



Transportation Improvement Board
March 23-24, 2017 – Spokane, Washington
Location: The Historic Davenport Hotel
10 South Post Street
Spokane, WA 99201
509-455-8888

March 23, 2017 – 2:00 p.m.
WORK SESSION AGENDA

			Page
2:00 p.m.	A. Welcome	Chair Stevens	
	PROGRAM & PROJECT MATTERS		
2:05 p.m.	B. TIB 101: Increase Requests	Vaughn Nelson	
2:15 p.m.	C. Project Actions		
	1. Increase Request: City of Clyde Hill – 84 th Ave NE	Chris Workman	13
	2. Increase Request: City of Wenatchee – Mission St & Chelan Ave	Gloria Bennett	14
	3. Increase Request: Town of Northport – Sidewalk Project	Gloria Bennett	17
3:00 p.m.	D. Winter Pavement Damage	Chris Workman	
3:40 p.m.	E. Adjournment	Chair Stevens	
4:00 p.m.	F. City of Spokane Bus Tour		



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March 24, 2017 – 9:00 a.m.
BOARD AGENDA

			Page
9:00 a.m.	1. CALL TO ORDER	Chair Stevens	
9:05 a.m.	2. WELCOME	Theresa Sanders	
9:10 a.m.	3. GENERAL MATTERS		
	A. Approval of January 27, 2017 Minutes	Chair Stevens	1
	B. Communications	Chris Workman & Ashley Probart	
	1. Tacoma Weekly - Lincoln District revitalization to begin in March		17
	2. The News Tribune - Say goodbye to Sumner's iconic Bridge Street Bridge		18
	3. Daily Record - City receives grant to complete sidewalks		20
	4. Kent Reporter - Kent plans pedestrian improvements to 132nd Avenue SE		21
	5. The Courier Herald - Buckley to reconstruct River Ave with half-million grant		22
	6. Bothell Reporter - City of Bothell hosts meeting for Main Street merchants		23
	7. Cheney Free Press - Airway Heights nominated for street grant		24
	8. Cheney Free Press - ML council OKs relamping plan		25
	9. Yakima Herald - Union Gap road to get much-needed attention		26
	10. Yakima Herald - Union Gap receives grant to replace about 100 streetlights		28
	11. The Reflector - City of BG considering increase in vehicle tab fee for transpo...		29
	12. The Reflector - The South Parkway project cruises on		31
	13. The Olympian - Attention northeast Lacey Hogum Bay Road construction begins...		33
	14. Issaquah Reporter - Issaquah Council awards \$23.1M SE 62nd St. contract...		34
	15. Tri-City Herald - Our Voice: Richland bridge worth the car tab fee		36
	16. Kitsap Daily News - Lebo Boulevard improvement plans to be presented...		38
	17. NBC Right Now - Isaacs Ave. in Walla Walla closed to through traffic until...		40
	18. my Edmonds News - City Council approves 212th and 76th intersection imp...		41
	19. The Star - Town has grant in hand for trail connections		43
	20. Kiro 7 - Gov. Inslee declares state of emergency for 28 counties		44
	21. Columbia Basin Herald - Potholes mean bumpy spring ahead		45
	22. Columbia Basin Herald - Bumpy ride ahead for Ephrata street maintenance		47
	23. The Spokesman Review - Bigger crews, new equipment and materials called in...		48
	24. The Star - Winter toll on roads and budgets steep		50
9:20 a.m.	4. NON-ACTION ITEMS		
	A. Executive Director Report	Ashley Probart	
	B. Management Team Report	Vaughn Nelson & Chris Workman	
	C. Financial Report	Vaughn Nelson	
	D. Project Activity Report (1/1/17 – 2/28/17)	Gloria Bennett	5



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- 9:55 a.m. 5. ACTION ITEM
- A. Increase Request: City of Clyde Hill – 84th Ave SE Chris Workman 13
 - B. Increase Request: City of Wenatchee – Mission St & Chelan Ave Gloria Bennett 14
 - C. Increase Request: Town of Northport – Sidewalk Project Gloria Bennett 16
- 10:40 a.m. 6. FUTURE MEETINGS Chair Stevens
- May 18-19 (Bellingham)
 - September 21-22 (Walla Walla)
 - November 16-17 (Stevenson)
- 10:45 a.m. 7. ADJOURNMENT Chair Stevens

**Transportation Improvement Board
January 27, 2017
The Governor Hotel
Olympia, Washington**

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Chair
Mayor Patty Lent, Vice Chair
Mr. Jim Albert
Mr. Jeff Carpenter
Ms. Wendy Clark-Getzin
Ms. Elizabeth Chamberlain
Mr. Gary Ekstedt
Commissioner Terri Jeffreys
Mayor Glenn Johnson

Mr. John Klekotka
Commissioner Bob Koch
Ms. Colleen Kuhn
Mayor Ron Lucas
Mr. Mick Matheson
Ms. E. Susan Meyer
Ms. Laura Philpot
Mr. David Ramsay
Mr. Martin Snell

TIB STAFF

Chris Workman
Vaughn Nelson
Jason Phelps
Kelsey Davis/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Amy Scarton
Mr. Jay Weber

BOARD MEETING NOTES

1. CALL TO ORDER

Chair Stevens called the meeting to order at 9:00 a.m.

MOTION: It was moved by Mr. Johnson with a second by Mayor Lent to add an agenda item to vote on the position offer for the Executive Director discussed in the Executive Session from the Thursday work session.
Motion carried unanimously.

2. LOCAL PRESENTATIONS

Mr. Jay Eaton, the Public Works Director from the City of Tumwater, spoke regarding recent development where they are working to grow commercial business presence while maintaining the livability of nearby residential areas. They conducted a large scale outreach campaign and had hundreds of meetings with the public, interest groups, businesses, and other groups in the area. They feel their current plan does a good job addressing the needs of all local groups.

3. GENERAL MATTERS

A. Approval of November 18, 2016 Minutes

MOTION: It was moved by Johnson with a second by Koch to approve the minutes of the November 18, 2016 board meeting.
Motion carried unanimously.

B. Communications

Chris Workman discussed communications included in the board packet. He highlighted The News Tribune article titled, "Puyallup will reopen road near Costco for holiday shopping season, but work remains incomplete" which discusses the removal and

hiring process of a new contractor and Mr. Workman stated this has set the timeline back on this project. He also pointed out an article which includes a video from Q13 Fox which discusses the Main Street project in downtown Bothell.

4. NON-ACTION ITEMS

A. Management Team Report – Chris Workman & Vaughn Nelson reported on the following:

- TIB staff has presented annual reports to the House and Senate Transportation Committees responded to a request from Transportation Commission.
- Staff is accepting any requests for meetings with legislators.
- TIB Engineers have been busy with design approvals for the projects awarded in November and work plan approvals for Complete Streets nominees.
- Staff is continuing to pay the bills, process project actions, and generally keep the TIB running between directors. Everything is running smoothly.
- Several project events were highlighted
 - December 1, 2016 – College Place, College Avenue & Rose Street
 - December 2, 2016 – Friday Harbor, Tucker Avenue
- Upcoming events were announced
 - Issaquah, SE 62nd St ribbon cutting - Wednesday, March 8th 11:00 am (tentative)
 - Bothell, Main Street groundbreaking Tuesday, March 28th 10:00 am
- Typically at this time, staff would conduct reevaluations of program criteria. However, this is being delayed for a year to allow a new director to be involved in the process for next year.
- Staff is currently prepping for the normal cycle for 2018 and the Board will see call size and program recommendations from staff over the next few meetings.
- Engineers are working on preparing for the upcoming trainings.
- Regarding the biennial budget, TIB's appropriation request has not changed.
- TIB will not receive a Highway Safety Account (HSA) allocation this year but instead there will be an equivalent transfer to the Transportation Improvement Account. Internally, the plan is to use this money as usual.
- Staff suggests working with legislative staff to codify these funds to increase the stability for the future until TIB has completed the goal of the Relight Washington program.

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

The following is based off of information available on the TIB public dashboard.

- The Transportation Improvement Account (TIA) balance is currently at \$42 million
- Small City Pavement & Sidewalk Account (SCPSA) account balance is at \$2 million
- We currently have about \$5 million in the Highway Safety Account (HSA) which should decrease as payments come out of the account before the end of the biennium.
- TIB typically spends about 1/3 of the remaining commitment each year.
- There were large billings in December and January.
- There are several large preservation projects which will be billing soon and these will help bring the account balance down to a more desirable level.
- About 75% of the commitment is in the Urban Arterial Program (UAP.)

- Staff expects the Relight Washington (LED) commitment to go down as Avista bills for the many cities where they have already installed the new streetlights.
- Mr. Ramsay stated he would like to see more funds dedicated to preservation in the 2018 call. Staff will keep this in mind during the preparations for the upcoming call recommendations.

C. Project Activity Report – Jason Phelps reported on the following:

The following activity took place in November through December 2016.

- Discussed the number of projects which changed to a new phase during November and December.
- 62 projects were moved to the design stage, this is high due to awards from November being kicked off.
- Notable Events
 - Urban Programs
 - Douglas County – N Baker Ave \$590,552 Surplus
 - Relight Washington
 - 18,800 Lights
 - 90 Projects Awarded – 36 Projects Completed
 - Sidewalk Programs
 - Lakewood – Gravelly Lake Dr. \$97,763 Surplus
 - Programs Highlights
 - November 2016 design approvals were at about 60% at the end of December and are currently at about 75%.

5. ACTION ITEMS

A. Complete Streets Awards

At the Thursday work session Chris Workman presented the 2017 Complete Streets Grant Awards overview of the first cycle development, outcomes, and next steps. He also presented the proposed list of awardees to the board.

MOTION: It was moved by Ms. Philpot with a second by Ms. Meyer to adopt the Complete Streets Award selection as presented.

Mr. Ramsay and Ms. Kuhn recused themselves from this vote due to their roles in the nomination processes of nominators Feet First and Community Transportation Association – NW respectively.

Motion carried unanimously.

B. Scope Change; Newport – Southeast Newport Improvements

MOTION: It was moved by Mr. Matheson with a second by Mayor Johnson to approve the proposed scope change to include Garden Avenue and increase funds to the Southeast Newport Improvements project by \$139,608.

Motion carried unanimously.

C. Transportation Improvement Board Executive Director position

MOTION: It was moved by Commissioner Jeffreys with a second by Mayor Johnson to offer the position of the Executive Director position of the Transportation Improvement Board to Mr. Thomas Ashley Probart.

Motion carried unanimously.

6. FUTURE MEETINGS

The next meeting is scheduled for March 23-24, 2017 in Spokane.

7. ADJOURNMENT

The meeting adjourned at 10:04 a.m.



