,967	Director
8-4-180(023)-1	YAKIMA	N 1st Street	Design	DE	0	0	Director

---

**Total UAP Change                    -1,852,129**

## UCP Program

9-W-195(009)-1	OLYMPIA	Boulevard Road	Audit	FV AD	891,729	0	Director
9-P-101(020)-2	SEATTLE	5th Avenue N (Mercer Corridor West project)	Withdrawn	WD	0	-2,013,808	Director
9-E-208(003)-1	SPOKANE VALLEY	Mansfield Avenue	Audit	CC FV AD	477,930	60,930	Director
9-P-116(013)-1	TUKWILA	Andover Park W	Audit	CC FV AD	1,021,228	-41,964	Director

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**Total UCP Change                    -1,994,842**



Washington State Transportation Improvement Board

# Project Activity Report

Reporting Period  
From 01/01/2016 to 02/29/2016

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				<b>Total Change</b>		<b>-3,772,370</b>	

- 
- PND - Pending
  - PD - Predesign
  - DE - Design
  - CN - Construction
  - BA - Bid Award
  - CC - Contract Completion
  - FV - Final Voucher
  - AD - Audit
  - WD - Withdrawn



## Scope Optimization

### Town of Pe Ell – W 5th, W 6th, Pe Ell-McDonald Road

March 18, 2016

**BACKGROUND**

During a field review between the TIB Region Engineer, Mayor of Pe Ell, and the consultant Gray & Osborne, the original scope of the project was discussed. It was felt that rebuilding the planter strips and sidewalk was not necessary and the existing sidewalk would be cleaned and repaired as needed.

The project scope includes sidewalk repair and completion between S 1st and Maple Street on Pe Ell-McDonald Road. A sidewalk gap exists on Pe Ell-McDonald Road between SR 6 and S 1st Street. Uncontrolled access at the Texaco gas station is an unsafe area for pedestrians to walk. Furthermore, the school crossing at the adjacent intersection is used by many school children to cross SR 6 while holding orange safety flags for visibility.

**STATUS**

The city requests approval to optimize the scope of the project based on the field visit and discussions. The revisions include:

**W 5<sup>th</sup> and W 6<sup>th</sup> Avenues**

- Eliminate construction of new sidewalk on the south side from the scope.
- Clean and repair existing sidewalk located between 2<sup>nd</sup> and SR 6.

**Pe Ell-McDonald Road**

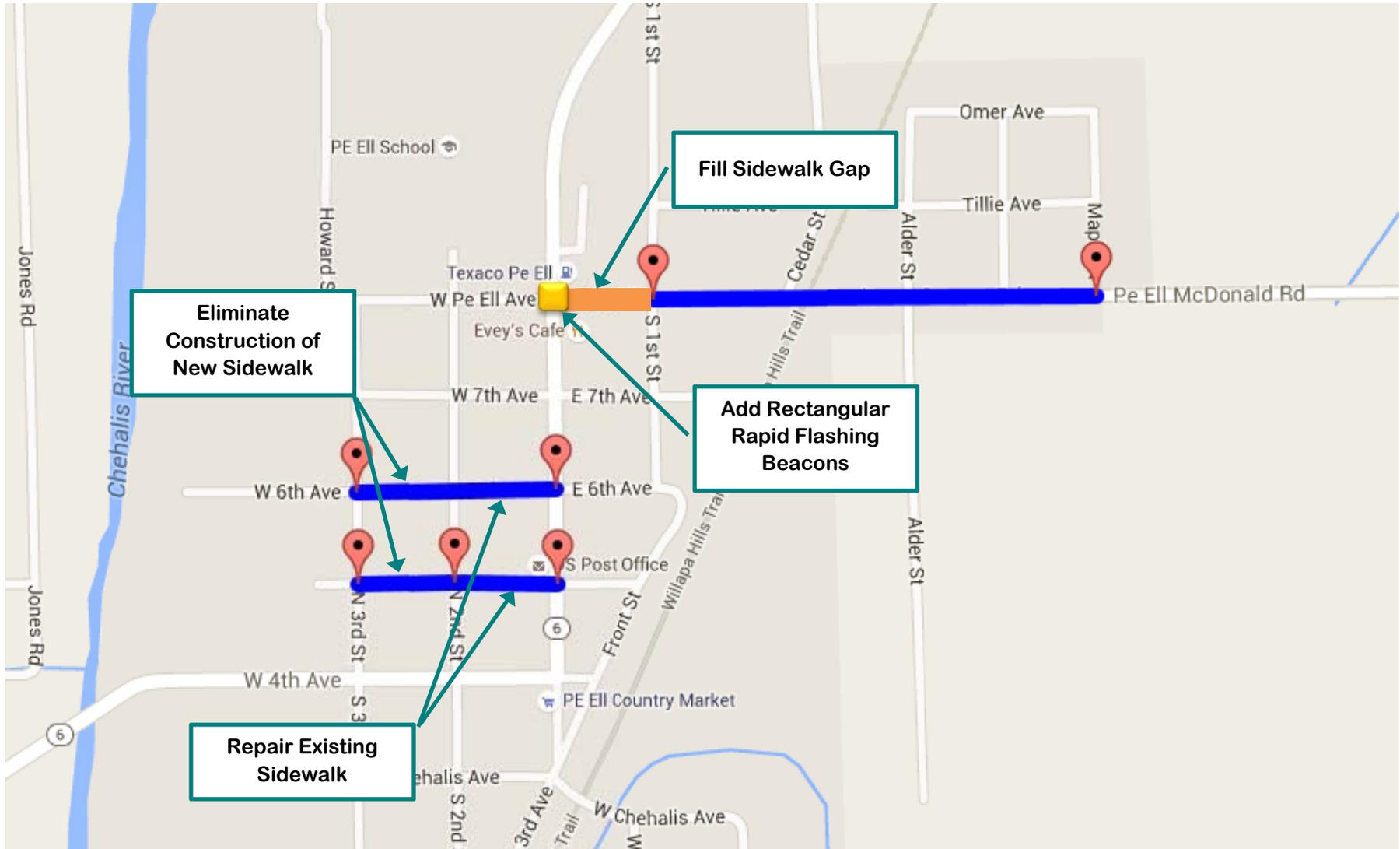
- Install Rectangular Rapid Flashing Beacons (RRFB) at the school crossing on SR 6.
- Fill the sidewalk gap between SR 6 and S 1st Street.

A funding summary is listed below:

Segment	Original Estimate	Optimized Estimate	Change
West 5 <sup>th</sup> Avenue	\$360,542	\$296,400	-\$64,142
West 6 <sup>th</sup> Avenue	\$347,100	\$305,500	-\$41,600
Pe Ell-McDonald Road Sidewalk	\$190,190	\$285,331	\$95,141
<b>Total Project Cost</b>	<b>\$897,832</b>	<b>\$887,231</b>	<b>-\$10,601</b>

**RECOMMENDATION**

Staff recommends approval of the scope optimization.



**Town of Pe Ell**  
**SCOPE OPTIMIZATION**



### **SCHOOL CROSSING AT SR 6**

- Pedestrians carry flags when using the existing school crossing to alert drivers
- The Scope Optimization Request includes installation of Rectangular Rapid Flashing Beacons

**Town of Pe Ell**  
**SCOPE OPTIMIZATION**



## Sidewalk Deviation City of Arlington – Arlington Valley Road

March 18, 2016

### BACKGROUND

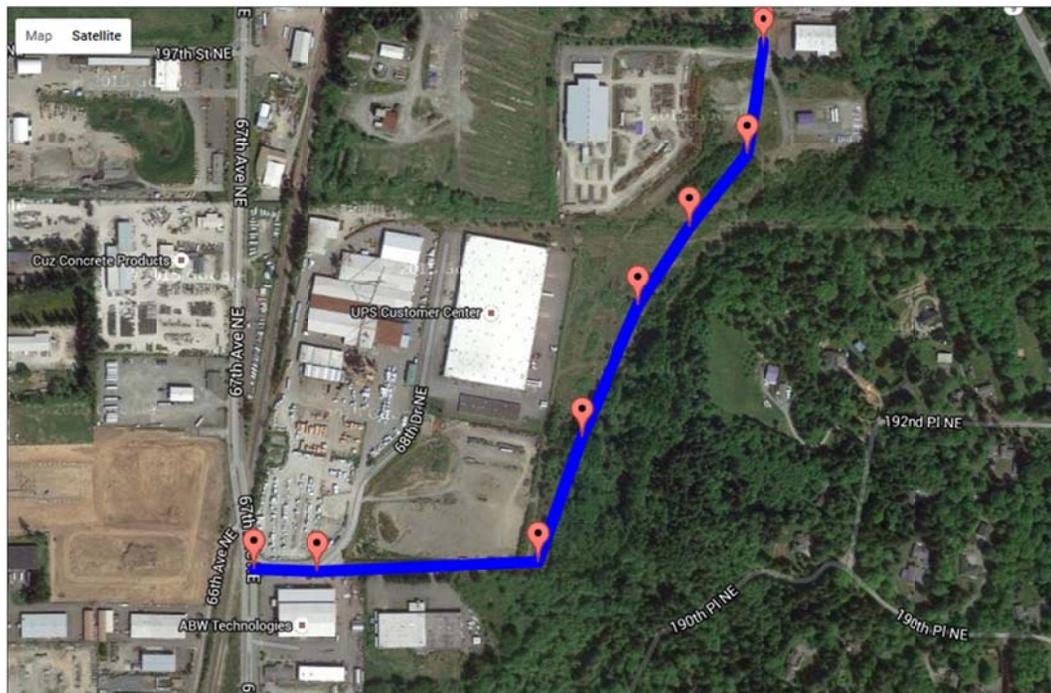
The city of Arlington, Arlington Valley Road project #8-1-817(006)-1 was selected for funding by the Board in November 2015. This project is currently in design phase with bid advertisement planned for fall 2016.

