



Citizens Streets Advisory Commission

Tuesday, September 20, 2005
1:00 p.m. to 3:00 p.m.
Street Department Conference Room, 901 North Nelson

Commissioners:

Dallas Hawkins, Commission Chair
Stanley Stirling, Vice Chair
Clay Schueman
Max Kuney
Chuck Kearney
Donna Jilbert

City Staff:

Tom Arnold, Director, Engineering Services
Scott Egger, Director, Streets Department
Andy Stewart, Materials Testing Supervisor
Dana Sveum, Associate Engineer/Materials,
Engineering Services
Staci Lehman, Public Information Coordinator,
Engineering Services
Jim Laughtland, Construction Engineer,
Engineering Services

Commission Chair Dallas Hawkins opened the meeting at 1:00 p.m.

I. Introductions

Meeting attendees introduced themselves.

II. Review & Approval of Minutes of the August meeting

The minutes of the meeting of August 16 were accepted as presented.

III. Update (if any) on Street Projects

Jim Laughtland said three major projects are continuing, Maple, Greene Street and Regal and all are wrapping up soon. The county's project on Regal is NOT expected to finish this year. Commission members mentioned how smoothly the Wellesley and A street roundabout seems to be working.

IV. Material Testing & Core Sampling

Dana Sveum, Associate Engineer/Materials brought a power point presentation to show how the City makes sure the materials it uses in construction projects are up to par. He brought with him four models from recent projects, including Crestline, 3rd Ave., Ashe and Stevens. Mr. Sveum used 3rd Ave. as his example in the power point presentation.

Design Phase- Materials lab obtains core samples of the existing roadway.

Pre-Construction- Contractor submits list of materials to be used on the project. The City approves or rejects the list based on WSDOT specifications then gathers samples of approved materials from

the contractor's asphalt plant for testing.

During Construction- A minimum of two samples of aggregate, oil and asphalt mix are taken *per day* for complete testing. Each test is performed to verify compliance with the design submitted before construction. Compaction testing ensures that street lives up to design expectancy. Field inspectors use equipment to test compaction in the field.

The difference between asphalt 'classes' is the size of aggregate and how smooth the road is. Dallas Hawkins asked about the difference in the amount of oil between classes. Mr. Sveum answered that they all have 5-10% of oil.

Post-Construction- Testing is only done after construction if there is a discrepancy or poor compaction test results. Pay factors are determined based on compaction results.

Mr. Sveum said that the City and County use more stringent specifications than the state.

V. Initiative 912

Tom Arnold gave a handout showing how much money the city receives from the 91/2 cent gas tax and how much would be lost if the initiative is repealed... almost \$800,000 per year by 2007.

Max Kuney suggested that something be put together and aired on Channel 5 asking voters *not* to repeal the gas tax. The money has been **proposed to go into Capital Programs and Street operations/maintenance.**

Mr. Kuney made the motion to take an official position on the Initiative, including documentation, such as how the money would be allocated. Mr. Stirling seconded. The motion passed with no one opposed.

V. Barnes Rd. LID Bond Fund Request

Tom Arnold passed out maps to illustrate Barnes road in relation to Strong Road. Strong Road is a major arterial collector, Barnes road is a minor. The City has been trying to work with the developer for ten years to build Barnes the rest of the way up the hill.

The estimated cost to complete Barnes road is about \$1 million and the county and developer are asking the City to come up with 25% (\$250,000) share. Mr. Arnold asked the commission if this would be a good project for an LID, as it meets the 30% requirement to qualify as an LID. Paving Barnes Road would reduce the Street Department's budget, because a large amount of money is put into repairing Strong Road every year. Mr. Flint said that the big issue is that residents only have one way in and out of the Indian Trail neighborhood, which is dangerous in emergency situations. Mr. Stirling and Chuck Kearney expressed the opinion that the developers should pay for all of the road and the city shouldn't pay any of it.

Mr. Hawkins suggested deferring the issue until the October meeting and getting more information at that time. Mr. Schueman asked Scott Egger to provide numbers on how much the Street Department spends repairing Strong Road each year and suggested the CSAC come up with a test/form to see if proposals qualify for LID status.

VI. Discussion of fall CSAC report to the Mayor and City Council

Mr. Hawkins asked for suggestions from other CSAC members on how to fund street maintenance,

particularity regarding the effects of deicer, STA buses and studded tires on streets.

Mr. Hawkins suggested adding a table of contents and condensing Mr. Sveum's report on materials testing to include in report, then using the entire report as an appendix.

Mr. Schueman suggested we cut out the filler and include the basics of what was completed, what was on time and on budget and what got completed that wasn't scheduled for completion this year.

The CSAC agreed to use 'lane miles' in the report, including the definition of lane mile and explain arterial versus residential.

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It was suggested that Mr. Hawkins present the report to the Mayor and City council with staff and CSAC members present to answer questions.

Mr. Schueman suggested that for the report presentation, only information from first four pages be included, then refer interested parties to the web site for the rest of the report.

IX. **Adjournment**

The meeting concluded at 3:04.