

**TUMWATER PUBLIC WORKS COMMITTEE**

**MINUTES OF MEETING**

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**CONVENE:** 8:00 a.m.

**PRESENT:** Chair Eileen Swarthout and Councilmembers Michael Althausser and Charlie Schneider.

Staff: Public Works Director Jay Eaton, City Engineer Brandon Hicks, Water Resources Program Manager Dan Smith, Transportation Manager Mary Heather Ames, Administrative Assistant Cathy Nielsen, and Recording Secretary Valerie Gow.

**ACTION:**

**CITYWIDE NHS  
RESURFACING –  
AUTHORITY TO  
SOLICIT BIDS &  
AWARD  
CONTRACT:**

City Engineer Hicks reported the request is for authority to solicit bids and a recommendation to the City Council to award a contract to the lowest responsive bidder for the Citywide National Highway System (NHS) Resurfacing project. The NHS is comprised of state and national highways/arterials that serve a regional system. Four NHS segments located in the City are along Capitol Boulevard, Old Highway 99, Troster Road, and Tumwater Boulevard. Over the last several years much of the system has been repaved. This year, the project is focused on pavement preservation of either asphalt or chip seal to preserve the NHS. The project will resurface 2.5 miles of the City's NHS segments or 9 lane miles and will include replacement of concrete panels at the northeast corner of Capitol Boulevard and north of Custer Way. The project entails upgrading 39 curb ramps to meet accessibility standards, accessible pedestrian system upgrades at 3 signalized intersections, installation of a rectangular rapid beacon system at an existing mid-block crossing, a complete signal overhaul at one of the City's major intersections, and traffic safety and operational improvements.

The Old Highway 99 segment will include new asphalt paving and interlayer reinforcement of the surface to prevent repetitive cracks. The project area consists of one half mile.

The Tumwater Boulevard project includes chip sealing to preserve previous paving completed approximately 10 years ago when the corridor was rebuilt. The two major intersections will be repaved at Linderson Way and New Market Street with the remaining corridor chip sealed. Other improvements include curb ramp upgrades at the two intersections, accessible pedestrian facility upgrades, and minor signal improvements at Linderson Way.

The southern portion of Capitol Boulevard included in the project is from Israel Road to X Street. That segment will include grinding of existing surface and replacement with new pavement, upgrading all curb ramps within the project area, accessible pedestrian system

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upgrades at intersections, and installing rectangular rapid flashing beacon at an existing pedestrian crossing north of Israel Road.

The northern segment of Capitol Boulevard is the most substantial amount of work. The project includes include concrete panel replacement and repairs as needed, upgrading of all curb ramps, new paving of the roadway, a signal overhaul at Capitol Boulevard and Custer Way replacing the signal cabinet and lights. This segment is the most intense improvement of the four segments and will follow the stormwater improvement project along Custer Way.

Councilmember Althausser asked about the plan for installing a future roundabout at Cleveland Avenue and Capitol Boulevard. City Engineer Hicks affirmed the project is included in the Brewery District Plan. All three of the major intersections in the Brewery District will be converted to roundabouts at Capitol Boulevard and Custer Way, Capitol Boulevard and Cleveland Avenue, and Custer Way and Cleveland Avenue. This particular grant does not authorize any roundabout work, as the grant source is specific to preservation of existing services. The Transportation Benefit District (TBD) is serving as the match for the project. The TBD was able to leverage the grant funds for preservation projects. The roundabout projects are not anticipated to occur for several more years.

City Engineer Hicks added that the segment will include some channelization changes by addressing the skewed intersection at Cleveland Avenue and Capitol Boulevard by realigning the intersection. The northbound outside lane on Capitol Boulevard will become a right turn lane only to Custer Way. The lane has been requested by many citizens for some time and with some of the signal improvements included in the project, some additional time will be gained in the work cycle to make the change without impacting traffic too much. On westbound Custer Way, the project includes elimination of the northern lane, limiting the westbound outside lane to a through only lane rather than a left hand lane, with the inside lane converted to a left only lane. The most noticeable change is removal of the protected left movement for northbound and southbound traffic at the Custer Way and Capitol Boulevard intersection. The traffic study did not document the need for a continued protected movement at that location.

The realignment of the Cleveland Avenue and Capitol Boulevard intersection is considered a safety improvement and will include the addition of a permitted left turn. The crossing will be shortened,d with the island eliminated to support Intercity Transit bus operations at the transfer station located off Cleveland Avenue. Skewed intersections are unsafe.

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City Engineer Hicks described the impact of the projects, which will impact both traffic and pedestrians. Some issues are anticipated for access to local businesses and some sidewalk segments will be closed with designated detours for pedestrians.