The original application stated a multi-use path would be built along the west side and a sidewalk along the east side of Arlington Valley Road.

### STATUS

The city has requested a sidewalk deviation to eliminate the sidewalk along the east side of Arlington Valley Road for the following reasons:

- Property along the east side of the street is undevelopable with a creek, critical slope and wetlands area.
- The city wants to leave the wetland area undisturbed and limit access to it.
- Minimize impact on the industrial park being developed along the west side of Arlington Valley Road.
- Only two minor pedestrian generators are located on the east side of the street.



### RECOMMENDATION

Staff recommends approval of the sidewalk deviation to eliminate sidewalk on the east side.



## Funding Increase Request City of Colville – Hawthorne Avenue

March 18, 2016

### BACKGROUND

The City of Colville Hawthorne Avenue from Walnut St to Crestview St Project was funded from the Small City Arterial Program (SCAP) in 2013. The TIB matching ratio for this project is 72.1 percent.

Hawthorne Avenue is primary east-west arterial that serves southwest Colville. The project is the second phase of improvements on the corridor. The first phase was completed in 2015.

### STATUS

During design, the cost increased substantially from the estimate at project selection. Several factors contribute to the increase. They are as follows:

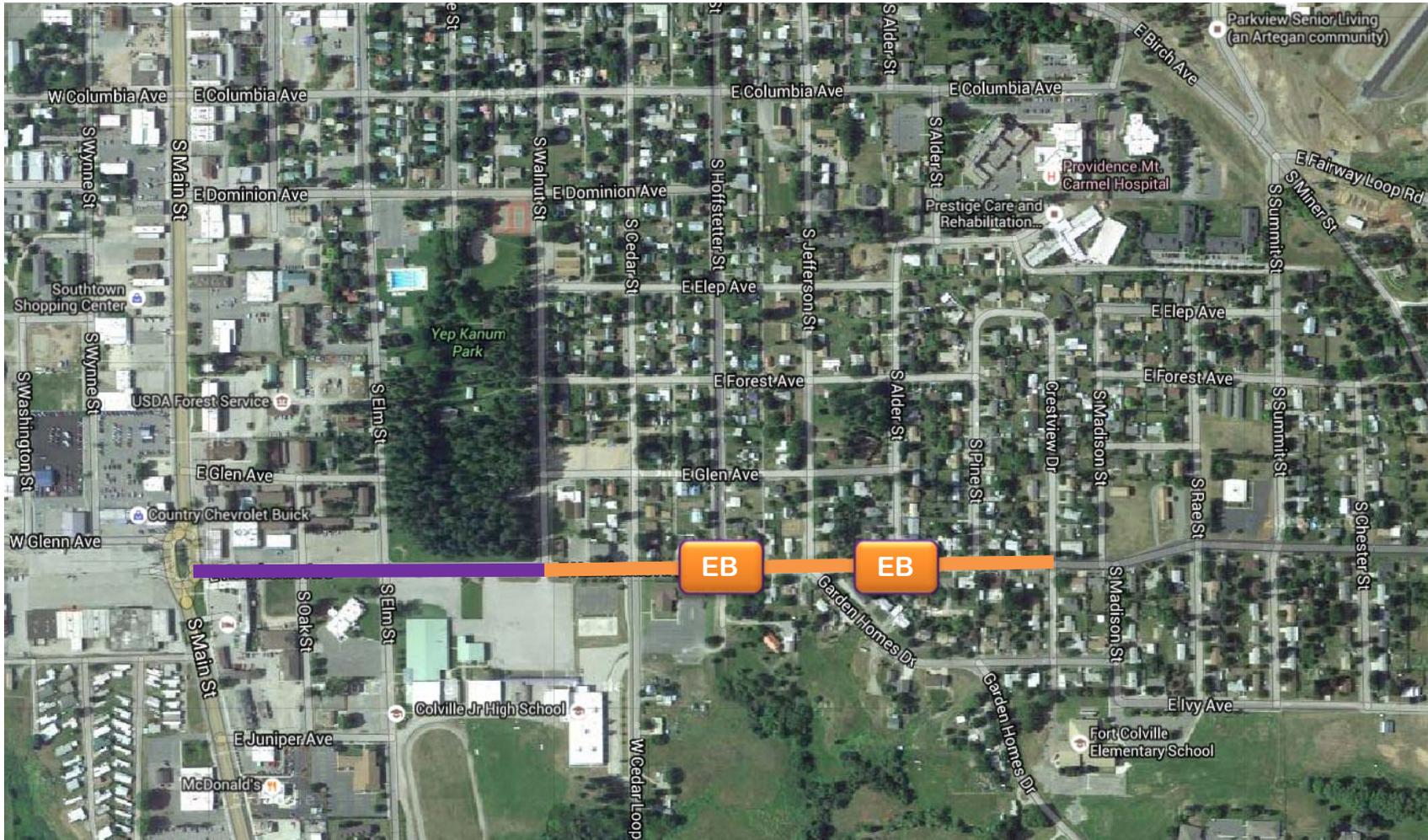
- The city planned to use the existing drainage system for collection of stormwater. The consultant determined the existing stormwater main needed replacement. The change increased cost by \$147,000.
- Turn pockets were added at the Hoffstetter and Alder intersections. The grade is about 12 percent near these intersections. The turn pockets allow through traffic to continue without delay and protect turning movements. Widening of the section and retaining wall to install the turn pockets increased cost by \$76,000.
- Because of steep grades on the side streets, the work is extended further than anticipated on those streets to safely transition onto Hawthorne Avenue.

The project funding history is shown below:

Phase	TIB Funds	City Funds	Total Project Cost
Application Estimate	\$749,001	\$289,680	\$1,038,681
Cost at Bid Opening	\$1,018,767	\$436,614	\$1,455,381
<b>Change</b>	<b>\$269,766</b>	<b>\$146,934</b>	<b>\$416,700</b>

### RECOMMENDATION

Staff recommends approval of the \$269,766 increase for a \$1,018,767 TIB fund total.



**City of Colville  
INCREASE REQUEST**

- Current Project
- Phase One
- Eastbound Turn Pockets EB

## Sumner addresses traffic woes; March deadline to secure state funding

by Ray Still

January 2, 2016



According to the DOT's 2014 annual traffic report, the half-mile stretch of SR 410 that goes from the Puyallup River to past the East Main Ave ramps receives the most traffic on that highway. — image credit: Stock photo

Unlike the rush hour traffic drivers experience on Traffic Avenue in Sumner, the city's plans for improving the state Route 410 overpass seem to be moving along smoothly.

In mid-January, the city put improving the highway overpass and the Traffic Avenue/Main Street intersection on the top of Sumner's 2016 legislative goals, and since then, Sumner's "hidden problem," as Mayor Dave Enslow put it, has been getting noticed.

"Representative Stambaugh has made this a priority, and Rep. Stokesbary has also been very supportive," said Carmen Palmer, Sumner's communication's director. "They're trying to figure out what options there are as far as funding, given it's a short session and given everything else going on with the state... But there's lots of support, and we really appreciate that."

### Thousands of vehicles

According to the city, the traffic problem is multifaceted; Sumner's population doubled since the overpass was built in 1967. Currently, more than 30,000 cars use the intersection and overpass every day, along with 3,000 freight trucks.

Traffic on SR 410 also contributes to the problem - the city says the highway is congested about five hours a day.

And according to the DOT's 2014 annual traffic report, the half-mile stretch of SR 410 that goes from the Puyallup River to past the East Main Ave ramps receives the most traffic on that highway.

