

**TUMWATER PUBLIC WORKS COMMITTEE  
MINUTES OF VIRTUAL MEETING  
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**CONVENE:** 8:00 a.m.

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

Staff: Transportation and Engineering Director Brandon Hicks, Sustainability and Water Resources Director Dan Smith, Transportation Manager Mary Heather Ames, Engineering Services Manager Bill Lindauer, Capital Projects Manager Don Carney, and Administrative Assistant Cathy Nielsen.

**APPROVAL OF  
MINUTES:  
SEPTEMBER 23,  
2021:**

**MOTION:** Councilmember Schneider moved, seconded by Councilmember Althausen, to approve the minutes of September 23, 2021 as published. Motion carried unanimously.

**BARCLIFT PARK &  
TUMWATER HILL  
PARK RESTROOM  
IMPROVEMENTS –  
AUTHORITY TO  
SOLICIT BIDS AND  
RECOMMEND  
AWARD OF  
CONTRACT:**

Manager Carney presented the proposal for authority to solicit bids and recommend an award of a contract for the Barclift Park and Tumwater Hill Park Restroom Improvement Project.

Manager Carney shared a vicinity map identifying the location of the two restrooms. The restroom at Tumwater Hill Park would be located adjacent to the ball field and Ridgeview Court. At Barclift Park, the restroom would be located near the playground structure and the shade pavilion. The construction cost estimate is \$350,000 excluding the cost of two precast concrete restrooms at \$123,543 each inclusive of sales tax. The engineer's estimate for placement of the restrooms is \$350,000 to include all connections, delivery, and a 15% contingency. Connection fees include new electrical service from Puget Sound Energy (PSE) and sewer permits. The contingency is based on warnings issued during a fall American Public Works Association conference warning of increasing construction costs as the impacts of the pandemic continues. The cost of construction to complete the two restrooms is \$473,543.

Manager Carney reviewed the contractor's scope of work to install and connect utilities to the restrooms. The design is anticipated to be completed by October/November with the solicitation of bids issued in December 2021. Construction is anticipated to begin in April 2022 following delivery of the restrooms with completion by June 2022.

Staff requests the Public Works Committee authorize solicitation of bids for construction of the Barclift Park & Tumwater Hill Park Restroom Improvements Project and recommend the City Council award and authorize

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the Mayor to sign a public works contract with the lowest responsible bidder.

Councilmember Althausen said the location of the restroom appears to be beyond the outfield. He asked about any concerns with baseballs hitting the structure or a window. Manager Carney advised that although the building is concrete a window is located on the building requiring a further review by staff. He plans to follow up with the manufacturer to determine the type of window glass and whether the buildings are designed to prevent vandalism. The same type of restroom was installed at the Deschutes Valley Park, which has experienced no vandalism.

Councilmember Swarthout asked whether the Jim Brown Park currently has a restroom. Manager Carney advised that no restroom has been installed at the park at this time.

Councilmember Althausen asked about the source of the funds for the restrooms. Director Hicks advised funding is from the Tumwater Metropolitan Park District (TMPD).

**CONSENSUS:**

**The Public Works Committee unanimously approved solicitation of bids for construction of the Barclift Park & Tumwater Hill Park Restroom Improvements project and recommended the City Council award and authorize the Mayor to sign a public works contract with the lowest responsible bidder.**

**2022 PEDESTRIAN  
IMPROVEMENTS  
PROJECT:**

Manager Ames briefed the committee on the 2022 Pedestrian Improvements Project. Currently, the project is in the planning and scoping phase.

Each year, the Capital Facilities Plan (CFP) includes a designated amount of funds for Citywide pedestrian improvements and traffic calming. The project consists of three elements of: 1) work at the intersection of Custer Way and Capitol Boulevard to install a crossing on the south side of the intersection; 2) a pedestrian activated beacon crossing system on Capitol Boulevard north of Trosper; and 3) repair of numerous sidewalk deficiencies on residential streets identified through data collection as part of the recent Americans with Disabilities Act (ADA) Transition Plan Update. The total budget is \$300,000.

Manager Ames described details and funding sources for each project. She demonstrated a GIS tool with thousands of datapoints collected at part of the ADA Transition Plan Update. The tool provides layers of information identifying existing sidewalk conditions at each location.

Manager Ames requested input from the committee on the methodology for identifying areas to repair or whether to right size the project with available funds.

