

6-Year Transportation Improvement Program, 2013-2018

Proj #	Project Name	Cost		Funding Sources				Local Funds Breakdown				Total	Year
		Design	Construction	Fed	State	County	Local	Str. Capital	Storm Funds	Gen. Fund	TBD		
1	North Bend Way C&G/landscape (Downing to Orchard)	\$32,174	\$235,946	\$0	\$241,307	\$0	\$26,813				\$26,813	\$268,120	12
2	Pickett Ave Reconstruction (6th to 12th)	\$82,812	\$607,288	\$0	\$0	\$0	\$690,100				\$690,100	\$690,100	12-13
3	Boalch Avenue Reconstruction	\$75,087	\$550,638	\$0	\$0	\$0	\$625,725				\$625,725	\$625,725	12-13
4	Right Turn Lane, N Bound Bendigo at Park St	\$18,585	\$136,290	\$0	\$0	\$0	\$154,875				\$154,875	\$154,875	13
5	2nd Street Sidewalk Reconstruction & Storm Access	\$13,458	\$98,692	\$0	\$0	\$0	\$112,150	\$37,150	\$75,000			\$112,150	13
6	North Bend Way/Park Roundabout Design	\$238,510		\$200,000	\$0	\$0	\$38,510				\$38,510	\$238,510	13-14
7	Cedar Falls Way Sidewalk (Roundabout to Mt View Blvd)	\$15,000	\$100,000				\$115,000			\$115,000		\$115,000	14
8	Downtown Plaza	\$114,000	\$836,000	\$475,000	\$0	\$0	\$475,000				\$475,000	\$950,000	14
9	North Bend Way/Park Roundabout Construction		\$1,762,900	\$1,024,910	\$500,000	\$0	\$237,990				\$237,990	\$1,762,900	14-15
10	Tanner Trail, Phase 2 and 3 R/W Acquisition	\$4,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$0					\$4,000,000	09-14
11	Bendigo/NW 4th St Intersection Improvements	\$55,998	\$410,652		\$400,000		\$66,650				\$66,650	\$466,650	15
12	NE 12th Street Improvements and Overlay	\$41,100	\$301,400				\$342,500		\$42,500	\$300,000		\$342,500	16
13	North Bend Way C&G/landscape (Ballarat to Downing)	\$66,000	\$484,000		\$300,000		\$250,000			\$250,000		\$550,000	17
14	North Bend Way/Ballarat Signal	\$54,000	\$396,000	\$200,000	\$200,000	\$0	\$50,000			\$50,000		\$450,000	18
15	Bendigo Traffic Reconfiguration (3rd to NBW)	\$11,228	\$82,337	\$0	\$0	\$0	\$93,565			\$93,565		\$93,565	18
16	Sidewalk Trip Hazard Elimination	\$9,757	\$71,553	\$0	\$0	\$0	\$81,310			\$81,310		\$81,310	13-18
17	Pavement Overlay Program	\$150,000	\$1,650,000	\$0	\$0	\$0	\$1,800,000	\$300,000		\$1,500,000		\$1,800,000	13-18
Totals		\$4,977,709	\$7,723,696	\$1,899,910	\$3,641,307	\$2,000,000	\$5,160,188	\$337,150	\$117,500	\$2,389,875	\$2,315,663	\$12,701,405	

Notes:

- Cost of projects have been adjusted upward by 3.7% from last year, per ENR CCI.
- Federal contributions to NBW/Park Roundabout are from Rural Setaside
- Federal contributions to Ballarat signal project are from Rural Setaside
- State contributions to NBW/Park Roundabout and Ballarat Signal projects are TIB matches to Fed Grants
- State contributions to Tanner Trail are from RCO
- County contributions to Tanner Trail are from Conservation Futures
- Federal contribution for the Downtown Plaza would come through PSRC called Rural Town Centers and Corridors
- Additional projects may be added pending update to Transportation Comp Plan
- Prices increased by 3.7% based on year to year increase in the ENR Constr. Cost Index for Seattle
- TBD Funds are based on \$3,835,000 available for 10 years less repayment of bond interest at approximately \$145,000 per year.

6-Year Transportation Improvement Program 2013 to 2018

Project Narratives

North Bend Way C&G/Landscape (Downing to Orchard) – This project will improve the pedestrian safety along North Bend Way on the north side of the street. The project links two previously TIB funded projects. This project is TIB funded as well. The curb placement will be planned in accordance with the future anticipated street improvements. The sidewalks will be widened in accordance with the City's design standards for this section of the arterial.

Pickett Ave Reconstruction (6th to 12th) – Due to failed pavement and the excessive patch work of repairs, Pickett Avenue needs to be reconstructed. Even though there are budget limitations, the entire portion of Pickett Avenue from 6th to 12th Streets are addressed. Pavement will be removed and the base reconstructed to a 24-foot wide pavement width with temporary asphalt wedge curbs and some drainage facilities.