On average, 71,000 vehicles drive past milepost 9.02, a third of a mile northwest of Sumner's highway overpass, on a daily basis.

Milepost 9.53, located right after the ramp to East Main Avenue, has a daily average of 61,000 vehicles.

Milepost 10.12, located right before the SR 162 ramps, has an average of 60,000 vehicles pass it daily, making it the third most-traveled portion of the highway.

### **3-year plan**

Starting this spring, Sumner plans to apply for funding in order to start the project design and environmental permitting process.

The cost for the design and engineering is estimated to be \$2.2 million.

"The ideal scenario is to get \$300,000 from the state to leverage a grant from the Puget Sound Regional Council that we would apply for this spring to do the design work," Palmer said.

If the city secures state funding by the time the legislative session ends on March 10, the plan is to ask the Puget Sound Regional Council for \$1.65 million to cover the bulk of the design costs.

The city also hopes that Sound Transit will kick in around \$100,000 because the company plans to build a 500 stall garage in the area, but according to Palmer, that project is contingent on the interchange being improved.

Other sources of funding include local support from other cities and private companies for around \$150,000 and a grant match for another \$550,000.

According to the city, it's important to secure funding for design planning and permitting this year because the Puget Sound Regional Council and Transportation Improvement Board make grants available every two years.

This means if the city misses the 2018 window for construction planning, it could be a while before any improvements are made.

Current projections estimate construction will cost \$14.7 million.

Ideal funding situations involve the city securing \$10.7 million in grants and the legislature help cover the remaining \$4 million shortfall.



## City gears up for Liberty Lake Road, roundabout work

by Craig Howard

January 8, 2016

The New Year will deliver a pair of major transportation projects to Liberty Lake – both of which feature a significant boost of state funding.

At Tuesday night's City Council meeting, City Administrator Katy Allen and City Engineer Andrew Staples provided an overview of the roundabout slated for the intersection of Mission and Molter as well as the impending overhaul of Liberty Lake Road. Staples said design work on each job is "around 90 percent done," with the bid process just around the corner.

The plan is to bundle both projects together and have the contract ready for council review by the March 1 meeting.

"By packaging these as one contract we have economies of scale," Staples said. "It will also make it easier to make sure the work is being done at the same time and the community and the contractor are on the same page."

The Washington Transportation Improvement Board (TIB) will cover 80 percent of the \$580,000 pricetag on the roundabout and 78 percent of the cost on Liberty Lake Road, a sum of just over \$1.2 million. Funds from the city's 3-percent utility tax on cable, phone gas, electric and waste management will take care of the balance.

The upgrade of Liberty Lake Road will include new pavement, medians, a pedestrian crossing, lighting, additional turning lanes and widened sidewalks. Staples said alterations to the traffic light at the intersection of Liberty Lake Road and Appleway – including the addition of a free right-hand turn onto the I-90 onramp – are expected to improve traffic flow at the confluence of the city's two busiest arterials.

"We're very excited to solve the traffic issues on Liberty Lake Road," Staples said. "This project is a continuation of the improvements we've already made on Appleway."

The roundabout at Mission and Molter is also meant to mitigate vehicle backup near the burgeoning Meadowwood Technology Campus. Some 600 new employees will eventually be in place at the new Comcast office now under construction at the site.

Staples said the roundabout will be an improvement to the current four-way stop that can lead to snarls in the morning and evening.

In response to concerns raised by Mayor Pro Tem Cris Kaminskas that roundabout construction would impact residential areas to the east, Staples said there will be an emphasis "to allow commercial traffic to move through more quickly."

The city is anticipating a three-month timeline on both projects with work beginning sometime this spring and wrapping up by early summer.

Allen noted that Greenstone homes had donated a parcel of 400 square feet to the city on the northeast corner of the intersection that is part of the project.

"We're going to have a season of construction," Staples said in summarizing the work ahead. "Both of these projects are going to mean very good improvements for our commuters."

In other city news:

- Council Member Keith Kopelson was appointed as the city's representative on the Spokane Transit Authority board, replacing Mayor Steve Peterson who will now serve as the alternate.
- Several residents from a neighborhood near Rocky Hill Park made their case for the city to vacate a 75 foot stretch of property behind the greenspace. One of the residents, Scott Carter, described the plot as "a nuisance" that is difficult to maintain and is not considered a positive element of the park. Council eventually approved a motion to turn the space over to property owners in order to make upgrades with the reimbursement going toward improvements at Rocky Hill. Timeline of the transaction is anticipated to be six months.
- Allen said the city has been working to improve efficiencies involving de-icing of local roads after a switch in contractors that took place last month. The city has collaborated with the state Department of Transportation to use a nearby de-icing storage facility.
- Snow and ice buildup has led to leaks in the roof at the Trailhead pro shop. Repairs to the interior of the building are expected to run between \$10,000 and \$20,000, Allen said. Work has also begun to reinforce the aging deck at Trailhead.
- Groundbreaking for the new K-2 school near Liberty Lake Elementary on Jan. 6 with luminaries from the city and Central Valley School District in attendance.
- Council approved the mayor's appointments of Gary Green, Jared Von Trobel and Stan Jochim as full-time, voting members of the planning commission. Council Member Bob Moore and Kaminskas were in the minority on the selection of Jochim based on an opinion that planning commission representatives should be required to live within city limits, a stipulation of those who serve on the City Council.
- Jennifer Tomlinson presented the city with a check for \$5,000 toward installation of a scoreboard at the Liberty Lake Ballfields. The donation was raised by the Liberty Lake Field Team, a committee of 10 residents and the Riverview Little League. The goal is to have the scoreboard in place by July 4. Tomlinson also informed council that a new name for the facility – "The Diamonds at Liberty Lake" – has been recommended.
- Council approved the agreement between the city and SPVV Landscape Architects to complete the Orchard Park master plan and authorize Mayor Peterson to sign the contract.
- Gail Mackie of SpokAnimal gave a presentation to council on the agency's Guardian Angel program, a free service that provides support when pet owners are no longer able to care for their animals.
- The next council meeting is scheduled for Tuesday, Jan. 19 at 7 p.m.

Clip from February 12, 2016

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Facebook © 2016



**Sarah**

January 13 at 7:52am

A HUGE thank you to the City of Forks for replacing all of the dim and mostly burnt out bulbs in all of the street lighting in my neighborhood. I never realized how ominous and unsafe it felt until I saw the light to see by on this dark winter morning... Thank you to the men and women working early and late hours to make this happen. I truly appreciate your time and efforts.

62 Likes · 5 Comments

[Like](#)

[Comment](#)

You, [Lissy](#), [Linda](#), [Sandy](#) and [58 others](#) like this.



**Audrey**

Thank you for your comments Sarah. We're actually replacing all of the street lights in town with LED fixtures. The project is funded through the Relight Washington Program and PUD rebates. It may take awhile for some people to get used to, but in the end it will provide brighter lighting and cost savings to the City.

[Like](#) · [Reply](#) · 14 · January 13 at 10:42am



**Pam**

Good job city employees!!! Forks is a pretty sweet place to live!!!

[Unlike](#) · [Reply](#) · 3 · January 13 at 12:52pm



**Carolyn**

Lol. Unless it shines in your bedroom. We will get it figured out.

[Like](#) · [Reply](#) · 2 · January 13 at 1:07pm



**Sandy**

Blackout drapes? They help insulate too...

[Like](#) · [Reply](#) · 1 · January 13 at 1:22pm



**Lynn**

I love my blackout drapes especially the set over the sliding glass door as they do help keep the room warmer!

[Like](#) · [Reply](#) · 1 · January 13 at 2:05pm



**Cheryl**

We got back out drapes this last summer when I worked evenings at the hospital. Best investment ever!

[Like](#) · [Reply](#) · January 13 at 3:46pm



Write a reply...



**Jessica**

Lighting is AWESOME it makes those perps on my security cameras show up better!!

Our family appreciates it for sure especially living near an alley way!!

[Unlike](#) · [Reply](#) · 7 · January 13 at 2:24pm



**Cheryl**

I noticed ours was brighter! I usually keep my porch light on for this reason but now I feel like I can turn it off since the street light is so bright!

[Unlike](#) · [Reply](#) · 3 · January 13 at 3:47pm



Write a comment...

# Kitsap Sun

## Bremerton hopes for second Manette Bridge roundabout

by Josh Farley

January 15, 2016



The city of Bremerton hopes to eventually build a roundabout on the west end of the Manette Bridge. Credit: LARRY STEAGALL

BREMERTON — The prospect of a roundabout at the other end of the Manette Bridge is not dead.

Crews are close to completing a \$3.5 million project that expanded sidewalks and added bike lanes on Washington Avenue, while also taking the former four-lane road down to two lanes between the bridge and Fifth Street.