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Councilmember Althaus asked whether the tool enables the possibility of including the average age of neighborhoods or incorporates needs based on the populace in the vicinity of the neighborhoods because of the importance of considering access and mobility for residents. Manager Ames advised that when the City's work on the equity index has been completed, it might be possible to layer the information within the tool. However, at this time, no information is available to overlay until the work on the equity index is completed.

Councilmember Schneider referred to complaints by several residents about uneven sidewalk sections with some sections of sidewalk with a rise of seven inches. The residents live off Gold Creek Court. He asked about incorporating those areas of sidewalk within the project as the difference in elevation poses as a safety hazard to children and pedestrians. Manager Ames affirmed that the area could be included within the project. The GIS data identified the most damaged sidewalks and it is likely the project scope might require a process for identifying areas for inclusion because of the lack of funds to repairs all damaged sidewalks. The most damaged sidewalks are displaced by more than 1-3/4 inches inhibiting wheelchair access and creating tripping hazards or a slope of greater than 8.33% caused by the lifting of sidewalk sections. During the collection of data, staff recorded the severity of damaged sidewalks.

Director Hicks commented that the sidewalk damage off Gold Creek Court is an example of many areas the City is not able to repair because of budget limitations. That particular situation was caused by a tree on the property damaging the sidewalk. The code required owners to remove the tree and repair the damaged sidewalk. In that case, the property owner removed the tree approximately 10 years ago but did not repair the sidewalk. Additionally, that particular area of the City has limited pedestrian activity compared to other neighborhoods. Identifying areas of repair is a process of weighing all competing needs in the City.

Chair Swarthout said it appears from the data, 5,900 areas of sidewalk are damaged at a cost of approximately \$20 million to repair. Apparently, the budget only includes \$125,000 to repair sidewalks. Manager Ames affirmed \$125,000 was budgeted for sidewalk repairs during 2022. Chair Swarthout asked whether staff factors recent traffic studies or the level of pedestrian activity when identifying sidewalks to repair. Manager Ames said the process is complicated because of the ratio of pedestrian usage versus traffic volume. Staff considers classification of streets (vehicle usage), data from the ADA Transition Plan Update, and whether the area is located along a residential street. In many residential neighborhoods, pedestrians have the option of using road shoulders for access in areas of low traffic volume. Identifying project sites is often a give and take process in terms of selecting areas for repair. Staff uses a combination of data sources in addition to feedback from the community to identify project areas.

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Chair Swarthout acknowledged the difficulty of targeting specific areas to repair. She recommended targeting areas of heavy pedestrian use, as well as areas in the worst condition. Manager Ames advised that based on feedback, the Council wanted to focus on residential areas. The proposal focuses on those areas but could be adjusted as well.

Director Hicks added that in most cases, higher volume of pedestrian activity occurs along collector streets because they are often the location of destinations. Some of the conversations by the Council spoke to seeking more grant opportunities for collector streets, which is part of the reason for branching out to those areas.

Discussion ensued on what appears to be an insurmountable task of repairing sidewalks at a cost of \$20 million with an annual budget allocation of \$100,000+. Manager Ames pointed out that existing deficiencies do not include adding sidewalks in areas lacking a sidewalk. Although the task can be daunting, staff continues to seek grant opportunities through Thurston Regional Planning Council and state's sidewalk and pedestrian programs. Additionally, some sidewalks are eligible for inclusion within the Citywide Pavement Program utilizing Transportation Benefit District (TBD) funds. During paving and other street improvements projects, staff includes pedestrian and bicycle improvements as part of a project scope. The Pedestrian Improvement Project is a standalone project addressing areas of sidewalk not likely to be included in a larger project or receive grants. Repair of sidewalks in the City continues to be a multipronged approach.

**THIRD  
AMENDMENT TO  
SERVICE PROVIDER  
AGREEMENT FOR  
CAPITOL  
BOULEVARD/  
TROSER ROAD  
INTERSECTION  
IMPROVEMENT  
PROJECT:**

Manager Lindauer briefed members on the Capitol Boulevard/Trosper Road Intersection Improvement Project third design amendment to the original service provider agreement. The project includes three roundabouts, improvements on Capitol Boulevard and Trosper Road, a new 6th Avenue road, and rebuilding of the northbound on and off freeway ramps to Interstate 5.

