

**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: Water Resources and Sustainability Director Dan Smith, Engineering Services Manager Bill Lindauer, and Administrative Assistant Cathy Nielsen.

Others: Meridith Greer, Greer Environmental Consulting.

**APPROVAL OF
MINUTES: PUBLIC
WORKS
COMMITTEE,
JANUARY 5 &
JANUARY 19, 2023:**

MOTION: Councilmember Schneider moved, seconded by Councilmember Althausen, to approve the minutes of January 5, 2023 and January 19, 2023 as published. Motion carried unanimously.

**SERVICE PROVIDER
AGREEMENT WITH
PBS FOR THE
PERCIVAL CREEK
FISH PASSAGE
BARRIER REMOVAL
PROJECT
AMENDMENT 3:**

Consultant Meridith Greer with Greer Environmental Consulting, briefed the committee on the proposed amendment with PBS for the Percival Creek Fish Passage Barrier Removal project.

Ms. Greer reviewed the status of the project. The culvert is 1 of 7 full fish passage barriers within the Deschutes WRIA 13 watershed. The culvert was identified as a priority to repair by 2032, as it blocks one-third of Percival Creek for fish access because of the slope within the culvert. The culvert is 1 of 10 main stem barriers on Percival Creek and the only full culvert.

The culvert blocks a significant reach for several different salmon species in the watershed to include Chung, Coho, Chinook, steelhead, and residential trout. The project is replacement and installations of a 19-foot four-sided box culvert with 135 feet of stream regrade to enable the stream to move naturally. The project includes the addition of large woody material near the Sapp Road park to improve habitat and slow stream flow as it flows through the culvert. The project is also a transportation improvement project to expand the narrow road and add bike lanes and sidewalks on both sides of the road to improve safety for bicyclists and pedestrians. The project increases the size of both travel lanes to meet street standards.

The third amendment is required because of new construction funding the City received. Originally, staff was seeking construction funding of approximately \$1.5 million from a funding source specific to salmon recovery. The program was willing to fund those parts of the project related

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to fish passage with the remaining half of the project unfunded. In December, staff learned the project was one of six projects in the state that qualified for PROTECT (Promoting Resilient Operations for Transformative, Effective, and Cost Saving Transportation) funding available through the new bipartisan infrastructure bill administered by Washington State Department of Transportation (WSDOT). The funding enables consolidation of both fish and transportation elements into one project. The City received a funding award of \$2.1 million to complete the project. As the funding source is a new program, the City must meet new requirements by June 2023 to include ensuring the project is shovel ready, applying for a National Environmental Policy Act permit (in process), securing necessary right-of-way for the project area certified to WSDOT standards, and adding the project to the State Transportation Improvement Program (STIP). The City Council will consider scheduling a public hearing to receive testimony on the proposal to add the project to the City's Transportation Improvement Plan at its March 7, 2023 meeting.

The third amendment speaks to the need for the project to meet the shovel-ready requirement. The proposed amendment would advance the project to 100% design and construction documents to meet the June 2023 deadline. The proposed amendment increases the contract by \$27,000 for a total design budget of \$250,000 for the project. PROJECT funding requires no local match.

Currently, the project is on track to complete PS&E deliverables by May 2023 to enable bidding of the project in October 2023 with construction beginning in summer 2024. A shovel ready project is defined as a project that has completed design and engineering and is ready to construct.

MOTION:

Chair Swarthout moved, seconded by Councilmember Schneider, to recommended the City Council approve and authorize the Mayor to sign the Service Provider Agreement with PBS for the Percival Creek Fish Passage Barrier Removal Project Amendment 3. Motion carried unanimously.

**I-5 / TROSPER ROAD/
CAPITOL
BOULEVARD
RECONFIGURATION
PROJECT,
CONSTRUCTION
ROAD CLOSURES:**

Manager Lindauer briefed the committee on potential road closures during the construction of the I-5/Trosper Road/Capitol Boulevard Reconfiguration project.

The project includes installation of three roundabouts at the Trosper Road interchange, construction of new 6th Avenue from Lee Street to Trosper Road, and an extension of Capitol Boulevard to Linda Street. Construction began on January 17, 2023 to install the sanitary sewer line within the project boundary.

The request is to recommend the City Council authorize closure of City streets as needed for construction of the I-5/Trosper Road/Capitol Boulevard

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Reconfiguration project.

The contractor recently completed the 18-month construction schedule. In some specific instances, road closures facilitate completion of the project when applied strategically during the project. Road closures are an excellent tool for construction management as long as used sparingly. When used appropriately, closures enhance public safety especially during complex utility installations. Road closures also increase safety for both construction workers and City staff in work zones, as well as maximizing workspace during construction increasing work productivity, reducing project delays, and reducing project costs. However, staff would only consider road closures when there is a significant need and if the road closure is fully vetted by the Transportation and Engineering Director. All road closures have an approved detour plan and a specific length applicable to the time necessary to complete the construction task. Staff also ensures adequate public noticing so the public is aware of any pending road closure. The City is regulated by RCW 47.48.010 for roadway closures. Road closures for significant restrictions or risk associated with capital projects require authorization from the City Council. Additionally, due the complexity of the project and the fast-paced nature of the work, staff is concerned with the time required to brief the committee and the Council on a proposed road closure as the time factor could directly affect the ability for the contractor to complete work.

Providing the Transportation and Engineering Director with the authority to move forward with needed roadway closures reduces the approval time and assists City staff and the contractor in maintaining the project schedule.

Councilmember Schneider asked whether the public has access to the project schedule and road closures through the QR code for the project. Manager Lindauer advised that it was the intent to produce the business cards with the QR code to enable the public to access information about the project.

Manager Lindauer addressed questions about the project components. Sewer installation is the first component followed by installation of water lines, stormwater, and the underground utility trench. The underground work will require several months and is the most difficult part of the project.

Councilmember Althaus said he appreciates the public noticing efforts to ensure the community is aware of the project, as some motorists have no other option for traveling to their destination.

Manager Lindauer commented that the City's project coordination is very effective. Staff is also collaborating with WSDOT staff on the ramp closures. Ramp closures will be publicized on WSDOT's website as well.

MOTION: Councilmember Schneider moved, seconded by Councilmember

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Althausen, to recommend the City Council authorize the Transportation and Engineering Director to approve closure of City streets as needed for the construction of the I-5/Trosper Road/Capitol Boulevard Reconfiguration project. Motion carried unanimously.

ADJOURNMENT: **With there being no further business, Chair Swarthout adjourned the meeting at 8:20 a.m.**

Prepared by Valerie L. Gow, Recording Secretary/President
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