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-948(001)-1	BATTLE GROUND	FY 2017 Arterial Preservation Project	Bid Award	BA	366,122	-625	Director
3-P-144(002)-1	BRIER	FY 2017 Arterial Preservation Project	Audit	CC FV AD	224,376	-30,240	Director
3-E-161(002)-1	EAST WENATCHEE	FY 2017 Arterial Preservation Project	Audit	CC FV AD	449,031	-24,954	Director
3-E-175(002)-1	ELLENSBURG	FY 2017 Arterial Preservation Project	Audit	CC FV AD	276,404	-23,596	Director
3-W-985(003)-1	FERNDALE	FY 2017 Arterial Preservation Project	Construction	CN	77,600	0	Director
3-E-183(004)-1	GRANDVIEW	FY 2017 Arterial Preservation Project	Audit	FV AD	346,311	0	Director
3-E-183(005)-1	GRANDVIEW	FY 2018 Overlay Project	Design	DE	34,929	0	Director
3-W-188(002)-1	KELSO	FY 2018 Overlay Project	Design	DE	64,381	0	Director
3-P-804(003)-1	NORTH BEND	FY 2018 Overlay Project	Construction	DE	9,302	0	Director
3-W-950(001)-1	RIDGEFIELD	FY 2017 Arterial Preservation Project	Construction	CN	55,152	0	Director
3-P-142(002)-1	SNOHOMISH	FY 2017 Arterial Preservation Project	Audit	CC FV AD	281,242	-23,242	Director
3-P-823(002)-1	STANWOOD	FY 2017 Arterial Preservation Project	Audit	CC FV AD	271,501	59,826	Director
3-E-179(002)-1	SUNNYSIDE	FY 2017 Arterial Preservation Project	Audit	CC FV AD	246,254	-22,729	Director
3-E-176(002)-1	WALLA WALLA	FY 2015 Arterial Preservation Project	Audit	CC FV AD	525,000	0	Director
3-W-186(001)-1	WASHOUGAL	FY 2018 Rehabilitation Project	Design	DE	38,607	0	Director
3-W-978(003)-1	YELM	FY 2018 Overlay Project	Design	DE	64,055	0	Director
Total APP Change						-65,560	

CSP Program

C-W-154(001)-1	ANACORTES	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-W-156(001)-1	BELLINGHAM	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-P-114(001)-1	BOTHELL	Complete Streets Award	Bid Award	BA	500,000	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-E-930(001)-1	CLE ELUM	Complete Streets Award	Bid Award	BA	125,000	0	Director
C-E-879(001)-1	ELMER CITY	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-206(001)-1	KENMORE	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-W-828(001)-1	LANGLEY	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-850(001)-1	LEAVENWORTH	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-162(001)-1	MOSES LAKE	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-944(001)-1	NACHES	Complete Streets Award	Bid Award	BA	125,000	0	Director
C-W-973(001)-1	NORTH BONNEVILLE	Complete Streets Award	Bid Award	BA	125,000	0	Director
C-W-195(001)-1	OLYMPIA	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-135(001)-1	RUSTON	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-W-126(001)-1	SEDRO WOOLLEY	Complete Streets Award	Bid Award	BA	125,000	0	Director
C-E-165(001)-1	SPOKANE	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-E-945(001)-1	TIETON	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-886(001)-1	TWISP	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-160(001)-1	WENATCHEE	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-172(001)-1	WEST RICHLAND	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-887(001)-1	WINTHROP	Complete Streets Award	Bid Award	BA	250,000	0	Director
Total CSP Change						0	

LED Program

S-E-868(001)-1	ALMIRA	LED Streetlight Conversion	Bid Award	DE CN BA	16,650	0	Director
S-E-921(001)-1	ASOTIN	LED Streetlight Conversion	Audit	CC FV AD	38,250	24,300	Director
S-P-123(001)-1	BEAUX ARTS VILLAGE	LED Streetlight Conversion	Withdrawn	WD	0	-7,600	Director
S-P-800(001)-1	BLACK DIAMOND	LED Street Light Conversion	Audit	CC FV AD	45,102	-12,998	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-E-986(001)-1	COLFAX	LED Streetlight Conversion	Audit	CC FV AD	109,800	-2,250	Director
S-E-908(001)-1	COLTON	LED Streetlight Conversion	Audit	CC FV AD	24,300	900	Director
S-E-902(002)-1	COLVILLE	LED Streetlight Conversion	Audit	CC FV AD	169,650	7,650	Director
S-E-926(001)-1	CONNELL	LED Streetlight Conversion	Bid Award	DE CN BA	111,100	0	Director
S-E-910(001)-1	FARMINGTON	LED Streetlight Conversion	Bid Award	DE CN BA	31,500	0	Director
S-E-911(001)-1	GARFIELD	LED Streetlight Conversion	Bid Award	DE CN BA	31,500	-31,500	Director
S-E-871(001)-1	HARRINGTON	LED Streetlight Conversion	Bid Award	DE CN BA	25,650	0	Director
S-P-122(001)-1	HUNTS POINT	LED Streetlight Conversion	Withdrawn	WD	0	-8,750	Director
S-E-903(001)-1	KETTLE FALLS	LED Streetlight Conversion	Audit	CC FV AD	47,250	-7,200	Director
S-E-904(001)-1	MARCUS	LED Streetlight Conversion	Audit	CC FV AD	9,450	1,350	Director
S-W-956(001)-1	MCCLEARY	LED Streetlight Conversion	Audit	CC FV AD	50,607	6,342	Director
S-E-166(001)-1	MILLWOOD	LED Streetlight Conversion	Audit	CC FV AD	57,150	0	Director
S-W-840(002)-1	NOOKSACK	LED Streetlight Conversion	Audit	CC FV AD	31,337	2,837	Director
S-E-905(001)-1	NORTHPORT	LED Streetlight Conversion	Bid Award	DE CN BA	17,550	0	Director
S-E-915(001)-1	OAKESDALE	LED Streetlight Conversion	Bid Award	DE CN BA	32,850	0	Director
S-E-872(001)-1	ODESSA	LED Streetlight Conversion	Audit	CC FV AD	48,600	-27,450	Director
S-W-976(001)-1	RAINIER	LED Streetlight Conversion	Audit	CC FV AD	55,379	13,729	Director
S-E-898(001)-1	ROCKFORD	LED Streetlight Conversion	Bid Award	DE CN BA	32,000	0	Director
S-E-906(001)-1	SPRINGDALE	LED Streetlight Conversion	Bid Award	DE CN BA	15,750	0	Director
S-E-918(001)-1	ST. JOHN	LED Streetlight Conversion	Bid Award	DE CN BA	28,800	-28,800	Director
S-P-133(001)-1	STEILACOOM	LED Streetlight Conversion	Audit	FV AD	143,798	0	Director
S-W-977(001)-1	TENINO	LED Streetlight Conversion	Audit	FV AD	37,872	0	Director
S-E-920(001)-1	UNIONTOWN	LED Streetlight Conversion	Audit	CC FV AD	22,950	450	Director
S-E-946(001)-1	WAPATO	LED Streetlight Conversion	Audit	CC FV AD	14,689	8,392	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-E-846(001)-1	WASHTUCNA	LED Streetlight Conversion	Audit	CC FV AD	22,050	0	Director
S-P-120(001)-1	YARROW POINT	LED Streetlight Conversion	Withdrawn	WD	0	-8,050	Director
Total LED Change						-68,648	
RTP Program							
7-1-823(005)-1	STANWOOD	Old SR 530	Audit	CC FV AD	277,241	-48,871	Director
Total RTP Change						-48,871	
SCAP Program							
6-P-808(013)-1	BUCKLEY	River Avenue	Design	DE	63,720	0	Director
6-P-801(007)-1	CARNATION	E Rutherford Street	Audit	CC FV AD	302,128	8,216	Director
6-E-847(008)-1	CASHMERE	Aplets Way	Audit	CC FV AD	110,907	-758	Director
6-E-986(007)-1	COLFAX	Cedar Street and Oak Street	Design	DE	81,667	0	Director
6-P-818(007)-1	DARRINGTON	Sauk Avenue	Bid Award	CN BA	390,542	-55,948	Director
6-P-818(008)-1	DARRINGTON	Riddle Street	Bid Award	CN BA	693,236	-33,514	Director
6-E-849(104)-1	ENTIAT	Entiat Pedestrian & Bicycle Facilities	Audit	CC FV AD	60,132	-6,042	Director
6-W-838(006)-1	EVERSON	Kirsch Drive	Bid Award	CN	735,486	0	Director
6-E-852(007)-1	MANSFIELD	Second Avenue	Design	DE	29,885	0	Director
6-E-892(003)-1	NEWPORT	Southeast Newport Improvements	Construction	CN	87,604	139,608	Director
6-E-872(107)-1	ODESSA	5th Avenue	Audit	CC FV AD	44,428	130	Director
6-E-916(004)-1	PALOUSE	W Whitman Street	Construction	CN	57,000	0	Director
6-E-917(002)-1	ROSALIA	Whitman Avenue	Construction	CN	59,785	0	Director
6-P-135(002)-1	RUSTON	Winnifred Street	Audit	CC FV AD	885,000	0	Director



Project Activity Report

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6-P-824(012)-1	SULTAN	4th Street and 5th Street	Audit	CC FV AD	471,578	26,800	Director
						Total SCAP Change	78,492
SCPP Program							
2-E-907(002)-1	ALBION	FY 2017 Seal Coat Project	Audit	CC FV AD	22,962	-31,875	Director
2-E-876(002)-1	BREWSTER	2017 WSDOT North Central Region Chip Seal	Bid Award	BA	146,830	28,086	Director
2-E-895(002)-1	FAIRFIELD	FY 2017 Overlay Project	Audit	FV AD	181,731	0	Director
2-P-820(002)-1	GRANITE FALLS	FY 2017 Overlay Project	Audit	CC FV AD	150,227	-38,099	Director
2-E-871(001)-1	HARRINGTON	FY 2017 Seal Coat Project	Audit	CC FV AD	5,542	-12,483	Director
2-E-931(008)-1	KITTITAS	FY 2017 Overlay Project	Audit	CC FV AD	99,933	-23,067	Director
2-E-862(007)-1	MATTAWA	FY 2017 Overlay Project	Audit	CC FV AD	473,724	-38,770	Director
2-E-928(003)-1	MESA	FY 2018 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-166(001)-1	MILLWOOD	FY 2018 Seal Coat Project	Bid Award	DE CN BA	129,960	0	Director
2-W-962(003)-1	MOSSYROCK	FY 2018 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-944(001)-1	NACHES	FY 2018 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-845(004)-1	RITZVILLE	FY 2017 Overlay Project	Audit	CC FV AD	175,908	-16,074	Director
2-E-845(005)-1	RITZVILLE	FY 2018 Rehabilitation Project	Design	DE	42,750	0	Director
2-W-965(002)-1	TOLEDO	FY 2018 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-886(004)-1	TWISP	FY 2017 Overlay Project	Audit	CC FV AD	180,448	-4,372	Director
2-E-887(001)-1	WINTHROP	FY 2017 Overlay Project	Bid Award	BA	173,510	31,290	Director
						Total SCPP Change	-105,364



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SP Program							
P-P-809(P01)-1	CARBONADO	Farm Street	Design	DE	36,832	0	Director
P-E-902(P01)-1	COLVILLE	SR 395	Design	DE	26,215	0	Director
P-P-204(P04)-1	COVINGTON	164th Avenue SE	Design	DE	0	0	Director
P-E-924(P01)-1	DAYTON	W Main St (SR 12)	Design	DE	19,800	0	Director
P-P-130(P01)-1	FIRCREST	Emerson Street	Bid Award	CN BA	534,536	-40,716	Director
P-W-831(P02)-1	FRIDAY HARBOR	Park Street and Reed Street	Construction	CN	21,965	0	Director
P-P-127(P04)-1	GIG HARBOR	Harborview Drive	Construction	CN	27,500	0	Director
P-W-190(P02)-1	HOQUIAM	SR 101 (Simpson Ave)	Design	DE	40,000	0	Director
P-P-206(P04)-1	KENMORE	NE 181st Street	Design	DE	97,172	0	Director
P-P-106(P03)-1	KENT	132nd Avenue SE	Design	DE	47,382	0	Director
P-E-931(P03)-1	KITTITAS	Patrick Avenue	Audit	CC FV AD	269,059	-7,276	Director
P-W-197(P02)-1	LACEY	Citywide Pedestrian Crossings	Construction	DE	0	0	Director
P-W-839(P01)-1	LYNDEN	17th Street	Audit	CC FV AD	262,771	-7,858	Director
P-P-143(P02)-1	MARYSVILLE	Grove Street	Contract Completion	CC	121,769	-14,980	Director
P-P-104(P02)-1	MERCER ISLAND	Island Crest Way	Bid Award	CN	257,338	0	Director
P-P-112(P01)-1	NORMANDY PARK	SW Normandy Road	Bid Award	BA	255,600	-54,400	Director
P-E-872(P01)-1	ODESSA	1st Street	Audit	CC FV AD	172,810	14,187	Director
P-E-881(P04)-1	OKANOGAN	Second Avenue S (SR 215)	Design	DE	42,570	0	Director
P-P-027(P06)-1	PIERCE COUNTY	160th Street E	Construction	CN	35,285	0	Director
P-E-208(P03)-1	SPOKANE VALLEY	Bowdish Road and 12th Avenue	Construction	CN	40,897	0	Director
P-E-925(P01)-1	STARBUCK	Main Street, Baxter Street, and Front Street	Design	DE	10,000	0	Director
P-E-178(P02)-1	TOPPENISH	Washington Avenue	Audit	FV AD	187,069	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-184(P07)-1	VANCOUVER	NE 112th Avenue	Design	DE	13,820	0	Director
P-W-186(P03)-1	WASHOUGAL	SE Evergreen Way	Design	DE	19,358	0	Director
Total SP Change						-111,043	