The original service provider agreement effective March 21, 2018, was for \$265,000 for project vetting, survey, geotech, roundabout geometrics, and right-of-way mapping. The first amendment to the agreement in October 2018 added \$1,105,228 for final roadway design, landscaping, public outreach, and right-of-way services. A second amendment effective in January 2021 extended the term of the agreement. The proposed third amendment includes additional fees of \$249,764.70 for replacement of the sewer system on Trosper and Capitol Boulevard, replacement of the water main on Linda Street, and revisions to the Lee Street storm system.

Manager Lindauer described the two new scopes of work for the sewer system and the water main replacement and revision of the scope of work for the Lee Street storm system. Replacement of the sewer and water main are

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based on the condition of the existing systems and age. The addition of the storm system adds a storm system to Lee Street to replace an existing catch basin discharging stormwater under the Motel 6 property and onto state right-of-way. The location of state right-of-way conflicts with a future City retention pond as part of the project. Modifying the project by including Lee Street storm drainage reduces conflicts by eliminating stormwater discharge under Motel 6 and onto state right-of-way, increases the capacity of stormwater generated from Lee Street and reducing flooding issues experienced at the intersection of Linderson and Lee Street, and provides water quality and quantity control of stormwater as it is collected and routed to the City's stormwater pond.

Work items contained in the original scope of work require additional changes to complete. One of the changes pertains to additional design work for preparation of construction plans for the project. The original scope completed in 2018 estimated plan sheets and necessary design efforts to prepare the construction plan packet; however, as the complexity of the project increased over time, the number of construction sheets is inadequate to fully reflect a comprehensive construction plan set. Additional work includes another 63 plan sheets to produce a comprehensive construction plan set to enable the City to receive good construction bids and providing plans that are understandable to the contractor during construction.

The second change includes additional efforts for right-of-way acquisition based on a number of property owners requiring additional effort to attain an agreement. The additional work covers public coordination, negotiations, and additional exhibits and drawings for property owners.

The third change is for work items for utility coordination related to coordination with PSE and the Schedule 74 Undergrounding Plan. Additional efforts were required to coordinate with PSE and other utility companies.

The final work item is additional efforts on retaining wall designs. The project includes two retaining walls. The larger wall is located on the eastside of the project near the Trosper Road extension connecting to Linda Street and smaller, grade-separated retaining wall on Trosper Road at the I-5 northbound ramp splitting off Trosper Road. The additional work was for value engineering the walls to reduce the cost and additional work on wall loading, stability, and some utility connections.

The third amendment totals \$249,764.70 for a total service provider cost of \$1,619,992.70.

Councilmember Schneider asked whether the City has the funding for the cost of the revised service provider agreement. Director Hicks reported the City has the funds for the additional work and the construction.

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Councilmember Althaus asked whether the additional work would also result in higher project construction costs. Manager Lindauer explained that some items would have no affect on construction costs; however, some items would increase construction costs, such as Lee Street storm drainage. A good portion of the costs is the increased complexity of the construction plans, which are designed to benefit the contractor rather than increasing project costs.

Councilmember Althaus asked about timing for bidding the project. Manager Lindauer said efforts are concentrated on completing the design component of the project by January 2022. Bidding is scheduled early in 2022 with construction planned to begin in early summer.

Director Hicks added that right-of-way acquisition is another factor affecting the project schedule. Staff anticipates completing the last acquisitions soon; however, it took longer to acquire the properties than staff anticipated.

**CONSENSUS:**

**The Public Works Committee unanimously recommended the City Council approve and authorize the Mayor to sign the Third Amendment to Service Provider Agreement for the Capitol Boulevard/Trosper Road Intersection Improvement Project with SCJ Alliance for an additional amount of \$249,764.70, for a total amount not to exceed \$1,619,992.70.**

**OTHER BUSINESS:**

Chair Swarthout inquired on the status of a code violation involving a sewer spill on Tumwater Hill. Director Smith advised that staff continues to work with the property owner. The owner will likely hire a contractor soon as the owner received another bid that was substantially lower than the original bid of \$50,000. The owner has not signed a voluntary correction agreement with the City. The City's Notification of Violation stands with correction required by October 31, 2021. Staff has assisted the owner with securing the necessary permit and some materials.

Chair Swarthout asked whether the work crew has been able to divert the flow at this time. Director Smith said the City's operations crews are continuously removing flows from the catch basins and the manholes. The City is conducting weekly monitoring downstream and contamination levels have been decreasing.

**ADJOURNMENT:**

**With there being no further business, Chair Swarthout adjourned the meeting at 8:07 a.m.**