Boalch Avenue Reconstruction – That portion of Boalch Avenue from NW 14th Street to the north city limits will be reconstructed. No drainage improvements will be proposed as the area is served by roadside ditches.

E North Bend Way/Park St. Intersection Improvements – As one of 4 projects in the development of E North Bend Way from Ballarat to Cedar Falls Way, this project involves the placement of a roundabout at this intersection. This is to alleviate the current Level of Service F on the south leg of the intersection. Work includes installation of medians in North Bend Way between Park Street and Cedar Falls Way for additional safety controls along the corridor. This is to address cross-traffic conflicts between Park Street, the QFC parking lot, and the Post Office. This project will be done in 2 phases. The design phase is funded in part from a Rural Set-Aside Federal Grant. The construction phase which would occur in 2014 would be funded again in part by the Rural Set-Aside Grant and a matching grant from TIB.

2nd Street Sidewalk Reconstruction – The sidewalk along the north side of 2nd Street between Ballarat Avenue and Main Avenue is to be reconstructed over the existing box culvert. The ADA ramp at Ballarat Avenue will be modified with this project. Additionally, access to the box culvert will be improved at two locations using stormwater utility funds.

Cedar Falls Way Sidewalk (Roundabout to Mt. View Blvd. – This pedestrian safety project provides a curb, gutter, and raised sidewalk along the south side of Cedar Falls Way from the roundabout to Mt. View Blvd. The design also makes provision for a bicycle lane at street level between these two termini.

Tanner Trail, Phase 2 and 3 R/W Acquisition – In keeping with state efforts to preserve abandoned railroad rights-of-way, this project entails the appraisal of the Burlington Northern Railroad right-of-way along North Bend Way from Cedar Falls Way to the juncture with the Snoqualmie Valley Trail and purchase of such right-of-way for future trail extension and preservation of open space.

Bendigo Blvd/W. 4th Street Intersection Improvements – To facilitate easier turning movements onto 4th Street from south bound SR 202, the intersection would be reconfigured to a 3-Way stop with a free right turn for south bound SR 202 traffic. Alternate configurations will also be considered and will need WSDOT approval before implementation.

Downtown Plaza – Formerly the Downtown Crosswalk Improvements, this project will enhance the area of North Bend Way between Bendigo and Ballarat for better pedestrian activity. Work will include enlarging the bulb-outs at Main Avenue, installing a center circle at Main Avenue, improve the sidewalks on both sides of the street, put in mid-block crosswalks, and enhance the “plaza” area at the Main Avenue intersection with alternate pavement methods. Final design elements are still in the conceptual stage and further refinement to the budget are pending.

NE 12th Street Improvements and Overlay – This section of street, from Ballarat to Pickett Avenue, has some dips in it as a result of pavement settlement. Approximately 4 sections of the street will need to be reconstructed with new cross culverts. The entire street would then be overlaid. Some stormwater utility funds would be used on the project.

North Bend Way C&G/Landscape (Ballarat to Downing) – To help reduce speeding along North Bend Way east of Ballarat, the street view needs to be narrowed while not eliminating capacity. This project would install needed curb and gutter and landscaping along the south side of the street from Ballarat to Downing Avenue, the site of a future roundabout. Work would include removal of approximately 4 feet of excess asphalt width, installation of curb and gutter, increasing landscaping amenities, and striping for parallel parking along the street.

North Bend Way/Ballarat Ave. Signal – This project is tentative, awaiting the outcome of traffic redistribution as a result of other projects in the downtown area. If implemented, and due to the current level of service below the city standard “D” on the Ballarat Avenue leg of the intersection with E. North Bend Way, a signal would be installed to help with safety and congestion. This signal was slated for installation by developer extension or with accruing impact fees. The signal would be installed using poles and mast arms at each corner. The signal is to be interconnected and synchronized with the signal at North Bend Way/Bendigo Blvd intersection.

Bendigo Traffic Reconfiguration (W 3rd Street to North Bend Way) – Due to traffic congestion at North Bend Way/Bendigo Blvd intersection, better queuing configurations for through and turning movements will be developed. Work will consist of restriping

and resigning the corridor, and creating time-restricted parking areas related to peak traffic hours.

Right Turn Lane, N Bound Bendigo at Park St – A right-turn lane will be installed for the north bound traffic on Bendigo Blvd at Park Street to reduce traffic back-up at the signal and allow for right turn movements during a red signal. Work includes removal and replacement of the existing curb, gutter, and sidewalk, pavement widening, restriping, and WSDOT permits.

Sidewalk Trip Hazards – Trip hazards in the existing sidewalk system will be systematically repaired through either removal of affected sidewalk panels, removing the cause of the problem, and repouring the panels, or by grinding the problem areas and resurfacing the affected areas.

Pavement Overlay Program – To protect the city’s investment in its roadway system, regular maintenance is required. One of the maintenance components includes providing overlays to extend the life of the street surface and protect the roadway base. The proposed program is to provide up to \$300,000 per year of overlay work at various street locations. The locations are to be determined by the pavement management system completed in earlier 2004.