UAP Program

8-5-948(005)-1	BATTLE GROUND	S Parkway Avenue	Bid Award	BA	2,686,393	-1,252,076	Director
8-1-114(008)-1	BOTHELL	Main Street	Bid Award	CN BA	4,626,231	-73,769	Director
8-5-185(008)-1	CAMAS	NW Camas Meadows Drive/NW Larkspur Street	Design	DE	915,000	0	Director
8-5-006(040)-1	CLARK COUNTY	NE 99th Street and SR 503 Intersection	Bid Award	BA	2,000,000	-356,800	Director
8-5-006(041)-1	CLARK COUNTY	NE 119th Street E	Design	DE	0	0	Director
8-5-006(042)-1	CLARK COUNTY	NE 119th Street	Construction	DE	0	0	Director
8-1-110(008)-1	DES MOINES	S 216th Street	Design	DE	420,095	0	Director
8-1-139(003)-1	EDMONDS	76th Avenue W and 212th Street SW	Bid Award	CN	1,455,524	0	Director
8-1-113(012)-1	FEDERAL WAY	S 356th Street	Bid Award	BA	3,346,238	-501,262	Director
8-1-134(015)-1	FIFE	Port of Tacoma Road Interchange with I-5	Design	DE	0	0	Director
8-1-108(011)-1	ISSAQUAH	SE 62nd Street and extension	Bid Award	BA	10,500,000	750,000	Director
8-5-197(024)-1	LACEY	Hogum Bay Road NE	Bid Award	BA	3,953,737	-58,683	Director
8-3-988(002)-1	LIBERTY LAKE	Liberty Lake Drive	Bid Award	CN	1,280,770	0	Director
8-1-140(020)-1	LYNNWOOD	36th Avenue W	Design	DE	0	0	Director
8-1-031(012)-1	SNOHOMISH COUNTY	Seattle Hill Road	Bid Award	BA	3,794,328	-205,672	Director
8-3-165(089)-1	SPOKANE	Sprague Avenue	Construction	CN	0	0	Director
8-3-032(067)-1	SPOKANE COUNTY	Market Street	Construction	CN	267,985	0	Director
8-3-208(007)-1	SPOKANE VALLEY	Sullivan Road	Construction	CN	0	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-208(008)-1	SPOKANE VALLEY	Mission Avenue	Design	DE	74,000	0	Director
8-1-131(006)-1	SUMNER	Bridge Street	Construction	CN	0	0	Director
8-1-128(093)-1	TACOMA	Port of Tacoma Road	Audit	FV AD	6,689,494	0	Director
8-1-116(011)-1	TUKWILA	S 144th Street	Bid Award	BA	1,150,000	150,000	Director
8-4-181(006)-1	UNION GAP	S 14th St	Design	DE	169,511	0	Director
8-4-176(024)-1	WALLA WALLA	Isaacs Avenue	Bid Award	CN BA	2,374,318	-1,220,182	Director
8-1-198(005)-1	WOODINVILLE	SR 202 (NE 175th Street)	Design	DE	0	0	Director
Total UAP Change						-2,768,444	
 UCP Program							
9-P-206(004)-1	KENMORE	NE Bothell Way (SR 522)	Audit	CC	5,808,122	106,282	Director
9-P-106(010)-1	KENT	S 224th Street	Construction	CN	455,978	0	Director
9-P-806(004)-1	SNOQUALMIE	Railroad Avenue (SR 202)	Audit	CC FV AD	2,950,830	-43,511	Director
Total UCP Change						62,771	
Total Change						-3,026,667	

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



Increase Request City of Clyde Hill – 84th Avenue NE

March 24, 2017

BACKGROUND

The city received TIB funding for the 84th Avenue NE project in November 2015. The project proposal replaces the existing traffic signals at 84th Avenue NE and 24th Street NE and adds left turn pockets. The project also adds LED luminaires and low impact development drainage features. Originally, the city proposed to resurface 84th Avenue NE, widening the roadway to provide combined bikes lanes, curb, gutter the existing planter strip, and the five-foot sidewalks along both sides of the roadway were to remain in place.

The centerline of 84th Avenue NE is the dividing between the City of Medina and City of Clyde Hill. In 2016, it was determined that the proposed improvements were inconsistent with city of Medina’s comprehensive plan and the Puget Sound Regional Council Plan which called for a 5 foot bike lane or separated path along 84th Avenue NE .

STATUS

Through a lengthy public involvement process, the City of Medina determined the preferred alternative was to construct a 10-foot multi-use pathway accommodating both bicycles and pedestrian. To ensure consistent features the City of Clyde Hill will also construct a 10-foot multi-use path. Due to utility conflicts and terrain constraints, significant retaining walls will be needed which have a large cost impact. The city plans to complete design in 2017 and advertise in spring 2018.

The city requests the Board an increase of \$623,570 in TIB funds.

Approval of the Increase allows:

- Construction of a facility consistent with local and regional plans
- Completes non-motorized gap between Points Trail along SR-520, to the north, and existing bike lanes of 84th Avenue NE, to the south, between 24th Street NE and 12th Street NE

The table below shows the current and requested project funding:

Scope	TIB Funding	Local Funding	Total
Current Funding	\$499,300	\$200,000	\$699,300
Increase Request	\$623,570	\$700,000	\$1,313,570
Revised Total	\$1,122,870	\$900,000	\$2,012,870

If the Board approves the increase, the cities of Medina and Clyde Hill will not apply for Small City Arterial Funding from TIB funding in the 2017 call.

RECOMMENDATION

Staff recommends approval of the increase of \$623,570 in TIB funding.



Contract Completion Increase Request City of Wenatchee – Mission Street/Chelan Avenue (SR 285)

March 24, 2017

BACKGROUND

The city received TIB funding to improve the Mission Street (SR 285)/Miller Street intersection in November 2012. The following year the city received TIB funding for the Chelan Avenue (SR 285)/Miller Street intersection. Staff combined the projects to streamline design and construction of the projects.

During design, WSDOT informed the city a paver was planned on SR 285 including the intersections at Miller Street. The city worked with WSDOT to coordinate the TIB-approved project with the WSDOT paver. To avoid tearing up TIB-funded improvements, traffic markings and curb were funded and installed with TIB project funds as part of the paver contract administered also by the city utilizing primarily WSDOT funds.

The city bid the primary TIB project in February 2016. They received three bids for the contract but all were over the engineer’s estimate. The city could not rebid the project because the TIB funded improvements needed to be completed prior to the start of the paver and keep both projects within one construction season.

The city requested and received the maximum administrative increase from TIB at bid award. The city council allowed the city engineer to award the contract with the understanding that he would pursue additional TIB funding at contract completion.

STATUS

The project was completed in 2016. The cost increase since application is \$364,346. The city requests an additional \$158,848 in TIB funding.

Any cost above the city’s original commitment takes away from their ability to maintain the city street system, provide matching funds for current projects, or apply for other grants.

If the increase is granted, the TIB participation drops from 85 percent at application to 81.6 percent at contract completion. The table below shows the project funding history as well as the current increase request:

Phase	TIB Funding	Local Funding	Total
Application	\$725,701	\$128,064	\$853,765
Change at Bid Award	\$108,855	\$240,018	\$348,873
Contract Completion Request	\$158,848	-\$143,375	\$15,473
Final Cost	\$993,404	\$224,707	\$1,218,111

RECOMMENDATION

Staff recommends approval of a \$158,848 increase at contract completion for a \$993,404 TIB fund total.



**City of
Wenatchee**

DEPARTMENT OF PUBLIC WORKS

Public Services Center
1350 McKlitrack Street (509) 888-3200
PO Box 519 Fax (509) 888-3201
Wenatchee, WA 98807-0519

February 23, 2017

Gloria Bennett, P.E.
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

Sent Via: e-mail

Subject: TIB Project No. 8-3-160(026)-1 request for additional funding assistance

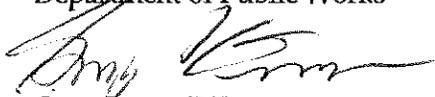
Greetings:

The City of Wenatchee would appreciate an opportunity to request additional project funding beyond the project maximum allowable request that was approved after the project was bid in 2016. Significant project cost increases were not realized until the bid opening at which time, the city council elected to utilize our arterial street fund to cover costs beyond the allowable TIB increase. This was done primarily to maintain scheduling of a second project that provided for paving to add value and reduce impacts to the public on the overall improvement.

The project was allowed a 15% increase in the original award amount for which the city is grateful. The requested additional increase of \$158,848 amounts to an increase of nearly 37% of the original TIB award amount. The Wenatchee City Council agreed at bid award that the increased costs were necessary and funded the additional unanticipated cost understanding that staff would seek an additional funding increase. While not proud of the cost increases of the project, we are proud of the finished product in that were able to better accommodate trucks on SR285 consistent with our original application. Additionally, we were able to include significant pedestrian and landscaping improvements to one of the highest traffic congestion areas in our city.

Thank you in advance for your consideration of this request and please do not hesitate to contact me with any questions you may have.

Sincerely,
Department of Public Works


Gary Owen, P.E.
City Engineer

attachments

pc: Matt Leonard, Jennifer Saugen w/o attachments



Bid Award Increase Request

Town of Northport – South Ave/4th St/Center Ave (SR 25) Sidewalk

March 24, 2017

BACKGROUND

Northport is a town located in northern Stevens County. Their current population is 295.

The Town received TIB funding for the South Ave/4th St/Center Ave (SR 25) Sidewalk project in November 2015. This project adds sidewalk on South Avenue between 5th and 4th, on 4th between South and Center and continues northeast along Center Avenue (SR 25) terminating at 1st Street.

A previous TIB-funded sidewalk project added sidewalk on South Avenue from 9th to 5th Street.

This project ties into the previous TIB project and completes installation of ADA-compliant sidewalk between the school complex on 10th Street and the central business district along Center Avenue (SR 25).

STATUS

The town bid the project in August 2016. They received two bids that were more than \$110,000 over the engineer’s estimate. The town rejected the bids and rebid the project in February 2017.

The rebid results are better than the initial bid. The town received two bids but again, the low bid is significantly higher than the project funding.

It is unlikely that rebidding the project will yield more favorable results because:

- The current bid was timed to open at the most favorable bidding time
- Northport is very remote with few contractors willing to bid work in the area
- Available contractors are finishing work that could not be completed last season due to weather issues

The town has very limited resources and cannot afford to pay for the cost that exceeds approved TIB funding. The table below shows the current project funding and the town’s increase request:

Phase	TIB Funding	Local Funding	Total
Application	\$300,000	\$0	\$300,000
Bid Award Increase Request	\$106,219	\$0	\$106,219
Revised Total	\$406,219	\$0	\$406,219

RECOMMENDATION

Staff recommends approval of the \$106,219 increase in TIB funding and approval to award the contract.