The city is spending \$11,000 to get a "detailed concept and a cost estimate" for a roundabout at Washington's intersection with the bridge, according to Chal Martin, the city's public works director. Martin and Bremerton Mayor Patty Lent believe state funding could become available in the next few years to complete a roundabout there.

"We look at any opportunity to move the ball forward," he said of the design work. "We're always working on programming the next project."

The roundabout was discussed after the city won a \$1.7 million state bicycle and pedestrian grant to fund the Washington Avenue work. A roundabout, expected to cost somewhere around \$600,000, was unaffordable under the current project.

The city hired local engineering firm Parametrix to design the roundabout, work that is still ongoing. Officials hope to have a preliminary design and an estimate of how much the roundabout would cost by the end of February, according to City Engineer Tom Knuckey.

Traffic engineers believe the roundabout would keep traffic on Washington moving better than a signal, which stops cars entirely.

Austin Kershaw, a daily commuter to the Puget Sound Naval Shipyard aboard a Kitsap Transit worker-driver bus, believes a roundabout would help during rush hour.

"I think it would make things flow better at that time," he said. "The light often backs up traffic."

Martin is hopeful that the city could install a roundabout there, not only for its functionality but because it's a "nice architectural feature" that would match the roundabout on the Manette side of the bridge. He believes the project is a good candidate for grant funding from the state's Transportation Improvement Board, on which Lent is a member.

"Good projects attract grant funding," Martin said.

# Kitsap Sun

## Three choices for Lebo Boulevard street project

by Josh Farley

January 18, 2016



**Bremerton city officials will hold a meeting for the upcoming \$5 million Lebo Boulevard project, seeking feedback from residents on three options for modernizing the roadway. Credit: LARRY STEAGALL**

EAST BREMERTON — What's the best way for cars, bicyclists and walkers to coexist on Lebo Boulevard?

That's the question city leaders hope to answer in the coming weeks as Bremerton embarks on a more than \$5 million reconstruction of Lebo Boulevard.

The city was awarded a state grant to do the work, which will add wider sidewalks, bike lanes, landscaping and lighting to the approximately one-mile stretch of road. Large concrete World War II-era plates on the roadway will also be replaced with fresh layers of asphalt.

The city is at a crossroads, however, in deciding where to put the all elements — including lanes and sidewalks — of the new street.

"What we need to get a sense of is what people want the cross section of the street to look like," said Bremerton Public Works Director Chal Martin.

Martin sees three options. The first would essentially extend the recently remade Lower Wheaton Way improvements, including a 10-foot sidewalk on the southern side of the street. The second and third concepts would create "shared-use paths" that allow bicycles on the sidewalks, giving the road a more family-friendly feel. The third

option would maintain a bike lane in the roadway for commuters to use. All options would include parallel parking on the street.

The project is being funded by the Washington State Transportation Improvement Board, which gave more than \$2 million to nearby Lower Wheaton Way for its recent overhaul. The total price tag for the Lebo project is \$5.8 million, with the remaining balance funded by the city's utility ratepayers. Stormwater infrastructure will be added underneath the road.

Bremerton Mayor Patty Lent said the project has the capability of spreading improvements into the neighborhood, and she envisions "new rooftops and new doorsteps" as a result.

City Councilwoman Pat Sullivan, whose district includes Lebo, has been door-belling the neighborhood to reach residents about a meeting Thursday night at the Sheridan Community Center to discuss the project. She sees Lebo as different from nearby Lower Wheaton Way, as houses line and more closely abut Lebo.

"It is more of a community area," Sullivan said.

The project will be designed this year, with construction slated for 2017.

#### PUBLIC MEETING

Bremerton is hosting a public meeting to decide how best to reconstruct Lebo Boulevard when the street gets a \$5.8 million makeover in 2017. The meeting will be held from 5-6:30 p.m. Thursday at the Sheridan Community Center, 680 Lebo Boulevard. Questions and concerns can be emailed to Public Works Director Chal Martin at [chal.martin@ci.bremerton.wa.us](mailto:chal.martin@ci.bremerton.wa.us)

# Kitsap Sun

## Bremerton officials ready to cross that bridge issue

by Larry Steagall  
February 01, 2016



**Leslie Kernes rides her bike Monday on the Warren Avenue Bridge sidewalk. Bremerton officials are holding a public meeting Thursday to discuss the idea of widening the walkway. The sidewalk is narrow for bikes, strollers and wheelchairs. LARRY STEAGALL / KITSAP SUN**

**BREMERTON** — Crossing the Warren Avenue Bridge can be an onerous experience for Michael Bencik.

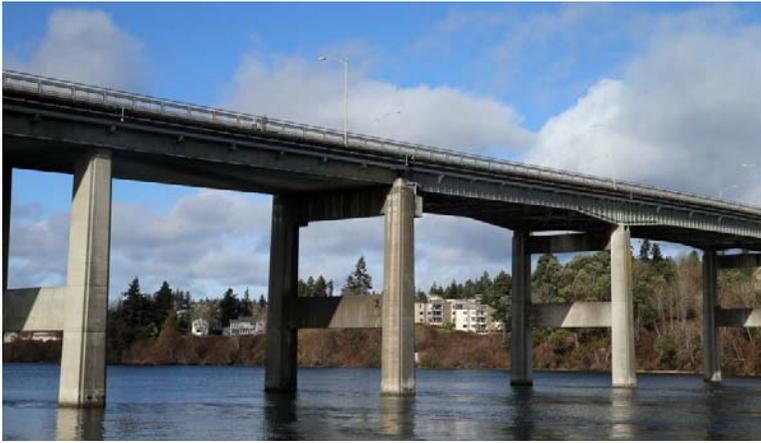
The Bremerton resident, who is in a wheelchair, can access either side of the 1958-built span, but there is little room to spare. Bicyclists who encounter him have to lift their bikes over his head. And, should he find another wheelchair heading in his direction, there's little choice but to backtrack.

"It is a very tight squeeze," he said. "If another wheelchair is coming my way, one of us has to back all the way to the end."

City officials are hoping to reconfigure the bridge, seizing an opportunity — the span will be repaved by the state starting in 2017 — and looking to improve pedestrian and bicycle-friendly pathways like those recently put in on Lower Wheaton Way and elsewhere. The span also is a part of the city's bridge-to-bridge urban trail that leaders want to continue expanding.

What those changes could look like still is the subject of discussion, and no funding has been identified. There are three options, according to Chal Martin, the city's public works director:

\* An initial proposal, which would narrow the lanes to add space for pedestrians and bikes, requires bridge-stability work that preliminary estimates from engineers say would be about \$7.7 million, Martin said.



**The Warren Avenue Bridge. LARRY STEAGALL / KITSAP SUN**



**Nahkoke Kanham walks Monday on the Warren Avenue Bridge sidewalk. Bremerton officials will hold a public meeting Thursday to discuss the idea of widening the walkway. LARRY STEAGALL / KITSAP SUN**

\* Mayor Patty Lent has long touted long-term plans for Bus Rapid Transit, which would create a dedicated lane on the bridge for buses. There have been no cost estimates for reconfiguring the bridge for such an option, but Martin said it's possible if the lanes are reduced in width to accommodate a 12-foot bus lane.

\* Most recently, state officials threw out the idea of simply adding bike lanes to the bridge by reducing lane width, Martin said. That reduces the cost of construction but does not tackle the wider problem of a pedestrian pathway that is too skinny. But he believes it could be helped by marking the walkways as directional and adding a path under the bridge's western end to make it easier to switch sides.

The bottom line for Martin is that "now is a great time to meet with the public" about the proposals, and the city will do so Thursday night at the city's Public Works building on Oyster Bay Road.

Claudia Bingham Baker, a spokeswoman for the state's Department of Transportation, said her agency also is "interested to hear what the public has to say about it."

It's unclear exactly where the money would come from to fund such improvements. But having a

plan will make it possible to apply for grants, city managing engineer Jerry Hauth said.

The state had invested \$1.2 million in the past decade to erect bigger barriers in the pedestrian pathways over the bridge. But those were constructed to ensure cars, which have driven off the bridge, are prevented from doing so today.

Lent noted that city leaders walked the bridge with many state officials upon completion of the Lower Wheaton Way project, which added wider sidewalks and bike lanes to that roadway. She said it appeared obvious to all on the walk that the bridge's pedestrian access was inadequate. She'd also like to see the lanes of the bridge narrowed, a move she believes will slow drivers and make the bridge safer for cars, too.

"The width of the lanes encourage a higher speed," Lent said.

**Public meeting**

What: Bremerton officials will gather input for improvements to the Warren Avenue Bridge.

