

Citizens Streets Advisory Commission

Tuesday, November 20, 2007

1:00 p.m. to 3:00 p.m.

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

Dallas Hawkins
Stan Stirling
Donna Jilbert
Phil Barto
Hal Ellis
Kathy Miotke
Clay Schueman

Staff present:

Dave Mandyke, Director of Public Works and
Utilities
Eldon Brown, Acting Director of Engineering
Services
Mark Serbousek, Street Dept. Director
Gary Nelson, PE Design
Ken Brown, PE Construction
Joel Graff, Construction
Ann Deasy, Public Information Coordinator

Commission Members not present:

Max Kuney

I. Introductions

Dallas Hawkins called the meeting to order at 1:04 p.m.

II. Review & Approval of Minutes of October Meeting

Stan Stirling made a motion to approve the minutes, Phil Barto seconded the motion and it was unanimously approved.

III. LID Policy

Gary Nelson went over the changes in LID funding and gave CSAC a copy of the final policy. There were no additional changes.

IV. Chip Sealing

Mr. Nelson prepared a presentation on chip sealing. Before Mr. Nelson made the presentation, he reminded the commission this was not the first time that we had asked them to consider chip sealing as one of the methods used to repair streets using Street Bond money. The first time Mr. Nelson requested CSAC to consider chip sealing was on the Regal St. project and the commission did not want to use that method unless it was tested first. Mr. Nelson went over some Street Bond history regarding funding and paving methods; it would cost \$2 million to reconstruct 2.5 miles and \$2 million to rehabilitate 11 miles of streets using all of the tools in our tool kit (fog seal, chip seal, grind and overlay, reconstruction). During the informational public meetings on the Bond program before the vote, two different residential scenarios were presented to the voters. One was the "worst first" scenario, which would have repaired one or two block residential segments all over Spokane. The second scenario repaired one whole neighborhood in each Council district. Each street in the neighborhood would have received whatever treatment it needed, from total rebuild to fog seal. The people who commented at the public hearings suggested a highbred of the two proposals, which is the current adopted residential program. Hal Ellis commented that chip sealing is a tool in our tool kit, but it is important not to use Bond dollars as an experiment, so to speak.

The crews need to pay close attention to detail. The policies set under the Bond never intended to remove any available tool, but the street's conditions and best treatments used would be done on a case-by-case basis. Mr. Stirling also commented that while chip sealing is an acceptable treatment, that it needs to be used throughout the City, not just in Hillyard. Mr. Nelson assured the commission that chip sealing is an old widely used treatment method; it is just not typically used in Spokane. The county uses chip sealing and Joel Graff showed some photographs on two of the streets where chip sealing was used. The commission agreed that it looked good and it would be an option on Bond projects. The commission commented that they preferred the black basalt rock because it looked more like asphalt and the smaller chips that are 3/8" or smaller be used. Mark Serbousek stated that projects that had been chip sealed also could be fog sealed if there was a problem. Clay Schueman made a motion to approve chip sealing as a treatment method, Mr. Stirling seconded the motion, and it was unanimously approved.

V. Damage Caused During Construction and Post Construction Repair Options

Mr. Stirling initiated a discussion on the Northeast Transmission Main project and the post construction damage caused. Part of Euclid Ave. was repaired the entire width and the rest was repaired only half the street width. This was done because the pre-construction condition of the street did not warrant full replacement. However, after the water main was laid and street repaired there was evident construction damage done to the part of the street that was not repaired. It was discussed that the residential streets were not built to withstand the wear and tear from heavy equipment and there were cracks in the street that now need repaired. The commission agreed to add language to the CSAC policies that address the ability of the City design staff to use discretion to fog seal/repair streets in cases such as this.

VI. Maple/Ash Streets—Southern Limits—Project

Mr. Nelson indicated we had received STA funds for concrete on the Boone Ave. intersection and the Northwest Blvd. intersection on next year's Maple/Ash streets project. Additionally, Mr. Nelson mentioned that Kendall Yards had a proposal for an interchange on Maple/Ash streets between the Maple Street Bridge and the Broadway Bridge. Additionally, they plan to remove the old bridge and railroad tracks near Ide Ave. going over Maple/Ash streets. Mr. Sterling indicated that the Sewer Department also may build a CSO tank in this area. Therefore, we have moved the southern limits of next year's Maple/Ash streets project to Broadway. The commission agreed that with all of those possibilities we should wait until we had final answers to move forward with the portion of Maple/Ash streets from Broadway Ave. to the Maple Street Bridge.

VII. Replacement of Lincoln St. Project

Mr. Nelson suggested that the Lincoln St. project be replaced with the Hatch Rd. project. Mr. Ellis had some questions about the Tuscan Ridge development and minimizing the impact caused during construction on the residents. Mr. Nelson mentioned that there had been some discussion about the developer putting in water lines which would be in the Hatch Rd. project. The commission requested that we talk with the developer and try and include the water line work in the Hatch Rd. project; that way residents would only be impacted once for construction reasons and the street would not be cut later for the water line. Mr. Stirling made a motion to approve, Mr. Barto seconded the motion and it was unanimously approved.

VIII. Utility Match Funding

Mr. Nelson requested \$27,000 in Utility Match funding for the Bridge Ave. project. This would pave the portion of the project that would not be paved when the water main was laid and the Avista cable vaults placed. This would allow the entire street width curb-to-curb to be paved. Mr. Ellis made a motion to approve, Kathy Miotke seconded the motion and it was unanimously approved.

IX. Other Business

Mr. Stirling showed the commission the Bike Lane ordinance that Brad Stark proposed. The commission discussed and agreed that the proposal does not tie in to the scope of the Street Bond or the role of CSAC, so it was suggested that under item 3, the wording "in conjunction with Street Bond projects" be removed.

X. Adjournment

The meeting was concluded at 3:01 p.m.