TACOMAWEEKLY

Lincoln District revitalization to begin in March

December 29, 2016

The City of Tacoma has gone out to bid for Phase 1 of the Lincoln District Revitalization Project which will include work on streetscape improvements and underground utilities. Bids are due in late January 2017, with construction projected to take place March to November 2017. During construction, traffic will be reduced to one lane in each direction in the construction zone.

Having recently been awarded \$1,299,530 in Transportation Improvement Board grant funding by the State of Washington, the City is also working on plans for Phase 2 of the project which will include the creation of a pedestrian friendly street that can be closed to traffic and used for community events throughout the year on South Yakima Street from South 38th to South 39th streets. Preliminary concepts will be further developed by the City, in collaboration with Lincoln Business District and community members, in 2017. Construction of Phase 2 is projected to begin in 2018.

"The City has really been working hand in hand with Lincoln Business District and community members to ensure the area reflects the neighborhood," said District 4 Council Member Marty Campbell. "We had initially set aside \$4.25 million for the Lincoln District Revitalization Project. Through leveraging and partnerships like the Transportation Improvement Board grant, along with the money spent by Tacoma Power, Tacoma Water and Environmental Services, has brought the total funding on the project to just over \$9 million."

More information about the project, including the latest project updates, is available at cityoftacoma.org/LincolnProject or at the Lincoln District Revitalization Project Office (750 S. 38th St.), between 10 a.m. and 4 p.m., Monday through Friday. Interested parties can also email LincolnProject@cityoftacoma.org, call 311 within Tacoma city limits, or call (253) 591-5174 from anywhere else.

Say goodbye to Sumner's iconic Bridge Street Bridge

by John Gillie

February 4, 2017

At 90, Sumner's landmark Bridge Street Bridge is suffering the infirmities of age.

Its steel handrails are bent, its wooden walkway is warped, and its roadways are too tight for buses and trucks to navigate easily. Based on national standards, the bridge's steel superstructure earns just a 7 rating on 100-point bridge sufficiency scale. Bridges rated 50 or below need priority replacement.

The bridge load limit prohibits large buses and tractor trailers from crossing.

Now, after years of planning and design, the bridge replacement project is about to start. The new bridge will be the fourth to cross the White River at that spot. The first was constructed just south of the present bridge in 1863 for \$495. The new bridge will cost some \$17 million.



The Bridge Street Bridge in Sumner, looking southeast across the White River toward downtown Sumner.

Peter Haley phaley@thenewstribune.com

Sumner's new Bridge Street Bridge, shown in architectural drawings here, will feature several decorative features designed to recall the 90-year-old steel truss bridge it will replace. Among those features will be acorn-style street lights, internally lighted lanterns and cantenary lights strung above the roadway. The new bridge will also include fixtures to hang flower containers during the summer months. Courtesy City of Sumner

"There's no doubt the bridge needs to be replaced," said Sumner's associate engineer, Jason Van Gilder.

But while the bridge's condition requires its replacement, the community will miss its presence, said several longtime residents.

The bridge, built in 1927 on the west edge of downtown, has become a landmark in this town of 10,000. Its old-fashioned steel truss construction has lent an air of historic authenticity to Sumner's quaint main street ambiance.

The community usually celebrates the Christmas holidays by outlining the bridge in white lights. Last year, because of the impending bridge replacement, the lighting didn't happen.

Stacy Haven, president of the Downtown Sumner Association, said the bridge has played a key role in the promotion of downtown.

"We'll be sad to see it go, but the city has worked hard to create a new bridge with a flavor of the old one," she said.

Van Gilder said the new bridge design evolved through multiple public hearings and citizen requests.

This spring, the city's contractors will begin removing vegetation on the White River banks where the supports for the new bridge will rest. That bridge will be built just south of the old structure, allowing traffic to continue unimpeded across the river on the old bridge until the new bridge is ready for service.

Construction will begin this summer and finish in mid- to late-2018.

The design approved by the City Council is at heart a modern concrete bridge but with decorative features that hark back to the old structure.



Sumner's new Bridge Street Bridge, shown in architectural drawings here, will feature several decorative features designed to recall the 90-year-old steel truss bridge it will replace. Among those features will be acorn-style street lights, internally lighted lanterns and catenary lights strung above the roadway. The new bridge will also include fixtures to hang flower containers during the summer months. Courtesy City of Sumner

Those decorative features include lantern lights rising from bridge's margins. Those lights will be equipped with LED bulbs that can change colors to celebrate different seasons or events. The streetlight poles will mimic the "acorn-style" light fixtures on the old bridge. And a network of catenary lights will be strung above the bridge's traffic lanes.

The bridge railings will be built in the style of the old bridge's riveted steel superstructure. And a pocket park at the bridge's west end will include a beam cut from the old bridge's structure to remind visitors of the bridge that stood on the spot for nine decades.

The remainder of the old bridge will be cut up and sold for scrap.

The new bridge will be wider than its predecessor so it can better handle the trucks heading to Sumner's industrial area north of downtown.

Despite the historic features included in the new structure, not all history buffs are satisfied.

HistoricBridges.org, a nonprofit founded by Nathan Holth of Michigan and dedicated to cataloging and advocating for historic bridges, has criticized Sumner for being "bent on reducing this bridge to scrap metal and constructing a slab of concrete in its place."

"The proposed superficial details, such as ornamental railings and colored lighting on the bridge, are elements that either already existed on the historic bridge or could be added to the historic bridge," it said.

"True bridge aesthetics are derived from a bridge that does not need to disguise or hide its ugliness, but instead is itself beautiful such that superficial decorations are either not needed, or are simply complementary to existing structural beauty."



City receives grant to complete sidewalks

by Daily Record Staff

February 7, 2017

The city of Ellensburg will receive a \$250,000 grant from the Washington State Transportation Improvement Board to complete missing sidewalk sections in the city.

The application is part of the Complete Streets Grant Program administered by the Transportation Improvement Board.

The city will complete sidewalk sections at: Willow Street on the west side south of Seattle Avenue, Helena Avenue on the south side at Parklane Avenue, Helena Avenue on the south side from Walnut Street West, and on Idaho Avenue on the south side east of Abbey Glen Court.

If there is money left after the completion of those streets, the project will be expanded, city manager John Akers said.

Kent plans pedestrian improvements to 132nd Avenue SE

by Steve Hunter
January 18, 2017

Pedestrians will have a much smoother walk by next fall along 132nd Avenue Southeast in Kent.

The city of Kent recently received a \$473,784 state grant to help pay for the estimated \$1.2 million project to install sidewalks and paved paths along the west side of the street between Southeast 248th Street and Kent Kangley Road, also known as Southeast 272nd Street.

There are a lot of missing sidewalk or paved path sections along the stretch of road from popular destinations such as the Wilson Playfields near Southeast 248th Street to The Marketplace at Lake Meridian near Kent Kangley Road.



Pedestrian improvements along 132nd Avenue Southeast will include a new crosswalk near Southeast 253rd Street.

“There is a lot of housing and people trying to get to the playfields or the park and ride lot or the shopping center,” said Drew Holcomb, city engineer in charge of the project, in a report on Jan. 9 to the City Council’s Public Works Committee.

Kent received the grant from the state Transportation Improvement Board. The city wants to eventually expand the sidewalks to the southern city limits at Southeast 282nd Street. The city will use a one-time allocation from the council and developer mitigation costs to help pay for the sidewalks and paths.

Kent would like to expand 132nd Avenue Southeast to a five-lane road with new sidewalks, lights, bicycle lanes, curbs and gutters but that work would cost an estimated \$50 million. City staff hasn’t identified a funding source for the large-scale project and getting such funds is unlikely for the foreseeable future, according to city documents.

City Public Works Director Tim LaPorte said he expects the pedestrian improvements to 132nd Avenue Southeast to be done by the fall.

Crews will add a flashing beacon at a crosswalk near Southeast 253rd Street to help people get to Wilson Playfields. Pedestrians will be able to push a button to get a flashing light to alert drivers that people want to cross the street.

Buckley to reconstruct River Ave. with half-million grant

by Kevin Hanson

January 18, 2017

More than a half-million dollars will soon be coming Buckley's way, money that will fund the majority of planned improvements to a busy stretch of River Avenue.

Members of the City Council voted unanimously Jan. 10 to accept \$552,393 from the state's Transportation Improvement Board. The money comes in the form of a grant, not a loan. The city will contribute about \$189,000 toward the total anticipated project cost of \$741,000.

Plans call for a total reconstruction of River Avenue from Jefferson Street to the junction at state Route 165. That entails grinding away the existing pavement and adding of a new crushed-rock bed, topped with fresh, new pavement. Included in the TIB grant is money to construct new curbing and gutters, along with a 6-foot-wide sidewalk on both sides of River Avenue.

With the city's financial contribution, the project also will include another 250 feet of sidewalk stretching to the city's skate park. Additionally, the city intends to add a single lane for diagonal parking and LED street lighting.

The project will be designed this year and construction is expected in 2018, according to City Administrator Dave Schmidt.

Also during their regularly-scheduled meeting of Jan. 10, members of the City Council gave their formal blessing to Phase 2 of the Perkins Prairie housing subdivision.

Preliminary plans for the entire Perkins Prairie undertaking – which calls for 177 homes along the north side of Ryan Road – have already been granted. Phase 1 is now underway and, with the council's approval, work on another 58 homes has been authorized.

City of Bothell hosts meeting for Main Street merchants

by Catherine Krummey

January 19, 2017

Business and property owners from Main Street gathered at Bothell City Hall on Jan. 11 to hear the latest updates on the Main Street enhancement project.

City staff and consultants were on hand to present information about the planned improvements, discuss how to mitigate impacts to Main Street's businesses during construction and address any questions or concerns.

The project will refresh the existing Main Street by reconstructing the street, upgrading the roadway infrastructure and adding aesthetic improvements. This project is a key component of Bothell's downtown revitalization plan.

On Nov. 18, the Washington State Transportation Improvement Board awarded the city a \$4.7 million grant to carry out the first phase of the project.

The project consists of two phases. The first improvement phase is between Bothell Way NE and 102nd Avenue NE, while the second improvement phase is between 102nd Avenue NE and 104th Avenue NE/Kaysner Way.

The conceptual streetscape design has been completed and addresses the entire corridor between Bothell Way NE and 104th Avenue NE/Kaysner Way.

Another meeting with business owners about the project is planned for April, after the contractor is on board for the project. Once construction begins on the project, which is anticipated for the spring, consultants said it could take between nine months and a year to be completed. Incentives will be offered to the contractor for an early finish.

More information about the project, including the presentation given on Jan. 11, can be found at www.bothellwa.gov/433/Main-Street-Enhancement. Those who were unable to attend and have questions should direct them to Bothell Senior Civil Engineer Nduta Mbuthia at nduta.mbuthia@bothellwa.gov or 425-806-6829.



City of Bothell™

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Airway Heights nominated for street grant

by Al Stover

January 19, 2017

Airway Heights could receive another gift from the state's Transportation Improvement Board (TIB), one that will help make the city's sidewalks better at accommodating residents.

The city was one of several nominated for a Complete Streets Award grant for up to \$250,000. According to the TIB's website, the Complete Streets Award is a new program that gives funds to a municipality or county that has adopted a Complete Streets ordinance "and shows an ethic of planning and building streets that use context sensitive solutions to accommodate all users, including pedestrians, transit users, cyclists and motorists."

The City Council adopted a Complete Streets ordinance as a component of the Airway Heights municipal code in 2010.

"It was kind of a surprise for us," Public Works Director Kevin Anderson said.

Cities must submit a work plan that addresses access to transit, street aesthetics, bicycle or pedestrian facilities within their jurisdiction on publicly owned streets. It must also expend the funds within three years and can be changed administratively to add or remove elements.