When: 5-6:30 p.m. Thursday

Where: The Public Works Building, 100 Oyster Bay Ave. N.

Info: Call managing engineer Jerry Hauth at 360-473-2354

# Kitsap Sun

## Funding effort builds as Tremont widening nears deadline

by Ed Friedrich  
February 9, 2016



**Port Orchard voted on a resolution Tuesday night to issue bonds that it will put together with grants to finally do widen Tremont Street, seen here looking west near Pottery Avenue. LARRY STEAGALL / KITSAP SUN**

PORT ORCHARD — The city, with time running out, is making a determined pitch to complete the Tremont Street widening project.

The federal government in 2008 provided \$2 million to buy right of way, starting a 10-year countdown on locking up construction dollars. Another \$1 million for design work came later.

"Really, this is the point of no return where we either get this project funded and built or we're going to pay back money in 2018," Port Orchard Public Works director Mark Dorsey said of the \$3 million.

As in 2009, City Council members adopted a resolution Tuesday night expressing their full support to finish the \$21 million job.

The work entails widening the road to four lanes from two from Highway 16 to Port Orchard Boulevard, including two roundabouts, a raised landscape median, sidewalks, bike lanes, streetlights and utility improvements.

The resolution, which will be included in applications for state and federal grants, states that Port Orchard will apply this year for the 2017-20 funding cycle and can make up a shortfall in the \$18 million construction budget. The city has begun collecting about \$1 million a year in transportation input fees and can issue about \$21 million in bonds without a public vote.

This year, the city plans to hire consultants KPG of Seattle to pursue more elusive federal funding from the Puget Sound Regional Council. That would be in addition to the county pool through the Kitsap Regional Coordinating Council and the state's Transportation Improvement Board program for which it normally competes.

The Tremont widening has been defined as "immediately ready to go" for several years and is the top project on the Kitsap Regional Coordinating Council's contingency list.

"We've just never been able to have the potential to reduce the gap to a manageable amount," said Dorsey, who expects to fund more than half of the \$18 million through grants. "This year in conversations with TIB, we feel confident we'll be successful at a higher level than in the past because the project scored well in the past and continues to score well, and TIB knows we're really up against it. I feel confident we'll be successful in reducing the delta to the maximum extent possible."

When Dorsey took over Public Works in 2008, Port Orchard was federally obligated to four projects. It completed the Bay Street seawall and Cedar Heights sidewalks. The Bay Street pedestrian path no longer is competing with Tremont for funding because \$3.5 million was designated for it last June in the Legislature's transportation revenue package.

"The focus right now is on Tremont," Dorsey said.

Mayor Rob Putaansuu said timing of the resolution shortly after he took office is coincidence, not that Tremont isn't on his radar.

"It was one of the issues in my campaign that we were going to find the resources to make this happen," he said. "That's really what we're doing, finding a grant writer and leaving no stone unturned."

The Tremont widening got caught in evolving transportation policies. When Tremont took root in 2005, federal projects could advance through "achievable milestones" with funding coming in stages. Now that they must be fully funded, funding wasn't available for a job that big.

Once it's completed, Dorsey will turn his attention to the Bethel Avenue corridor. He'll recommend not using federal funds for design and, if possible, to keep the clock from ticking, and to break the project into three or four affordable phases.

# THE SPOKESMAN-REVIEW

## Extended MLK Way will connect University District with downtown

by Nicholas Deshais

January 18, 2016



**Martin Luther King Jr. Way opened in 2012 in Spokane. (Dan Pelle)**

The arc of Martin Luther King Jr. Way bends toward Erie Street, but it doesn't quite reach it.

That will change this year, as the city will complete the second phase of the MLK Way project, which will stretch from Sherman Avenue – the future location of the planned University District bicycle and pedestrian bridge – to Erie, near Brown Building Materials.

Construction will begin in May, at a cost of \$2 million. The first phase of the project, which is basically an extension of Riverside Avenue, cost \$3.8 million and opened in 2012.

The street will eventually run from Division Street to a roundabout at the intersection of Trent Avenue and Perry Street, but city officials said there is not yet a firm completion date. When this year's phase is complete, it will add a new connection between downtown Spokane and the East Central neighborhood, passing through the heart of the University District.

"I don't see how this could be a bad thing. I think it's great for the University District," said Jim Hanley, who co-owns the Tin Roof store on East Sprague Avenue. "I think the new road will be good for all the schools and students. It will become much more of a real campus."

Earlier this month, the City Council approved the final land acquisitions needed for the street extension. The city essentially swapped properties of equal value with Brown Building Materials.

In anticipation of the extension, the city spent \$410,000 last year to pave Erie Street from First Avenue to the future MLK Way. It previously was a dirt road.

Council President Ben Stuckart agreed that the new thoroughfare will be a boon for the University District.



“It’ll give another in and out, instead of just one access point for the University District,” said Stuckart, who also sits on the district’s board of directors. “It also gives us the opportunity to continue the bike-ped connectivity.”

Part of that connectivity is the anticipated construction of the pedestrian bridge over the railroad tracks. The span has the lackluster name of the University District Gateway Bridge, but efforts are afoot to change the name later this year.

Ivan Bush and the Rev. Happy Watkins, two prominent members of Spokane’s black community, have suggested to city officials to name the bridge after King’s wife, Coretta Scott King.

Stuckart said any name change would have to go before the city’s Plan Commission, and he would likely combine a number of potential name changes for a vote on one night later this year. Besides the bridge, Stuckart said the city would look to rename the Post Street Bridge and Fort George Wright Drive.

“I’m totally supportive of naming that bridge,” Stuckart said. “I’m not going to say one way or the other if it should be named after Coretta Scott King. We should have a process.”

Aside from the anticipated construction of the bike-pedestrian bridge spanning the railroad tracks, the city will pave and extend the Ben Burr Trail that connects Liberty and Underhill parks. The \$1.2 million project will begin in April. The multiuse path will start at the south side of Underhill Park, go underneath Interstate 90 and Sprague Avenue, and follow Erie to the river’s edge, where it will run west to meet with the Centennial Trail.

When complete, Stuckart said, the new road and bikeway will give people more choices for travel and make that forgotten part of town a safer place.

“It’s not just about car connectivity, it’s about human connectivity,” he said. “The more people that are there, the safer it becomes.”

## Federal Way lawmakers secure funding for Redondo Beach boardwalk repairs

January 19, 2016



**Rep. Linda Kochmar, R-Federal Way and Sen. Mark Miloscia, R-Federal Way of the 30th Legislative District— image credit: Contributed photo**

More than a year ago, strong winds and high tide wreaked havoc on the Redondo Beach boardwalk, causing damage to the boardwalk itself, parts of the seawall and some beachfront businesses and properties. In response, Sen. Mark Miloscia and Rep. Linda Kochmar secured \$1.5 million in the state capital budget passed June 2015 for repairs.

“While this isn’t the first time the boardwalk has sustained severe damage by storms, anytime a community and businesses are impacted by such things, we’re called to find a solution,” said Kochmar, R-Federal Way. “I’m glad that our hard work paid off, and we were able to secure funding so Des Moines can restore this important recreational area enjoyed by families throughout the community.”

“This is the focal point of both family and recreational activities in our community,” said Miloscia, R-Federal Way. “I missed walking the boardwalk with my wife last summer and I’m relieved to get this funding so we can rebuild this community landmark and make it a great place for families to enjoy again.”

The task to repair and rebuild parts of the boardwalk began in the fall of 2015 and will resume mid-March. Project details can be found [here](#).

“I am pleased to see this beautiful gem of our region restored and restructured,” said Rep. Teri Hickel, R-Federal Way. “The boardwalk not only sets a stage for capturing the natural environment of the Pacific Northwest, but also provides exercise, pleasure, and a wonderful backdrop for all its residents and guests to enjoy.”

# The Chronicle

SERVING THE GREATER LEWIS COUNTY, WASH., AREA SINCE 1889

## With Nearly \$2 Million in Grants, Pe Ell Plans for More Road Projects

### Mayor: Second Street Project Should Get Underway This Spring

by Natalie Johnson

January 19, 2016

The sleepy streets of Pe Ell don't often see heavy traffic, but some, like the pothole-filled Second Street, leave some of the vehicles that travel through the town a bit worse for wear.

"Second Street has been in terrible condition for 20 years," Pe Ell Mayor Lonnie Willey said. "It's got a lot of potholes, and people have had parts of their cars fall off because of the potholes."

With the help of nearly \$2 million in state and federal grant money, Pe Ell plans to give some of its worst streets a major upgrade in the next year.

In November, the town learned it had been awarded a nearly \$900,000 Washington State Transportation Improvement Board grant, Willey said. The town plans to use the money to redo Fifth and Sixth avenues between Main Street and Third Street.

