

Public Safety and Transportation Committee Meeting Minutes
April 5, 2007

Present: Councilmembers Chair Dave Kaplan, Ed Pina, Dan Sherman, City Manager Tony Piasecki, Acting Transportation Division Manager Len Madsen, and Planning, Building & Public Works Director Grant Fredricks.

The meeting convened at 6:00 pm with Councilmembers Pina and Sherman. Chair Kaplan joined the meeting at 6:15.

Saltwater Bridge:

Grant shared the update on new developments at the Bridge that were discussed with Councilmember Kaplan on Wednesday. Late last week Acting City Engineer Reinhold inspected the Bridge and observed new surface cracking and subsidence around the pier bent. The geo-tech consultants were called back to the site on Monday (4/2) and confirmed that it appeared the foundation was settling and trying to slide downhill. They recommended emergency pressure grouting of the foundation, generally extending 10 feet beyond and 10 feet below. The City responded by directing the consultant to complete a design of these emergency repairs and identify a specialty contractor to complete this work by the end of April

Grant further explained that the City believes this work, estimated to cost as much as \$300,000, would be eligible for 100% federal funding. This is being coordinated with FHWA on the City's behalf by WSDOT's Highways and Local Programs staff. We're waiting for the consultant's technical report on this new development so that it can be forwarded through WSDOT for FHWA funding approval.

We intend to proceed with the work as soon as the design is complete and a contractor identified using the City Manager's emergency contracting authority. City funds may be required until formal FHWA approval is received. Grant will coordinate with the Finance Director to ensure sufficient City funds are available if needed.

The City is continuing to use a working cost estimate of \$1.77 million to construct the steel sheet pile wall (\$1.5M), reinforced concrete approach (\$40K), 16th Ave traffic control (\$50K) and either the pressure grouting or soil reinforcing grout piles (\$180K) until more refined cost estimates are developed. We believe the FHWA will cover \$1.3 to \$1.5M of these costs with the balance coming from state TIB, state

transportation budget or City funds. State Senator Karen Keiser is helping the City in Olympia on state funding. We've also been in contact with King County Councilmember Julia Patterson's office and the King County Historic Preservation program. If the City needs to borrow funds, a low interest loan from the Public Works Board may be available.

Len mentioned that TIB has indicated that at most they might be able to cover 50% of the local match. TIB has also indicated that they would provide the full \$389,578 in supplemental funding for the 16th Ave S project. The City had previously received \$125K of the \$389K, meaning the City would receive an additional \$264,600. These extra funds, combined with the low bid savings, means that the project will probably not to borrow the \$500,000 of interfund loans authorized by the City Council in last year's budget.

16th Avenue South Improvements: Phase I: S. 272nd Street to S. 260th Street.

Len reported on the start of sewer construction on 16th Ave S and contractor plans for the block wall construction at Woodmont Drive. Traffic control for the construction is adding to the congestion associated with the Bridge detour, especially at 14th Place South and the 4-way stop at 250th. At this time, there are only two routes of egress from the Woodmont neighborhood since the Bridge is closed. This would be reduced to a single route if Woodmont is closed for construction. Len reported that he has been working with the contractor to minimize Woodmont's closure to perhaps 1 or 2 weekend closures. This would, it is expected, result in additional project costs for overtime and extra traffic control.

The Committee discussed the need to communicate clearly with the affected neighborhoods on both project's schedules and provide information about delays and alternative routes.

Staff mentioned that there are still too many unknowns to fix a schedule for either the repairs or work at Woodmont Drive, but it is likely this work could extend into September. We intend to proceed as quickly as possible even including sole source contracting if permitted by FHWA to reduce the time as much as possible.

Len Madsen mentioned the queue at the 250th 4-way stop and at 14th Place. Staff is evaluating the intersections and exploring means to allow access and manage traffic flow on 16th Avenue South. Construction signage, "do not block intersection" signs at 14th Place and more closely coordinated traffic control by the contractor are 1st steps being taken. Staff is evaluating what

additional measures to take depending on how traffic responds these initial measures.

Len also updated the Committee on ways the project will accommodate school children walking along 16th to get to Woodmont Elementary and how we're working closely with the Principal to communicate with affected families.

Regional Transportation Improvement District and SR 509:

Chair Kaplan briefed the Committee on recent discussions with SR 509 Executive Committee regarding different lane, interchange and I-5 collector distributor options. Most Executive Committee members do not support a 2 lane configuration between South Access Road and 188th or the absence of the full complement of I-5 collector distributor lanes. The Port, however, is willing to accept a 2 lane configuration if it means that South Airport Access is provided. The Port has committed \$107M to build South Access from the signalized intersection at 200th into the Airport terminal area.

The RTID Board will be making a final decision about the full package by the end of April. The next Executive Committee meeting will be April 25th.

The next meeting of the Public Safety and Transportation Committee is scheduled for April 12, 2007 at 6:00 pm.

The meeting adjourned at 7:00 pm.

Respectfully submitted,
Grant Fredricks