According to Airway Heights' work plan draft, \$200,000 of the grant would be used to redo approximately 35 curb ramps along Lawson, Lundstrom, Russell, Sixth and Eighth streets to meet ADA standards. Anderson noted that the city's six-year transportation plan features a "Sidewalk Improvement Program" section that includes a project to bring the city's curb ramps into ADA compliance. The project's estimated cost is \$564,000.

Anderson added that projects that include ADA improvements are "tough to get grant funding for."

In 2014, the city installed ADA-compliant curb ramps on the corners of King and Lawson streets and on 12th Avenue as a part of the work done for the Safe Routes for Sunset project.

The remaining \$50,000 would go toward developing a plan that identifies other improvements for non-motorized transportation and other Complete Streets elements that are needed in the city. Anderson said he plans to gather feedback from residents to see what improvements they would like staff to implement in the plan.

"We're looking at trying to fix as many problems as we can," Anderson said.

The TIB will distribute the awards on Jan. 27.



The curb ramp on the corner 12th Avenue and King Street, which is covered by snow, is one of the four that were redone to meet ADA standards for the Safe Routes for Sunset project.

Cheney FREE PRESS

ML council OKs relamping plan

by John McCallum

March 2, 2017

Medical Lake will soon see Avista crews around town changing out old high pressure sodium and other style streetlamps and replacing them with new, brighter and more energy efficient Light Emitting Diode (LED) lamps — thanks to an agreement with the state’s Transportation Improvement Board.

The city has been awarded a \$104,000 grant from TIB’s Relight Washington Program to provide for conversion of standard street lamps to LEDs. The City Council approved the contract with the TIB at its Feb. 21 meeting last Tuesday, with work scheduled to begin once the state and Avista have also signed off.

City Administrator Doug Ross said for the most part, it was a standard agreement, with funding coming from a portion of state taxes at the gas pump. The one difference is this was the first time Ross said he had seen a dollar figure associated with a project such as this.

“That’s pretty good for changing out every light bulb in the city of Medical Lake,” he added.

Ross noted that some of this work had already been taking place, with Avista replacing standard streetlight lamps with LEDs whenever the older lamps burned out.

In the only other action item at the Feb. 21 meeting, the council unanimously approved a fireworks stand application from TNT Fireworks. The stand will be located in the Denny’s Foods parking lot, and is authorized to sell fireworks beginning at 9 a.m. July 1 and ending at 8 p.m. July 4.

Ross said this is the first application to be approved that falls under the city’s fireworks ordinance that was revised last year. The revision gives Fire Chief Jason Mayfield the authority to suspend the sale and use of fireworks in the city should weather conditions create a danger of fire.

Mayfield noted in his recommendation for approval of the application that he had given TNT a copy of the revised ordinance.

Councilwoman Jessica Roberts asked during discussion if there was a limit to the number of fireworks stands that could operate in the city. Ross said there was not and didn’t think it was legally permissible for the city to do so, and city attorney Cindy McMullen agreed.

During citizen comments, the council received an overview from engineer Larry Larson on work to be performed this summer on State Route 902 by the Department of Transportation. The DOT is scheduling \$2.5 million – \$3 million region-wide Americans with Disabilities Act work, most of which will be upgrading existing sidewalk ramps with new ones that conform to the most recent specifications.

Larson said the work should take place between April and June, with crews capable of removing eight existing ramps while installing 5–6 each day. The department is also planning a grinding and paving project for a portion of SR 902 from Medical Lake to Interstate 90 for some time in 2018.

John McCallum can be reached at jmac@cheneyfreepress.com.

Union Gap road to get much-needed attention

by Kaitlin Bain

January 24, 2017

UNION GAP, Wash. -- A nearly \$2 million fix is coming to Union Gap's 14th Street, once a quiet back road that's now a major arterial.

The half-mile section between Washington and Mead avenues will be widened to three lanes, and curbs, gutters and a 6-foot-wide sidewalk and streetlights will be added. The roadway fronts the Majestic movie theater and a number of industrial supply businesses.

Local business owners say a fix is needed and worth the couple months they may have to deal with construction to fix the pothole-ridden road and lack of sidewalks.

"We saw someone on Friday who blew out two of his tires on a pothole and came to my store to see if we had any tires. Then one of my employees blew out a tire on a pothole yesterday," said Kyle Osborne, owner of Precision Metal Works.

The street was originally used most often just to get to the specific businesses along it, said Dennis Henne, Union Gap's director of public works and community development.

"As more and more people have found that road, traffic has increased around the retail area, that road is collecting more and more traffic and has really deteriorated rapidly in the last six years," he said.

Within the past three years, city officials have tried to address potholes and other road concerns as a result of the traffic by applying for a state grant, but they have been turned down twice.

As a result, the city has spent thousands patching potholes, most recently using its last two tons of cold mix asphalt patching up the 1,600-foot section of the street Monday.

Compared to other, longer sections of road, that's a lot, Henne said.

The state grant of \$1.4 million would allow the city to fix the entire problem, as well as freeing money for other repairs around the city.

"It's a long time coming and we're not doing it just to cosmetically improve the road around our retail areas. This is actually a needed project," he said.

Dave Graham, account manager at A-L Compressed Gas on 14th Street, said he doesn't know what's taken the city so long, but he's glad to see it's taking on the project.



Traffic moves along the deteriorating South 14th Street in Union Gap, Wash., Tuesday, Jan. 24, 2017. A \$1.4 million project is planned for the stretch of road between East Mead and East Washington Avenues. (SHAWN GUST/Yakima Herald-Republic)

“The road needs to be fixed, but I don’t know yet if construction will hurt business. Either way, it’s a necessary fix,” he said.

On Monday night, the Union Gap City Council approved a contract with HLA Engineering, a local design, engineering and surveying firm, to design the project.

The company designed the city’s West Ahtanum Road improvement in 2006.

Henne said he hopes the designs will be finished by spring and the project will be completed — traffic on the road and contractors out of the way — by fall.

Union Gap receives grant to replace about 100 streetlights

by Kaitlin Bain
February 23, 2017

UNION GAP — In a move expected to save thousands of dollars each year, Union Gap will be installing energy efficient LED bulbs in its streetlights.

“We project this will reduce our energy about 46 percent, which is looking like about \$18 per day,” said Dennis Henne, the city’s director of public works and community development.

That means the money saved will equal installation costs — \$51,000 — in eight years.

He anticipates the streetlights, approximately 100, will be replaced this summer.

The project is made possible by a \$46,225 grant from the state Transportation Improvement Board and an estimated \$4,800 rebate from Pacific Power, Henne said.



Prosser workers have installed more than 400 LED streetlights in the city as part of an effort to cut energy costs. Additionally, the lights also create less light pollution. (CITY OF PROSSER/Courtesy Photo)

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City of BG considering increase in vehicle tab fee for transportation improvement projects

by Jeff Swanson

January 31, 2017

The Battle Ground Transportation Benefit District (TBD) was established as a means to provide adequate levels of funding to preserve and maintain the transportation infrastructure of the city. A TBD is a local funding tool, a public entity created for the sole purpose of ongoing transportation improvement projects that preserve and maintain the city's transportation infrastructure.

Since July of 2015, residents who live in the city limits are assessed a \$20 TBD fee when renewing or purchasing vehicle tabs. The revenue generated, approximately \$250,000 annually, is used for the sole purpose of maintaining and preserving public roads within the city of Battle Ground.

The Great Recession and state-imposed fiscal restraints have resulted in years of deferred maintenance to publicly owned assets and infrastructure; city roads are crumbling due to lack of funding for maintenance and preservation. The city took action to prevent further

decay of publicly owned transportation infrastructure by establishing the TBD and \$20 vehicle tab fee. State support for local road maintenance projects is no longer a viable option; the city must take care of its own.

Since its implementation, the TBD has funded over 7 miles of road maintenance and preservation through crack and slurry sealing, 23 miles of lane striping, and thermoplastic repair of worn crosswalk panels, turn arrows, bike lanes (maps indicating the TBD projects completed to date are available at www.cityofbg.org/TBD). With over 70 miles of roads in the city, at varying levels of needed maintenance or repair (from slurry sealing to complete reconstruction), there is much more to accomplish. State and federal mandates, totaling hundreds of thousands of dollars, add yet another level of obligation.

This year, \$65,000 of TBD revenue will be used to leverage additional funding for a section of the \$5.6 million South Parkway Improvement Project. The city was able to obtain a Transportation Improvement Board grant for the northern section of the project by meeting a 15 percent match requirement. The \$65,000 of TBD revenue was leveraged to obtain a grant in the amount of \$366,747. The city will continue to seek these opportunities to leverage and enhance the taxpayer's investment. TBD revenue provides that opportunity.

Cities must comply with state law and there are many restrictions on how cities collect and appropriate revenue in order to provide services. State-allowed TBD options include the \$20 vehicle tab fee that is currently in effect; city council may enact a \$40 vehicle tab fee; a \$50 tab fee; or may place an initiative on the ballot to increase the sales tax within the city by 0.02 percent. The sales tax option would add 2 cents to a \$100 purchase and would be imposed on all who purchase taxable items in the city of Battle Ground, regardless of their residency, and would provide approximately \$580,000 in annual revenue dedicated to road maintenance and preservation.

At the Feb, 6 meeting, city council will consider a resolution to increase the current \$20 vehicle tab fee to \$40 as allowed under state law. Doing so would provide an annual total of approximately \$500,000 dedicated to road



maintenance and preservation. Should council take action to approve the resolution, the new tab fee will take effect in February of 2018.

Council meetings are scheduled for the first and third Monday of every month, are open to the public, and the public is encouraged to attend. The city's website at www.cityofbg.org contains a calendar of meetings, an archive of previous meeting agendas and minutes, and a Notify Me feature in which one can subscribe to receive notifications of meetings, agendas, city news and more.

-Jeff Swanson is

city manager of Battle Ground

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The South Parkway project cruises on

City, contractor predict project will be complete this fall

by Jonathan Haukaas

February 14, 2017

It's time.

On March 16, the process of salvaging the infamous South Parkway Avenue in Battle Ground finally gets underway.

Over the last couple weeks, frequent travelers of South Parkway in Battle Ground have likely seen some construction crews doing work, including filling 20 potholes and doing prep work for the bigger project.

Yes, South Parkway got fixed just weeks before a section of it gets completely torn up, but given the fact that it's close to undrivable now, the added potholes almost made it treacherous. It was done by city workers and only cost around \$100.

Now the real fun begins.

Last week, Tapani Underground, a construction company out of Battle Ground, was awarded the contract for the South Parkway Avenue project with a bid of \$3.5 million.

Both Tapani Underground and the city's public works director, Scott Sawyer, estimate that if it's a dry summer, the project should be done sometime this fall.

Of the mysteries which lay beneath the road making it so bumpy — logs under layers and layers of pavement and rock is the assumption — Mayor Philip Johnson said that “once that's broken open, have some pictures so that we can put them in The Reflector so that after years of explaining, yeah, the road sucks ... this is the reason the road sucks.”

South Parkway, or rather its state of disrepair, has long been a source of complaints in the community given its rough, bumpy surface, which is made up of an assortment of crudely-filled potholes and the like.

The project will be broken down into two sections of the roadway: Section A, the southern end of the project, from Eaton to Rasmussen Boulevard; and Section B, the northern end from Rasmussen to Main Street.

Section A will be completely torn up. New features for Section A will include sidewalks on the east side, ADA (Americans with Disabilities Act) ramp upgrades, planter strips, bike lanes, lighting, a travel lane in each direction and a center left-turn lane. Construction will include upgrades to the water and sewer utilities infrastructure, as well as stormwater facilities.



Crews guide traffic earlier this month on South Parkway Avenue in Battle Ground. The work being done on the road over the last few weeks has been mostly pothole filling and prep work. The big project gets underway March 16.