The city plans to widen and repave both sections of road.

"It's not in terrible condition, but it needs to be widened and resurfaced," Willey said of Fifth Avenue. "Second street's the big project — that's the one that's going to do the most."

"It's kind of in the engineering phase now," Willey said, of the Fifth and Sixth avenue fixes, noting that the city has bids out for engineers on the project. Willey said the city has to match about \$7,500 on the project.

"We did really well," he said. "I was really pleased."

Willey said he hopes to get the project done as soon as possible.

"I don't know if we're going to get it done this summer," he said.

In early 2015, Pe Ell also received an \$800,000 Community Development Block Grant from the U.S. Department of Housing and Urban Development to replace a portion of Second Street.

Willey said the town also secured \$197,000 from the state Legislature to help with the project, which is slated to go out for bid in February.

"It's about three or four blocks (of Second Street)," he said.



A large pothole near the corner of Main Street and Fifth Avenue in Pe Ell on Monday afternoon. Pete Caster

The project will also replace the main water line in that section of the street and add fire hydrants.

The new road will have two travel lanes, a parking lane and sidewalks — which will be particularly important because many students walking to the Pe Ell School use that road, Willey said.

“When they go to school the only place they have to walk now is the street,” he said. “We’re hoping to get construction started as early as we can in the spring.”

Willey said he hopes the project will also improve bus traffic.

After being awarded the CDBG grant, Pe Ell learned that its income level, based on surveys done of residents, was now too high to qualify for future CDBG grants.

The town council disputes the results of the survey, and is working to reestablish Pe Ell’s eligibility for future grants, Willey said.

“We actually are in the process of doing an income survey of the residents,” he said. “My understanding is they came through and surveyed about 10 people — they didn’t get a true assessment of the income level in town.”

## King County cities could see new taxes to maintain aging county roads

by Aaron Kunkler

January 26, 2016



**King County Executive Dow Constantine addresses the Roads and Bridges Task Force during their Jan. 20 meeting.— image credit: Aaron Kunkler/Bothell Reporter**

Roads in unincorporated King County area are deteriorating, and adequate maintenance and improvements will cost the county at least an additional \$260 million annually, a report released Wednesday by the county Bridges and Roads Task Force said.

The task force, composed of 21 members from municipal and private entities, convened last August to assess the condition of county roads, and recommend ways to secure improvement funding.

“The way I think about this is an opportunity to save money,” county Councilmember Kathy Lambert said, comparing the degrading quality of county-owned roads to a leaking roof. “We’re pretty much at the molding stage, and if we don’t get this fixed, we’re going to lose the whole system.”

Of the 3,700 total miles of bridges and roads in King County, 1,500 miles are owned and maintained by the county, including 181 bridges.

The county receives around \$90 million annually, largely from the 250,000 residents living outside the county’s 39 cities, roughly 12 percent of the county’s total population.

The task force calculated County Roads department needs at least \$350 million annually to maintain and improve its transportation infrastructure.

“Understanding that Road Services has taken drastic and significant steps in attempting to address the bridges and roads financial shortfall, it is obvious that the financial situation is now at a point where significant changes are needed in revenue generation,” the task force report read.

According to an independent study by BERK Consulting, the \$90 million annual budget currently in county coffers allows for non-discretionary, safety, regulatory and some maintenance and preservation spending. Increasing this to \$330 million would allow for full maintenance funding and mobility enhancements, while an additional \$20 million annually would let the county increase capacity too.

According to county data, repairing the roads now would cost between \$37 and \$78 per square yard of road. If conditions are allowed to deteriorate further, it could cost the county up to \$152 per square yard.

As the Great Recession struck around 2009, the King County Council began cutting full-time employment funding for Road Services staff, dropping from around 605 employees in 2009, to 351 in 2015.

Additionally, the task force found that of the one million daily trips on county roads, half of these trips came from cities or other counties. Around 40 percent of Snohomish County workers and around one-third of Pierce County workers commute to jobs in King County.

Due to lower property values in unincorporated King County as compared to cities, the low population and percentage of city drivers using county roads, it recommended more funding should come from the entire county, including cities.

“Whatever we come up with, the county has a large problem, but the cities have a large problem as well,” said Blake Trask, with Washington Bikes, who sat on the task force.

Traditionally, funding for county roads has come primarily from property taxes, a gas tax and grants.

However, Louise Miller, a former state representative on the task force, said as vehicle fuel economy improves, rural property values remain comparatively low and federal funds remain stable, the county must look at news ways to raise revenue.

“We know that’s not the future,” she said. “You’re really not going to get there with the gas tax.”

As the greater Seattle area continues to grow, it is becoming more interconnected, King County Executive Dow Constantine said, with county and state-wide commerce relying more heavily on county roads.

“As the population has grown, and the economy has grown, we have truly become one metropolitan area,” he said.

Washington’s current tax scheme was implemented in the 1930s, and is unable to keep up with current needs, Constantine said.

“That system was fine when we had small settlements, separated by long distances,” he said.

The county will begin talks with King County cities through the Sound Cities Association before presenting revenue plans to the state legislature during the 2017 legislative session.

According to the task force report, these could include implementing a progressive, county-wide tax tied to inflation, a motor vehicle excise tax or tolling, among other recommendations.

Other suggestions included cities incorporating ‘orphaned’ islands of county roads in their borders or areas of planned growth, and securing additional federal funds.

Constantine believes investing now would be prudent.

“You cannot simply neglect your roads and infrastructure,” he said. “We must invest in infrastructure like those who came before us did.”



## City garners \$1 million for streets, sidewalks

by Larry Steagall  
February 01, 2016

SUNNYSIDE — Cracked and uneven sidewalks will be the first project the city takes on after receiving three state grants.

That's according to action last week by the City Council in authorizing City Manager Don Day to accept \$1,003,012 in grant funds from the state's Transportation Improvement Board.

Each of the grants requires some matching funds from the city. Public Works Director Shane Fisher said the work will be spread out over this year and next.

First up is spending \$154,440 in state grant funds to remove and replace sidewalks on the north side of East Edison Avenue between seventh and ninth streets.

The city's match for that project is \$38,610.

"This project will also remove the overgrown trees within this area, as well as install new ADA-compliant handicap ramps," Fisher told the council.

Trees are at the heart of the sidewalk issue, with sprawling root systems causing walkways to buckle.

The sidewalk project will also address curbs between Seventh and Ninth streets.

Benjamin Leon, resident, said he is happy to hear about sidewalk improvements planned for this year.

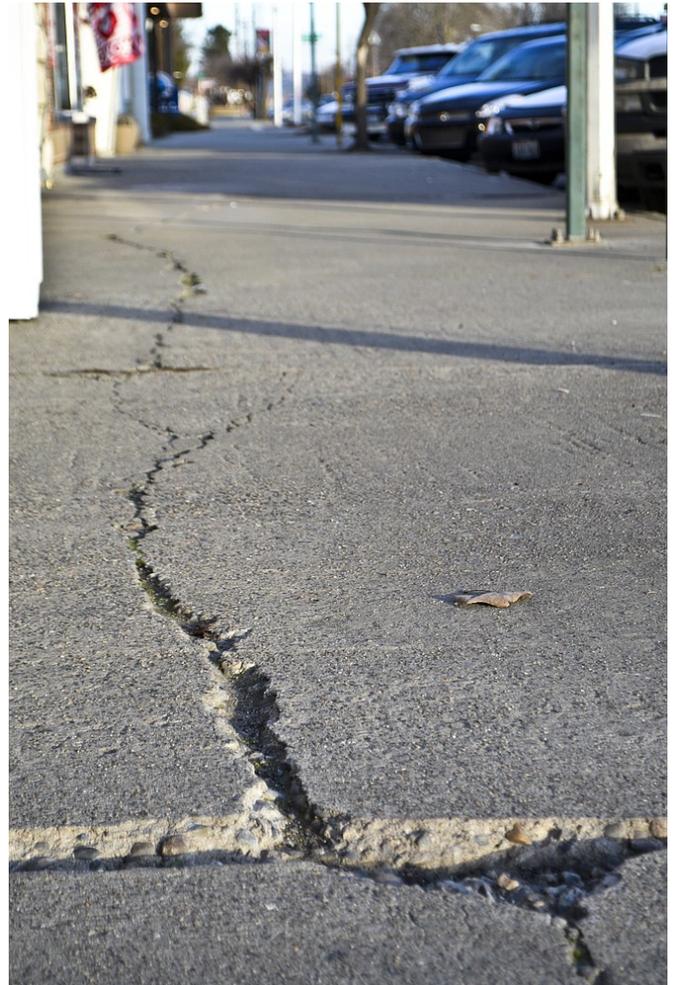
"It's a good thing," he said outside City Hall. "I think that will help with our downtown."