The Engineer's estimated cost for the project is \$3,966,000. Because of the size of the project, the cost range is approximately \$3.4 million to \$4.4 million. Should the cost exceed the Engineer's estimate, staff will brief and request the committee's approval. The funding source is federal funds of \$2.5 million. Any funds unused during the design and engineering phase can be rolled over to the construction phase. Staff anticipates completing design in February, followed by funding authorization work with the Department of Transportation for completion by March or April, followed by solicitation of contractors. The successful bid will be awarded a contract with work scheduled for completion by October 2020.

Staff requests the Public Works Committee authorize staff to solicit bids for construction of the Citywide NHS Resurfacing project and recommend the City Council award and authorize the Mayor to sign a public works contract with the lowest responsible bidder.

Chair Swarthout asked about the timing of the stormwater project along Custer Way. City Engineer Hicks said mobilization of the project is beginning next week with a commitment to begin major work on the project after February 14, 2020, to avoid impacting restaurants and other businesses during the Valentine's Day holiday.

### **CONSENSUS:**

**The Public Works Committee authorized staff to solicit bids for construction of the Citywide NHS Resurfacing project and recommended the City Council award and authorize the Mayor to sign a public works contract with the lowest responsible bidder.**

### **OLD HIGHWAY 99 CORRIDOR STUDY – PROFESSIONAL SERVICES AGREEMENT:**

Manager Ames reported the City selected the consultant to complete the study of the Old Highway 99 Corridor. The study area is from the south City limits to Tumwater Boulevard. The corridor contains a variety of land uses and is adjacent to a City Heritage Oak Tree.

Staff pursued a qualification-based selection process rather than price-based selection. Staff issued a Request for Qualifications, reviewed the submissions, interviewed, and selected the preferred consultant of SCJ Alliance. The goal of the study is to produce an improvement multimodal plan for the corridor to include cross sections. The study will include transportation analysis, intersection treatments, surveying and mapping, alternatives analysis, preliminary design and cost estimates, and a phasing plan for implementation. Stakeholders

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include Thurston County, Port of Olympia, Intercity Transit, and the public. The study effort will incorporate stakeholders at appropriate points during the process. The study is funded through a federal Surface Transportation Program (STP) grant of \$390,000 with a local match of \$60,000, for total estimated project cost of \$450,000.

Staff requests the Public Works Committee recommend the City Council award and authorize the Mayor to sign a Professional Services Agreement with Shea Carr & Jewell, Inc., dba SCJ Alliance, Inc.

Manager Ames explained that the grant is not intended to complete a design but is considered a separate planning stage with the project split into a series of projects from the Corridor Plan to be developed.

City Engineer Hicks addressed questions about the potential impact of the gopher on any projects along the corridor. One project was reprogrammed because of the gopher. Realistically, the City cannot pursue any projects off Tumwater Boulevard that impact gopher habitat until the Citywide Habitat Conservation Plan is completed and adopted.

**CONSENSUS:**

**The Public Works Committee recommended the City Council award and authorize the Mayor to sign a Professional Services Agreement with Shea Carr & Jewell, Inc., dba SCJ Alliance, Inc.**

**2019-2021 WATER  
QUALITY  
STORMWATER  
CAPACITY  
AGREEMENT:**

Manager Smith reported the request is a recommendation to the City Council to authorize the Mayor to sign the Water Quality Stormwater Capacity Agreement with the Washington Department of Ecology for \$50,000 to implement the City's Phase 2 of the National Pollutant Discharge Elimination System (NPDES) Program for stormwater program implementation. The grant requires no match from the City.

Phase 2 includes replacement of water quality equipment to enable monitoring of water, an inspection pilot to help facilitate construction inspections, and working with HDR to review stormwater conveyance through industrial zoned areas from a volume and water quality aspect. HDR recently completed a stormwater assessment of the Mottman Industrial area and provided some recommendations to the City that could be included in engineering plans, in other stream upgrades, or other stormwater improvements. The grant also funds work the City completes as part of the regional environmental education programs, such as Stream Teams and ways to outreach the community, as well as for two FTEs working in the NPDES Program.

Staff requests the Public Works Committee recommend the City Council approve and authorize the Mayor to sign the Water Quality

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Councilmember Schneider asked about the potential of water quality issues associated with the proposed warehouse located off Kimmie Road. Manager Smith advised that the City has a design and review process to evaluate those types of impacts. The impacts are evaluated based on the amount of impervious surface, traffic, materials used on site, soil conditions, and other potential impacts. As the applicant pursues the design process with the City's engineering and community development teams, any kind of impacts identified through that process are addressed.

**CONSENSUS:**           **The Public Works Committee recommended the City Council approve and authorize the Mayor to sign the Water Quality Stormwater Capacity Agreement with the Washington Department of Ecology for \$50,000 for stormwater program implementation.**

**ADJOURNMENT:**       **With there being no further business, Chair Swarthout adjourned the meeting at 8:34 a.m.**

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