Photo by Jonathan Haukaas

Section B, between Rasmussen and Main, will require less work using a process referred to as “mill and fill.” The first few inches of the roadway will be ground down and a new layer of asphalt will be added on top. Sidewalk ADA ramps will be upgraded and some utility work will be done.

Two state Transportation Improvement Board grants totaling \$4.3 million make up the majority of this fully-funded, \$5.6 million project. Below is a complete funding breakdown:

- State Transportation Improvement Board Grants: \$4,305,216

- Battle Ground Traffic

Impact Fees: \$695,000

- Battle Ground

Water Fund: \$498,350

- Battle Ground Sewer Fund: \$41,000

- Battle Ground Transportation

Benefit District (TBD): \$65,000

The city will host an information night at 5:30-7 p.m., Tuesday, Feb. 28 at city hall for anyone interested in learning more about the project. Visitors will be able to view a timeline of the project, hear from staff, see project plans and learn more about the funding.

Attention northeast Lacey: Hogum Bay Road construction begins in March

by Rolf Boone

February 10, 2017

Lacey City Council awarded a construction contract Thursday night, setting in motion a plan to reconstruct Hogum Bay Road in northeast Lacey over the next 17 months.

The council awarded the \$6.25 million contract to SCI Infrastructure LLC of Seattle. The project is a full roadway reconstruction that will begin in March from about Marvin Road to north of 31st Avenue, and will include new curbs, gutters, sidewalks and bike lanes. The work also will create a roundabout at Hogum Bay Road and Willamette Drive Northeast.

Hogum Bay Road is in need of work, according to the city's "state of the streets" report for 2016, which shows the road has a pavement condition index in the 30s. A new street has a PCI of 100, while a road under 50 is considered failing.



Lacey City Council awarded a \$6.25 million construction contract Thursday night to reconstruct Hogum Bay Road from about Marvin Road to north of 31st Avenue. Steve Bloom Staff file, 2017

The council was unanimous in its decision to award the contract, but still asked questions about how traffic would be accommodated during construction and whether the new roundabout would stand up to truck traffic.

City Engineer Roger Schoessel said the city will try to keep Hogum Bay Road open to traffic during construction. The roundabout work will be done at night.

As for whether the roundabout will stand up to truck traffic headed to distribution centers, it was designed for the "high left turn movement" of a truck trying to get around the road feature, he said. Schoessel also described the road reconstruction work as "robust" to handle those trucks.

Distribution centers for Harbor Wholesale Foods, Trader Joe's and Medline Industries can be found at the north end of Hogum Bay Road.

Schoessel expects a lot of drivers will choose Marvin Road as an alternative route during construction.

That prompted Councilman Michael Steadman to ask for an update on Marvin Road construction. That street was recently widened, but isn't finished due to the wet weather since the end of September, Schoessel said.

He said work crews need about five dry days to get that work completed.

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Read more here: <http://www.theolympian.com/news/local/article131897549.html#storylink=cpy>

Issaquah Council awards \$23.1M Southeast 62nd Street contract to Quigg Bros, Inc.

by Nicole Jennings
February 16, 2017

The Issaquah City Council unanimously voted at the Feb. 8 meeting to award the construction contract for the Southeast 62nd Street extension to Quigg Bros, Inc. of Aberdeen.

The project, which has been in the works since 2010 and is slated for completion at the end of next year, will create a new road that extends Southeast 62nd Street to Lake Drive and thereby connects Lake Drive with East Lake Sammamish Parkway Southeast. There will be two new roundabouts where the road extension intersects 221st Place Southeast and Lake Drive.

A tunnel will be constructed for the East Lake Sammamish Trail so that trail users can go under Southeast 62nd Street instead of crossing the busy road. In addition, Southeast 62nd Street will be realigned and widened, and the Pickering Trail will receive new lights and concrete.

Quigg Bros, Inc. beat out seven other bidders from around the state with its bid of approximately \$23.1 million. The next-lowest bid of \$23.3 million came from IMCO General Construction of Ferndale. Graham Contracting Ltd. of Bellevue submitted the highest bid, which amounted to \$27.6 million.

“We feel that not only did we get a good set of bid documents and a very competitive environment, but we also got an excellent contractor to boot as a low bidder, so things have really lined up well for the city,” Public Works Engineering Director Sheldon Lynne said at the meeting.

Lynne stated that the estimated total cost of the project is \$44,042,700, but noted that the city will not know the exact cost until next year. Roughly \$23.25 million of funding for the project will come from Costco, while about \$10.5 million will come from the Washington state Transportation Improvement Board and \$5 million from the Department of Commerce. The city of Issaquah will cover approximately \$4 million, which will come out of real estate excise tax revenues and impact fees.

Councilmember Bill Ramos brought up the question of the tunnel, noting that many walkers and runners may not be comfortable using it.

Councilmember Paul Winterstein said that the tunnel would have safety measures put in place, making it safer “than many other places we have in the city where you could be obscured from sight or sound of anyone else.”



The new roadway between East Lake Sammamish Parkway and Lake Drive would include a roundabout and a tunnel for the East Lake Sammamish Trail, so that trail users would not have to walk across the busy road.

Photo courtesy of city of Issaquah

“We know it’s gonna have lighting, we also know that it’s gonna have a very straight line of sight,” Winterstein said.

The construction will require an 18-month closure of the intersection of 221st Street, 62nd Avenue Southeast and Fourth Avenue Northwest, beginning in mid- to late-June of this year.

Ramos said that he wanted to get the word out about the closure as soon as possible. Lynne said that the city would be doing everything in its power to spread this information to residents beforehand. He did note that the traffic that would be affected by the closure would be “mostly industrial.”

“That’s gonna have a large effect on everyone, including us,” Ramos said. “I regret that we have to do that but I don’t know how else to build it otherwise.”

Deputy Council President Mary Lou Pauly asked Lynne how the construction trucks would affect traffic in the city.

“There is gonna be a heavy trucking element to this,” Lynne said. “They are moving and importing thousands of yards of material.”

Councilmember Tola Marts was not present for the vote.

The meeting was originally scheduled for Feb. 6, but was rescheduled due to the snow, which closed City Hall for the entirety of the day.

Our Voice: Richland bridge worth the car tab fee

by Tri-City Herald Editorial Board

February 16, 2017

Richland City Council members will have their mettle tested Tuesday night.

That's when they meet to consider imposing a \$20 car tab fee to cover the final amount needed to build the Duportail Bridge.

While the proposal surely will be opposed by many residents, it's the best way to get this important project going. City council members need to find the courage to stand up to any resistance and approve the plan.

Building the Duportail Bridge across the Yakima River has been a civic priority for Richland for at least a decade. The benefits of linking central Richland with the booming Queensgate area have been touted for years.



Duportail Bridge.

A transportation study showed that the bridge would create millions of dollars in private investments for the city within 10 years of being built and would add nearly \$200,000 in sales and property tax revenue within 20 years.

In addition, the bridge would help alleviate the worst traffic congestion in the Tri-Cities by taking thousands of vehicles off Interstate 182 and routing them through Queensgate and Richland's central business district.

Having an additional route also will vastly improve emergency response times, which is critical when seconds count.

But these benefits won't happen unless the city can raise another \$4 million. That's why city officials are considering the \$20 licensing fee.

Washington law allows cities and counties to form transportation districts, which are quasi-municipal corporations that can raise money for specific projects. They are usually funded through vehicle license fees or sales taxes.

A sales tax, though, must be approved by voters — which has traditionally been a hard sell in the Tri-Cities. But imposing a fee on car tabs is allowed with city council approval.

There are an estimated 40,000 vehicles registered in Richland and charging an extra \$20 would raise enough money annually to help cover the cost of the bridge, as well as bump up the city's street maintenance budget.

About 90 cities and counties around the state have created transportation districts, and nearly 60 have imposed the vehicle licensing fee — including Prosser, Toppenish and Wenatchee.

It makes sense that Richland would consider this avenue as well. It keeps the money locally and designates it for a specific purpose. The fee would sunset after 20 years.

Some Richland residents already have complained that it isn't fair for them to pay the extra fee when drivers from across the Tri-Cities use the roads during their commute to Hanford.

Their frustration is understandable.

Richland Mayor Bob Thompson said he would love to have a larger group help pay for the bridge, and adding the \$20 licensing fee in Richland is a "hard thing to ask, but it needs to be done."

There is no better alternative, and this is a well thought-out solution to a tough problem.

The cost to build the bridge is \$38 million, and city officials want to hire a contractor later this year so construction can begin in 2018.

Most of the money is coming from \$20 million the Legislature earmarked in 2015. The rest is coming from the state Transportation Improvement Board, the state Department of Transportation and city reserves.

But the city is still \$4 million short. Richland city officials are so close to making this project happen, they shouldn't hesitate now.

The Feb. 21 public hearing begins at 7:30 p.m. at Richland City Hall.

Lebo Boulevard improvement plans to be presented to Transportation Improvement Board for approval

by Michelle Beahm
February 27, 2017

MANETTE — The City of Bremerton is finalizing plans for the Lebo Boulevard Improvement Project, and is hoping for state approval Feb. 28.

“Right now, we are currently completing the corrections to the plans, and those plans probably, by tomorrow, will be submitted to the Washington State Transportation Improvement Board for review,” said Rick Zimburean.

Zimburean joined the project as the project manager at the end of January; he has been heading other projects for the city for about six years.

He said that hopefully the plans will get approved “within a week,” after which the project will go out to bid on the Builder Exchange of Washington.

He said the going out to bid is a three-week process, after which the team will present a proposal to the City Council for their approval of a bid.

“Once City Council approves the project and bid, then the award will be given,” Zimburean said. “Then we’ll have another public information meeting, sent to all the residents and homeowners in that area.”

In the meantime, Puget Sound Energy, CenturyLink and Comcast are working on relocating off Lebo Boulevard to make room for construction.

“PSE is currently working on their design to relocate the poles,” Zimburean said. “Once that’s approved, then probably mid-May they’ll start on relocating their power poles; that’s necessary for construction to start.”

If all goes smoothly, Zimburean said they plan to begin construction on the improvement project in early June.

“Our goal is to have all of the hard scape — paving, curbs, gutters and sidewalks — completed by no later than mid-October,” Zimburean said. “Smaller things like landscaping and signage could go into the winter or as early as next spring.”

However, Zimburean said that those dates are subject to change, depending on how long the approval process takes

“Once it goes out to bid, then that will firm up a lot of the dates,” he said.

Project overview

The City of Bremerton was awarded a Transportation Improvement Board grant to reconstruct and rehabilitate a 1.1-mile stretch of Lebo Boulevard from Lower Wheaton Way to Sheridan Road.



Community members review early plans for the Lebo Boulevard Improvement Project at a meeting Feb. 22, 2016. Kitsap News Group file photo

Funds were granted to cover new roadway surfacing, new sidewalks, lighting, pedestrian improvements and landscaping, as well as updates to the stormwater system and minor improvements to the water and sewer systems, according to the project website.

According to the website, the current design direction includes:

- Roadway cross sections developed for sections of road to maximize on street parking, see cross sections below.
- Standard 6-foot sidewalks and bike lanes on the inland side of the roadway.
- Combined use pathways on the water side of the roadway.
- New pedestrian luminaries and utility poles will be located at the back of walk.
- Regulatory speed information is proposed as MMA markings on the street at 750-foot intervals.
- No parking signs (as needed) will located at back of walk.
- Bulb outs for traffic calming have been included at the intersections. This provides a location to place stop signs and street name signs, as well as recreational/wayfinding information out of the shared use space.

Learn more about the project at www.bremertonwa.gov/973/Lebo-Boulevard-Road-Improvements.

Michelle Beahm is a reporter for Kitsap Daily News. She can be reached at mbeahm@soundpublishing.com.