Leon does not want to see the sidewalks widened, as was done when the city made improvements at Sixth Street and Edison Avenue.

"It makes it hard for big trucks to get around," he said, adding some of the floats during Sunnyside's parade have trouble navigating widened sidewalks.

Work on two other grant-funded projects won't get started until 2017.

The city received \$555,105 in state money to rebuild the intersection at Sixth Street and Yakima Valley Highway.



**Cracked and uneven sidewalks along a portion of East Edison Avenue will be replaced this year thanks to grant funding. Photo by John Fannin**

Fisher said the project, which will be designed this year, is set to include removing and replacing traffic signals, curb, gutter and sidewalks.

The city's share of the cost for the project is \$288,865, which will be paid out of the utility fund and either the general fund or real estate excise tax receipts.

Also slated for 2017 is design and construction of the third project, removing and replacing more than a half-mile section of Yakima Valley Highway between Sixth and 15th streets.

Fisher said work will include rebuilding the asphalt without the "...very costly process of full removal and rebuilding of the road base."

The Transportation Improvement Board designated \$293,467 for this project and the city's share is \$32,608.

Fisher said this morning that those funds may also be taken out of the city's real estate excise tax funds.

"We have already budgeted for using funds this year from REET (real estate excise tax)," Fisher said of delaying two of the projects into 2017.

## Sammamish officials give preview of new Southeast Fourth Street

by Tom Corrigan  
February 01, 2016



**Sammamish residents take a peek at designs for the \$12 million rebuild of Southeast Fourth Street during a Jan. 28 open house at Pine Lake Middle School. City of Sammamish photo**

If all goes as planned, construction could start next summer on an estimated \$12 million rebuilding of 3,300 feet of Southeast Fourth Street between 218th Avenue and 228th Avenue Southeast.

The city held a Jan. 28 open house at Pine Lake Middle School to outline the project.

Planned in conjunction with the coming Town Center projects, the street will be expanded to include two travel lanes, a center turn lane or raised median, bike lanes, planter strips and sidewalks. The city has secured a \$4 million grant to help with a portion of the project cost.

Part of the work will include the addition of water pipes and sanitary sewers in the immediate area of Fourth Street, including the Town Center site at Southeast Fourth and 228th Avenue. Those projects will precede the street work.

The open house was informal, with different project drawings and design plans set up on easels. About 20 residents took part. As currently planned, the project will include five roundabouts, which drew attention from visitors.

Peter DeBolt, a representative of design consultant Perteet Inc., of Seattle, said two roundabouts will be full-sized — about 85 feet in diameter, which is roughly the same design as the city's existing roundabouts.

Three other roundabouts will be what were dubbed mini-roundabouts — smaller in diameter and with fewer features than then the full-sized versions. Those smaller roundabouts will sit further away from the Town Center traffic at 218th Avenue Southeast, 218th Place Southeast and 222nd Place Southeast.

The full-sized versions are penciled in for 224th Avenue Southeast and 225th Place Southeast, close to 228th Avenue and the Town Center projects.

Why roundabouts and not traffic lights and crosswalks? DeBolt said roundabouts are more efficient at moving traffic and generally are the site of fewer and less-severe accidents than four-way intersections with lights. How to safely move pedestrians through the roundabouts was one question raised by City Council Deputy President Ramiro Valderrama-Aramayo.

Valderrama-Aramayo was happy to see a raised, 20-foot wide crosswalk between 224th and 225th streets. Green space sits at either end of the crosswalk. Officials talked about that space featuring outdoor cafes and similar amenities, with a trail leading to the Lower Commons of Sammamish City Hall. Cars will not be able to access the green spaces.

Resident Rob Richards was not at all happy with the plans for the roundabouts, especially at 225th Place. The roundabouts take up more space than normal intersections and plans put the roundabouts very close to existing homes.

“I’m just kind of curious to see what’s going on,” said another resident, John Miller, who lives on Southeast Fourth. He complained the street is presently a speedway and hopes the improvements will slow drivers down.

Miller said he had no issue with any of the plans until he found out the street could see 10 times the existing traffic. At that point, Miller began to worry about being able to get out of his own driveway.

Town Center is a planning tool put in place by the city to help and encourage commercial development in one centralized location. The first two Town Center projects will see 75 townhouses in 18 buildings, along with 6,500 square feet of commercial space at 228th Avenue and Southeast Eighth Street.

A second project, the Village, will be another mixed-use development anchored by a 35,000-square-foot Metropolitan Market at 228th Avenue and Southeast Fourth.

Valderrama-Aramayo said a third project might be in the works, but he offered no details. He and others referred questions to city Senior Planner Evan Maxim, who could not be reached for comment.

## City of Kirkland to host celebration for 85th Street's completion

February 10, 2016



The Northeast 85th Street improvement project has completed. - Contributed photo/city of Kirkland

*The following is a release from the city of Kirkland:*

Kirkland City Council Members, residents and officials from the Transportation Improvement Board and the Kirkland Chamber of Commerce will celebrate on Feb. 17 the completion of the Northeast 85th Street Improvements project during an 11 a.m. ribbon-cutting ceremony. The ceremony will take place at Honda of Kirkland's south lot just west of Northeast 85th Street's intersection with 124th Avenue Northeast. Attendees can park in the Walgreen's parking lot on the east side of 124th Avenue Northeast.

The ribbon-cutting celebrates the implementation of a vision Kirkland's residents, businesses and city leaders first articulated more than a decade ago during the comprehensive planning process. That vision called for an eastern gateway to the city, called the Rose Hill Gateway. It would feature wide sidewalks with elegant street lights and hand-rails and a boulevard-feel to the arterial. The Rose Hill Gateway, then called State Route 908, would continue to be Kirkland's most important connection to Redmond. But it would also connect Kirkland's North Rose Hill neighborhood to its South Rose Hill neighborhood.

The Northeast 85th Street Improvements project laid the groundwork for this vision.

It accomplished several other objectives, as well. With a new system of turn-lanes, traffic signals and reconfigured intersections at 114th, 124th and 132nd avenues northeast, it is improving traffic flow along the entire corridor. Its new 24-inch water main ensures that Kirkland's residents will continue to have access to clean and safe drinking water. And its new stormwater system helps prevent flooding.

Combined, these coordinated tasks represent the most complicated and ambitious project the City of Kirkland has ever pursued.

## Kent to extend 72nd Avenue South

February 25, 2016

by Steve Hunter

Firefighters and many industrial employees along 72nd Avenue South in north Kent will soon have much better access to and from their jobs.

The Kent City Council approved a \$2.6 million bid on Feb. 16 to extend 72nd Avenue from South 196th Street to South 200th Street. Crews are expected to start work in March and complete the street by the end of the year, according to city officials.

Firefighters will be able to travel to the north and east much quicker from Fire Station 76, 20676 72nd Ave. S. In fact, the Kent Fire Department Regional Fire Authority (RFA) is paying \$1.2 million to the city toward the project because the road extension will improve response times to 215 land parcels.

“One of the reasons why the RFA was interested in this project is because it’s a missing link,” said Tim LaPorte, city public works director, in a report to the council. “They have been a fan of this project for well over a decade. And as a fan, I mean they want to participate to help pay for this.”

When the street is complete, fire crews will drive north to South 196th Street, where they can turn right and use the overpass to cross railroad tracks.

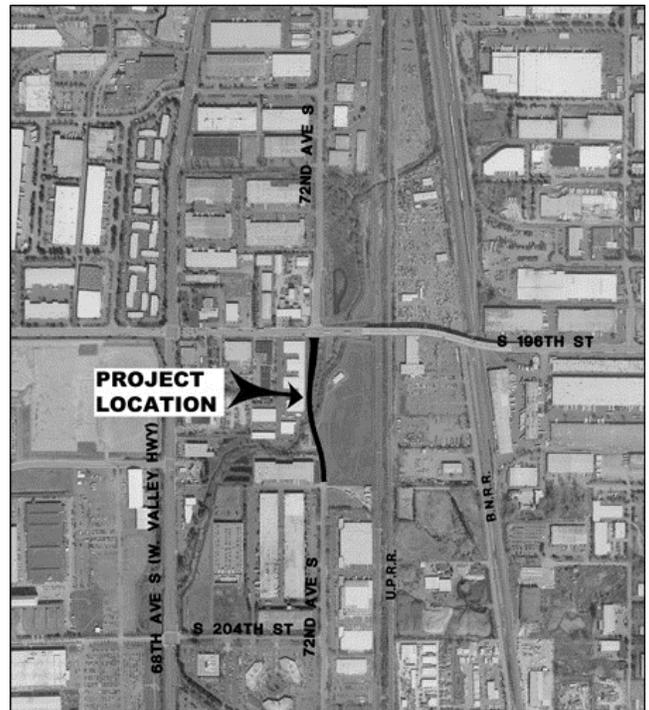
To get to calls north of the station today, firefighters must go south to South 212th Street before heading north. The station houses a fire engine and the hazardous material response unit. Paramedics from King County Medic One also are housed at the station.