Isaacs Ave. in Walla Walla closed to through traffic until early June

March 03, 2017

WALLA WALLA, WA - Isaacs Avenue will be closed to through traffic from the intersection of North Rose Street to North Clinton Street, including the intersection of North Park Street and East Rose Street, beginning Wednesday, March 8th. There may be some lane closures Monday and Tuesday while workers implement traffic control signage.

The closure is expected to continue until early June. Detour routes include Sumach Street, Melrose Street, and Clinton Street. Emergency vehicles will not be able to pass through the work zone.

The Isaacs Avenue reconstruction project will address numerous safety issues. The collision rate on Isaacs Avenue is more than three times higher than on similar roadways in the state. Converting Isaacs to three lanes is expected to prevent almost 8 collisions each year. The addition of bike lanes and medians will create safer conditions for Green Park Elementary and Whitman College students. Due to traffic signal improvements and the addition of left turn lanes, corridor travel times will also improve.

Crews will plant 46 trees in this portion of the Isaacs Avenue corridor. As a part of the project, 17 trees that are in poor condition or that interfere with construction will be trimmed or pruned, and 33 trees will be removed.

The total estimated cost of Phase I is \$5.6 million, with about half of the cost covered by grants from the Washington State Transportation Improvement Board and the Department of Ecology.

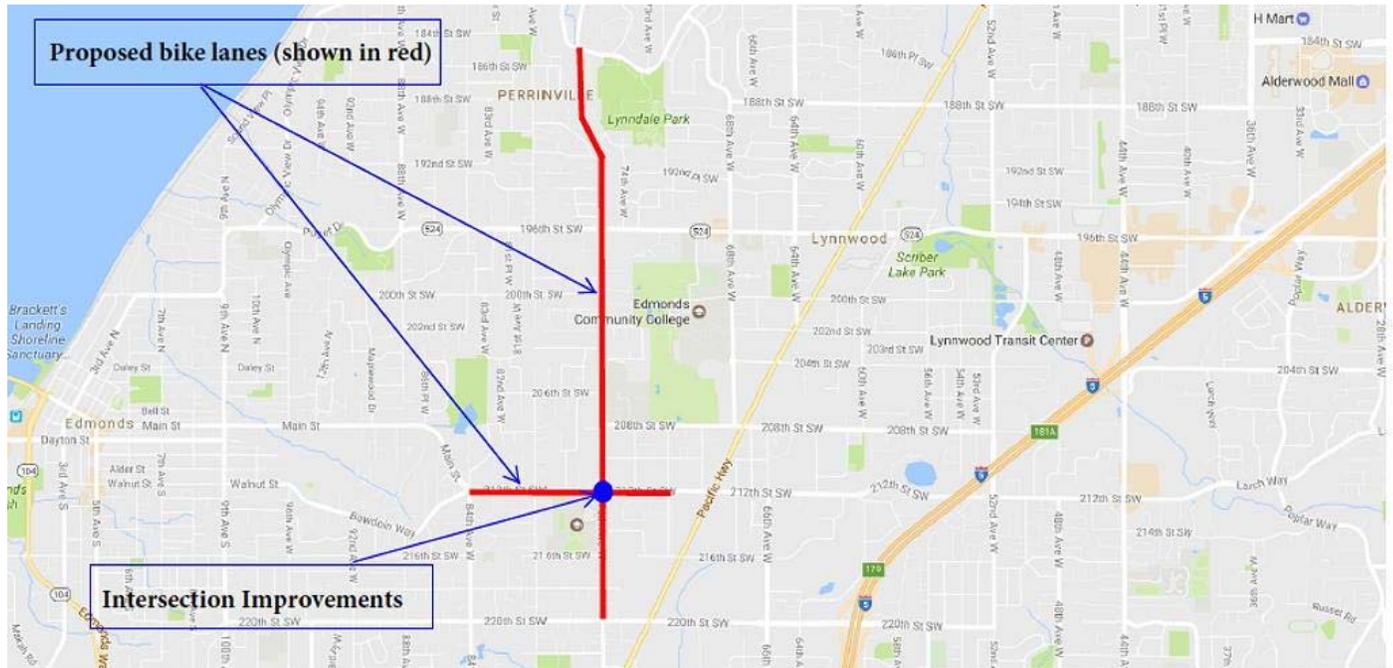
For more project updates and road closure information, please visit the gowallawalla.us website.



City Council approves 212th and 76th intersection improvements

by Harry Gatjens

March 15, 2017



76th Avenue West and 212th Street Southwest intersection improvements.

The Edmonds City Council during its Tuesday evening study session awarded a contract to Marshbank Construction for long-awaited improvements to the intersection at 76th Avenue West and 212th Street Southwest. Marshbank is the same firm that completed the roundabout at Five Corners.

The project had been put on hold after an earlier round of bids in 2016 came in far above the engineer's estimate. In the interim, the city was able to obtain an addition \$1.3 million in state transportation grants and combine the intersection improvements with the already-planned Bike2Health bike lane project. By requesting bids much earlier in the year than during 2016, the city received five bids and the lowest bid — from Marshbank at \$4,435,239.62 — was under last year's target.

"We're very happy with the bid," City Engineer Rob English told the council.

The Bike2Health project is funded by grants from the Verdant Health Commission and the Washington State Transportation Improvement Board. The combined project will add three miles of bike lanes along the two roads as well as left-turn lanes and right-turn lanes at the intersection of the two. Utilities at 76th and 212th will also be moved underground, and the project includes replacement of sewer and water pipe as well as a new stormwater detention basin.

Bike lanes on 76th Avenue will begin at 220th Street Southwest and continue north to 198th Street in Lynnwood. A combination of bike lanes and sharrows will be installed on 76th Avenue north of 198th Street to Olympic View Drive.

As part of this project, the council agreed to move to next week's consent agenda a local agency agreement with KBA, Inc. for \$389,580 to complete the construction support services and the required material testing.

Two other items were discussed and moved to next week's consent agenda:

– City contracts for special events with the Edmonds Museum Farmers Market, the Edmonds Arts Festival, the Fourth of July and the Taste of Edmonds. The contracts include a request by Councilmember Kristiana Johnson to add language “strongly encouraging” food vendors to provide compostable and recyclable food service wares. This follows up on a resolution the council passed in April 2016 to adopt Zero Waste and Beyond Waste as long-term goals.

– First quarter budget amendments. The net effect of these is the reduction of the city's fund balances by slightly over \$400,000.

The council also heard the first report from city staff on the City's Critical Areas Ordinance and was given examples of the kind of issues it involves. Councilmember Diane Buckshnis asked for future reports to include more detail about all the issues rather than just examples. Councilmember Mike Nelson requested more detail on how decisions were made.

The last item of the night was a discussion about implementing the revised sign ordinance. An ordinance was passed in August 2016 that primarily dealt with “pedestrian” or A-frame signs. Once passed, local businesses though it was too restrictive and asked for changes. Working with the Edmonds Planning Board, city staff came up with some proposed changes. The changes make location choices less restrictive, review permit costs and allow for exceptions to be administered by the city's Development Services Director rather than the Architectural Design Board. A public hearing on the revised ordinance will be held at next week's council meeting.

All councilmembers were present Tuesday. Council President Tom Mesaros served as Mayor Pro-Tem as Mayor Dave Earling was attending meetings in Washington, D.C.



Town has grant in hand for trail connections

by Roger S Lucas
March 15, 2017

You've heard it said that "the check is in the mail."
Well, this one is in the hand!

That check for \$250,000 arrived last week for Elmer City's "Complete Streets" project.

City Clerk Gary Benton and public works director "Jimmer" Tillman didn't waste any time in moving forward with the grant funds.

The town has three years to use the funds. Tillman said Friday the project will likely be done in 2018. The grant is from the state Department of Transportation's TIB (Transportation Improvement Board). Tillman said the Complete Streets award was one of 39 awarded throughout the state totaling some \$10.5 million. The grants ranged from \$125,000 to \$500,000. Tillman said that Elmer City got the grant because "we had a shovel-ready project." Elmer City had submitted its plan along with its application.

The Complete Streets project will provide sidewalks connecting to trails from two locations in the town to the existing 6-mile-long Down River Trail.

The Complete Streets designation allows for multiple uses such as vehicles, walking and biking movement.

Sidewalks will connect Third Street and Front Street to the Down River Trail system, crossing Elmer City Access Road at two crosswalks to parking areas along the river.

The paved trail along Elmer City Access Road will be about three-quarters of a mile long, a drive over the area with Tillman Friday showed.

Tillman said Belsby Engineering of Spokane will do the design work on the project.

The town is already in the beginning stages of an ongoing project to go after additional funds for more sidewalks and connecting sidewalks to expand the current Complete Streets project.

Tillman and Benton spoke at a Complete Streets meeting March 8, held locally, before town and city representatives on how to apply for TIB money.



Elmer City public works director Jimmer Tillman charts part of the "Complete Streets" project, for which the town recently won a \$250,000 grant, at the corner of 3rd Street and Elmer City Access Road. A pathway along the road will help residents reach the Down River Trail at two locations.
- Roger Lucas photo



Gov. Inslee declares state of emergency for 28 counties

March 15, 2017



OLYMPIA, Wash. - Gov. Jay Inslee has proclaimed a state of emergency for 28 Washington counties affected by severe winter weather.

The governor's office said in a news release Wednesday that winter storms from Jan. 30 through Feb. 22 produced high winds, heavy snowfall, ice accumulation and significant rainfall. The storms caused power outages, damage to roads and public utilities, delays and cancellations within the state ferry system and at major airports and damage to homes and businesses.

The governor's office estimated the damage to roads at more than \$10 million. Inslee's action will allow requests for federal dollars for those repairs and help in other areas.

The proclamation includes the following counties: Adams, Asotin, Benton, Chelan, Clallam, Clark, Columbia, Cowlitz, Franklin, Garfield, Grant, Jefferson, King, Kitsap, Klickitat, Lewis, Lincoln, Mason, Pend Oreille, Pierce, Skamania, Snohomish, Spokane, Stevens, Wahkiakum, Walla Walla, Whatcom and Whitman.

Potholes mean bumpy spring ahead

by Cheryl Schweizer

February 24, 2017

MOSES LAKE — It's not warm yet, but it's sunnier and the snow is slowly going away (yay!) and the ice is gone (double yay!) and at least it's possible to get from point A to point B without a lot of drama —

Bump.

Bump.

Well, at least it's a drama-free trip if the driver can avoid the potholes.

It's been a long hard winter and it's been as hard on roads as anywhere else. In the rueful words of Ephrata city manager Wes Crago, "This spring will be a bouncy one."



Cheryl Schweizer/Columbia Basin Herald Fixing potholes even with cold mix requires some heat, applied by Moses Lake city workers Doug Wrasper (right) and J.R. Moreno. A long winter has left damaged roads behind it.

"We're expecting to see a bit more damage from this winter than the last few," said Jeff Gincher, director of Grant County Public Works. "Every year we have some potholes," said Moses Lake city engineer Shawn O'Brien, but winter 2016-17 was exceptional. "More potholes than we've seen in a long time," said Othello city manager Wade Ferris.

"It's been an extremely bad year, just because of all the freeze-thaw cycles we've had," said Dave Reynolds, director of public works for the city of Quincy. "It's just been an ongoing battle, all winter long."

Cold weather and asphalt don't play well together. The cold freezes the surface and works its way underground, and when it stays cold, the frost works pretty far underground, said Shawn O'Brien, Moses Lake city engineer. Building a road requires disturbing the original soil, putting new dirt in some places, and all that disturbed soil reacts differently to that frost.

In addition, both O'Brien and Crago said road maintenance budgets are not what they once were. Cracks that aren't sealed in the summer will let rain and melting snow seep through when winter returns.

So — that's how they get there; how are they fixed?

The best fix is to wait until it warms up, the ground dries out and facilities that make asphalt start producing, O'Brien said. Optimal conditions are "hot mix (asphalt), warm conditions and a dry pothole," he said. But warm sunny weather and new asphalt won't be around until April or so. Some couldn't wait, Ferris said. "Some of them were so bad we patched them as well as we could."

For those that can't wait there's a different product called cold mix. "Cold mix is a temporary fix," O'Brien said. But it can be used in colder weather. Quincy city officials opted to fill the really bad spots with gravel for a temporary fix, and wait until asphalt is available for a permanent fix, Reynolds said.

It does require dry weather to work, and dry weather has been hard to come by in February. Moses Lake city employees were out Thursday morning applying cold mix to a line of big and little potholes on Stratford Road. Technically cold mix isn't cold. Workers used a torch to heat up the ground and the existing material before applying the new stuff and tamping it down.

Rain Monday and Tuesday meant pothole repair was put on hold, and Moses Lake city crews turned to another consequence of winter – bumpy gravel roads. Some of those were in bad shape, but dirt roads also require warmer weather. A newly-graded frozen road deteriorates in a few hours, O'Brien said.

There are things drivers can do to minimize the damage, both to their cars and to the road. "If there's a road restriction, please observe it," Crago said. Ephrata city officials are asking drivers to contact City Hall when they encounter a pothole. Moses Lake city crews pretty much know where the trouble spots are, O'Brien said, but Moses Lake drivers too should call city maintenance officials at 509-764-3951 if they spot road damage. "No harm in calling."

Bumpy ride ahead for Ephrata street maintenance

by Charles H. Featherstone

March 03, 2017

EPHRATA — This year’s harsh winter has left roads across the region cracked and potholed.

It’s no different in Ephrata, where city officials are struggling to find the money, and considering several options — a designated sales tax or car tabs — to fund the needed repairs.

“There’s \$145,000 worth of repairs from the January storm damage, and it will get worse, the first is not yet out of the ground,” Ephrata City Administrator Wes Crago told the city council Wednesday night.

“It has been a rough winter,” said Mayor Bruce Reim.

Potholes affect about a quarter of the roads in town. Because of damage to roads, the city has limited the weight of vehicles that can travel on A Street Northeast, and has closed 14th and 15th streets Southwest entirely, according to a news release.

Because there have been almost no state funds for road maintenance in Ephrata, and the city’s four-member maintenance crew has been busy keeping sewers clear, removing snow and ice, maintaining the cemetery, and cutting trees, Crago said there has been little time or money to maintain the city’s streets.

Crago is asking the council to considering proposing a designated sales tax or an additional car tab fee to fund a regular chip sealing for the city’s residential streets.

While the council can approve either, Crago suggested a series of public meetings to discuss the subject followed by a city-wide referendum.

“Voters will have the final say,” he said.

For 2017, Ephrata budgeted nearly \$868,000 for its road fund. Of that, nearly \$346,000 are dedicated to specific projects, and another \$400,000 for salaries and supplies to fund the department’s regular ongoing operations, including street cleaning, snow and ice removal, and normal road maintenance.

Crago said he expects regular chip sealing — coating a road in liquid asphalt, covering that with a layer of crushed gravel, and then pressing it all into the road surface with something like a steam-roller — to cost about \$120,000 annually.

A number of Ephrata’s streets were redone as part of the city’s seven-year waterline project beginning in 2007. However, while some of the city’s streets have a gravel base that allows water to drain so little is trapped under the asphalt when the temperatures get below freezing, a number of others are simply asphalt on top of dirt.

While this winter was unusual, Crago said the problem isn’t going to go away.

“The longer we wait, the worse it will get,” he told the city council.

THE SPOKESMAN-REVIEW

Bigger crews, new equipment and materials called in to combat Spokane's potholes

by Kip Hill

February 24, 2017

Wastewater and sewer workers will join street crews fighting Spokane's massive pothole outbreak, and an asphalt plant will open a month early to provide the city with hot material to patch the pockmarks, Mayor David Condon said Friday.

"Our citizens have really deserved the extra effort," Condon said at a City Hall news conference Friday morning.

Crews have filled in roughly 1,300 potholes since the beginning of the year, Condon said, about a third of the total repaired in all of 2016. Alongside Gary Kaesemeyer, the city's new streets director, and Scott Simmons, public works director, Condon said the plan to address remaining and emerging potholes involved more people, new techniques and financial backing from the Spokane City Council.

Councilwoman Amber Waldref, chair of the city's Public Works Committee, said she expects the council to increase the budget to boost pothole repairs.

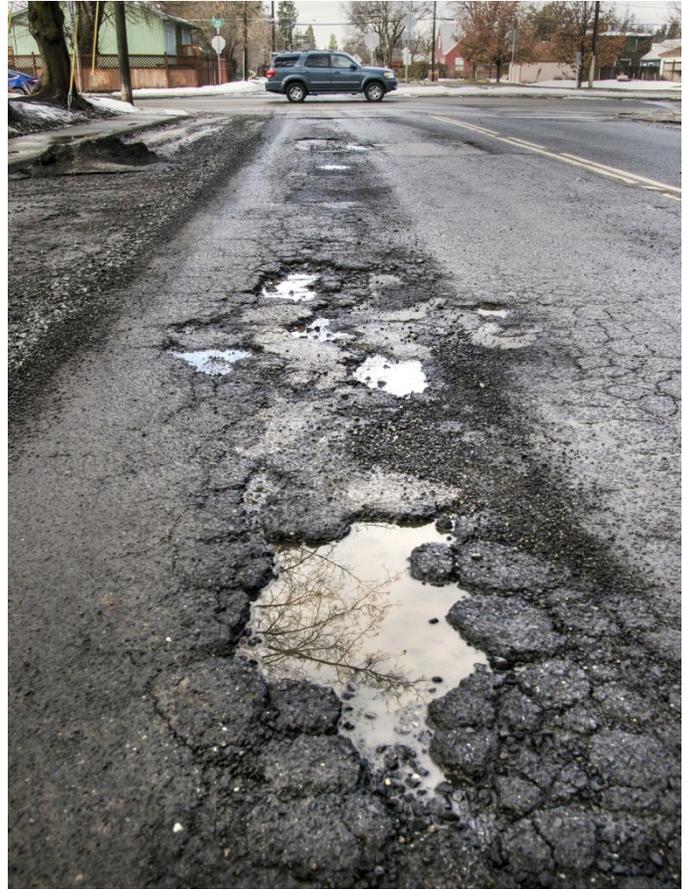
Inland Asphalt, a local plant that sells material to the city of Spokane, will open the week of March 6 to begin supplying crews with hot-mix material that is a more long-term solution than the cold patching that's been applied this winter. Kaesemeyer said the city will test bridge-decking material to fill holes in the meantime, which is harder than the traditional filler. The city also will bring in new equipment that has been successful in Idaho and Oregon in areas where traditional filling methods have failed, he said.

"We're going to see if that's more cost-effective, in the long run," Kaesemeyer said.

Kaesemeyer, who was appointed to replace Streets Director Mark Serbousek from his position as superintendent of wastewater collection and maintenance, said he had little to do with combining the efforts of that department and street workers to address the pothole problem.

"They are doing the same tasks that the street guys are doing, just repairing the potholes," Kaesemeyer said. "What's helpful, is they are bringing additional equipment."

Street crews can bring vacuum trucks and compressors to assist in drying the holes before they're filled, said Marlene Feist, director of strategic development for the public works and utilities department.



Water fills a pothole on Hartson Avenue east of Freya Street on Feb. 17 in Spokane.
(Dan Pelle / The Spokesman-Review)

Joe Cavanaugh, president of union Local 270 that represents city laborers in both departments, said it's not unusual for crews to combine efforts in what he called "emergency" situations.

But it's the first time Cavanaugh said he can remember that type of collaboration to address potholes.

"We're in new times," he said.

Crews are authorized to work 20-hour days during the winter, Condon said, and any work performed by utility crews will be billed to the city's streets department and transferred later this year upon approval by the City Council.

Condon stopped short of declaring an emergency for the potholes, he said, because of the high threshold that needed to be met for state and federal dollars. He also said the issue isn't one of funding but of effectively allocating resources, noting that voters approved an extension of the street bond in 2014 to pay for road construction and maintenance.

Simmons said the administration is hearing from the public that there is "a sense of urgency" to address the potholes.

Condon encouraged citizens to continue to report potholes online, allowing the city to gather data about where the trouble spots are and potentially revise maintenance plans. Waldref said the complaints about the condition of Freya Street, and the complaints the city has received this winter, may push that project higher on the list of street repair priorities over the next six years.

The north-south arterial is scheduled for crack seal replacement in 2017, according to the city's streets plan, part of what is expected to be the city's largest year of street construction ever, according to the administration. Several of the claims filed with the city this month for pothole damage, including 15 during a one-week period, mentioned concerns about the condition of Freya.

Condon said the city is considering what type of material they will use on Freya in the future, pointing to the success of a concrete-based material on the Monroe Street hill that has seen significantly fewer potholes, despite the hilly terrain and pooling of collected stormwater.

"Is it a material change in that area that works better? Is it linking it to our stormwater system to divert the water from that area? That's why looking at things – holistically, not just curb to curb – is a better way of addressing this," Condon said.



Winter toll on roads and budgets steep

by Roger S Lucas

March 15, 2017



A large coffee cup in a patch of former pavement on Roosevelt Drive in Grand Coulee lends perspective to the size of the problem of local streets degrading after a long winter.

- Jacob Wagner photo

City officials in the four towns will be more than happy to see winter end, but they all fear what is going to happen to city streets in the region.

Ken Dexter, public works director for Electric City, summed it up last week when he stated, "It has been the worst winter I've seen in 20 years or so."

Dexter has been with Electric City for over 30 years and will be retiring at the end of March.

City streets there are showing signs of breaking up, with frost heaves just showing up. Typical of street problems, now visible, is the area between Sunset and Silver Avenues. Cracks in pavement can be seen throughout the city, with some edges of pavement chipping away on the sides of the street.

Dexter said budgets for snow removal and street repair are "tight."

Grand Coulee is pretty much the same.

City Clerk Carol Boyce said last Thursday that the city budget for streets is \$144,000. Of this, \$30,000 was earmarked for salaries and benefits, \$30,000 for street lights, and \$10,000 for street cleaning. Snow removal has exceeded its budget of \$12,794, and street repairs are expected to go through the roof.

"We will be able to repair the worst spots, maybe, and the rest will remain," Boyce stated.

There already are two major frost heaves in the city. One is on Roosevelt Drive, where the street is coming apart, and on B Street, where a frost heave has torn up the roadway. Several streets are marked with cracks and could require major repair.

Boyce explained that it is very costly to repair roadways where stretches of pavement need replacing.

Both Electric City and Grand Coulee could get some help from Grant County. The county is petitioning the state for help for cities and towns so they can at least address the most serious street problems.

Public works director "Jimmer" Tillman in Elmer City said the cold winter sent frost as deep as 12 inches down, from two to three times normal. He stated that Williams Street looks "bad" and that cracks in pavement have allowed water to penetrate, which then froze below the surface. He expects major frost heaves on several streets.

The Elmer City budget allows only \$17,000 for street repair. However, Tillman thinks he will have some "back door" funding to assist with some of his repairs. That could come from some help from the Department of Transportation's TIB (Transportation Improvement Board).

In Coulee Dam, the street in front of Columbia River Inn is already breaking up. Central Drive, Camas Street and Columbia Avenue, particularly in front of the entrance to the Coulee Dam Federal Credit Union, will all need repair.

The problem isn't unique to the four municipalities, but highways throughout Eastern Washington are showing signs of breaking up. And a Grant County road 12 miles east of Moses Lake was closed Sunday, with a sinkhole developing beneath the pavement some 3 feet wide and 15 feet deep.