“They will get to the area much faster than they can today,” LaPorte said.

The city received a grant of \$1.1 million in 2013 from the state Transportation Improvement Board to help fund the project. The city will spend about \$300,000 from its traffic impact fees and storm drainage fund to cover the remaining costs.

“It’s been proposed for probably about 20 years,” LaPorte said.

Currently, 72nd Avenue South extends north from South 196th Street to South 180th Street and south from South 200th Street to South 228th Street. The extension will complete a three-mile route and fill an important gap for nearby businesses as well as the fire department, city officials said.



Crews this year will extend 72nd Avenue South from South 196th Street to South 200th Street.

- COURTESY GRAPHIC, City of Kent

Crews will build a three-lane road for most of the extension with a five-lane section at the South 196th Street intersection.

The improvements will include a bridge over Mill Creek, curbs, gutters, sidewalks, storm drainage, street trees, street lighting and traffic signal modifications at 196th Street. Crews will haul approximately 20,000 tons of fill for the roadway.

Kent-based Scarsella Bros. Inc., whose main office is at 8404 S. 196th St., just down the road from the project, received the contract with the low bid. Five other companies also submitted bids that ranged from \$2.9 million to \$3.4 million.

Kent city officials had to get approval for the project from the U.S. Environmental Protection Agency (EPA) as well as the state Department of Ecology because the extension goes along the west side of the Western Processing Superfund site, LaPorte said.

“The site was shut down in 1983 (by the EPA), and EPA has overseen the cleanup operation, and along with the liable companies, including Boeing, spent more than \$200 million to clean up the 17 acres,” LaPorte said.

Western Processing, which began operating in 1961, handled industrial wastes for more than 300 businesses, according to the EPA. The agency discovered many of the nearly 5,000 drums stored at the site were leaking.

A slurry wall along the property goes down about 30 to 40 feet to help keep contaminants from migrating, LaPorte said. The EPA conducts a review of the site every five years, with the most recent one in 2013.



## **Transportation Board Funds New Sidewalk**

February 26, 2016

The Yelm City Council on Tuesday authorized Mayor Ron Harding to enter into an agreement with the state Transportation Improvement Board (TIB) to fund construction of a new sidewalk.

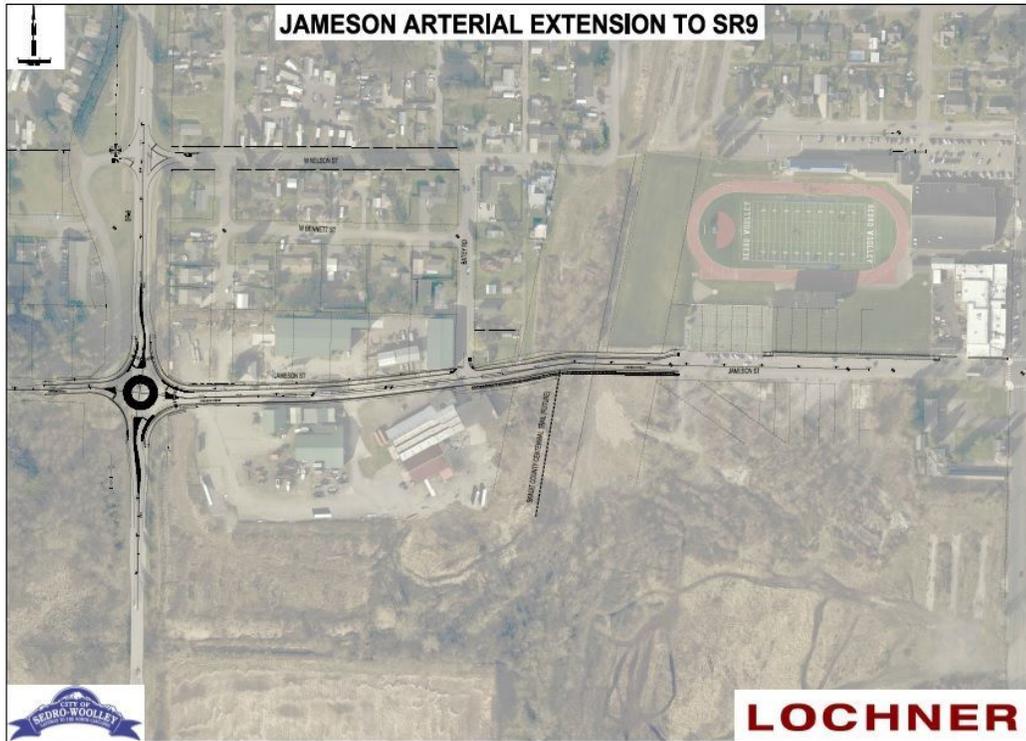
The new sidewalk would be along state Route 507 between Mosman Avenue Southeast and Washington Avenue Southeast, near the new skatepark being built at 201 First Ave. NE, across from Yelm City Park.

The estimated cost of the project is \$400,400. The city must pay a 20 percent match, at \$80,080. TIB will fund the other 80 percent of the project, at \$320,320.

The council authorized transferring \$80,080 from the city's Arterial Street Fund to the Roads and Street Construction Fund to pay for the project.

## City moving ahead with Jameson Street extension, roundabout project

February 29, 2016  
by Kimberly Cauvel



### Sedro-Wolley Public Works

A map shows the Jameson Street project and the proposed roundabout.

SEDRO-WOLLEY — The city will unveil the design of its next roundabout project and take questions from the community Wednesday.

The project will extend Jameson Street west to Highway 9, passing through commercial property, and a roundabout will be placed at the new intersection with Highway 9 and Rhodes Road.

The road extension was identified two years in a row as the top priority in the city's six-year Transportation Improvement Plan.

Construction is expected to begin in May or June.

The city has received grant money for the \$3.2 million project from the state Transportation Improvement Board and the federal Surface Transportation Program, Sedro-Woolley Public Works Director Mark Freiberger said.

The city has also received right-of-way donations from two companies that own commercial property along the project route.

The city will hold an open house about the project at 5:30 p.m. Wednesday.

City, Skagit County and state Department of Transportation representatives will provide information about the project and take questions, according to a city notice.

About 50 community members attended a public hearing July 8.

Some who live near the project area said they were concerned about more traffic being diverted through their neighborhood.

Others, including Sedro-Woolley School District representatives, said the project will benefit pedestrians and bicyclists, including high school students.

The city has also highlighted the Jameson Street project as one of several road improvements that would be beneficial to the city's effort with Skagit County and the Port of Skagit to redevelop the North Cascades Gateway Center.

Work on Fruitdale Road, which serves as the main entrance to the North Cascades Gateway Center, is now being designed, Freiburger said. The work will include rebuilding the road from McGarigle Road to the city limits, including a collapsed section of the road.

**The Jameson Street extension project is expected to:**

- Providing direct access to unused industrial property
- Replacing a two-way stop
- Improving connectivity in the city
- Relieving congestion on Highway 20 with an alternate route east-west
- Provide a route for pedestrian and bicycle riders to the high school and other locations east of Highway 9
- Improve access for public transit and school bus traffic

— *Information from Sedro-Woolley Public Works.*

## **Quincy considering roundabout at SR 28 and 13th Avenue Southwest**

by Cameron Probert

March 2, 2016

QUINCY – Quincy is examining how to improve an intersection at the edge of the city.

The city council approved looking for an engineer to recommend a system to direct traffic at the intersection of 13th Avenue Southwest and state Route 28.

Councilmembers did not discuss the proposal in public.

The engineer is going to suggest whether a traffic signal or a roundabout would work better.



**SR 28 and 13th Avenue SW  
iFIBER One News**

The intersection serves Shopko, a shopping center and Ace Hardware on one side and several industries on the other.

Traffic from two elementary schools and the businesses meet at the intersection.

City Engineer Ariel Belino previously said the congestion is at its worst at 3 p.m.

The city plans to use the study to seek funding from the state Transportation Improvement Board to change the intersection, Belino said.

In 2014, the city councilmembers discussed putting a roundabout at the intersection with the state Department of Transportation.

State officials suggested building a roundabout for about \$1 million compared to \$500,000 for a traffic light.

City officials are expected to begin reviewing the proposals after March 14.

Related YouTube Video: <https://www.youtube.com/watch?v=68qiqzlvUA>