



**CITY OF SPOKANE**

**2004**  
**10-YEAR STREET BOND**  
**PROGRAM**  
**(2006-2015)**

Citizen Streets Advisory Commission (CSAC)  
Semi-Annual Report

January 2006  
Prepared by Citizen Streets Advisory Commission  
Compiled by Staci Lehman

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\*Information is through Jan. 12, 2006

## Introduction

Pursuant to Spokane City Ordinance C-33507 (Appendix A), the City of Spokane created the Citizen Street Advisory Commission (CSAC) in 2004. This Commission is a technical accountability commission that meets monthly to review plans, costs, financial records, timeliness, appropriate use of materials and technology, and other measures related to the maintenance, repair, improvement and restoration/rehabilitation of City streets and related structures. The commission is responsible for advising and informing the Mayor, City Council and the citizens of Spokane on all matters related to the above. Special emphasis is placed on the 2004 Street Bond Program projects.

In order for the CSAC to be good stewards of 2004 Street Bond funds, and in order to keep faith with the voters, the members of the Commission believe we are required to use these funds very judiciously and as originally directed by the citizens of Spokane. We therefore have committed the use of these bond funds for the restoration, rehabilitation, repair and paving or repaving of existing street systems within the City of Spokane, as identified in the 2004 Street Bond Program.

The City of Spokane and the members of the CSAC believe that accountability to the public is critical to successfully maintain and improve city streets. Such accountability requires that citizens are continuously informed and educated as street projects unfold.

The Commission has determined that it shall provide written reports and make a Power Point presentation to the Mayor, City Council and citizens of Spokane on or before June 30<sup>th</sup> of each year. The semi-annual report is due by Jan. 31st. Our first report shall be presented to the City Council on Tuesday, Jan. 17, 2006.

### **The members of the Citizen Streets Advisory Commission are\*:**

Dallas Hawkins	Commission Chair	Principal, Spokane Falls Insurance
Stanley Stirling	Commission Vice-Chair	Principal, Taylor Engineering Inc.
Robert Higgins		Executive Officer, Spokane Association of REALTORS®
Donna Jilbert		Owner, LaDona's Beauty Salon
Charles 'Chuck' Kearney		Retired Police Detective
Max Kuney		President, Max J. Kuney Co.
Clay Schueman		Manager, Blue Crick RV

\*Committee members' terms of service are included as Appendix B

# Program Overview

## 2004 10-Year Street Bond Highlights & Accomplishments

### Projects Completed

Two projects and a *section* of a project included in the 2004 10-Year Street Bond were completed in 2005; Greene Street from Mission Avenue to the Spokane River, the Maple/Ash corridor from Wellesley Avenue to Cedar Road and a section of Ben Garnett Way/Grove Street from 9th Avenue to 14th Avenue. The financial information associated with these projects is not complete as only numbers reported through Jan. 12, 2006 are included here. Due to year-end processing, adjustments may be necessary, but it is believed all three projects came in on budget. The Maple/Ash project was completed about 30 days early, while the Greene Street project wrapped up about 10 days late.

All three projects were originally slated for construction in 2006; however, the Commission agreed if there were projects that were designed and ready to begin, it would be beneficial to get a head start on roadwork funded by the Bond. Greene Street and the Maple/Ash project were identified as ready for the 2005 construction season and advanced one year, while the section of Bernard Street was moved forward as part of the Washington/Stevens project that was constructed in 2005.

### Bond Money Saved

When a public utility needs to perform utility work that disrupts a City street, they are required to repair and pave only the portion of the road they disturb. In cases where a City paving project is planned in an area where public utility work is also scheduled, the City coordinates with the utility company in order to only tear up the road once. In addition, the utility company contributes what it would have spent patching a portion of the road towards the overall project cost to provide a full width street. This frees up Bond money to add more projects to those originally identified and/or cover increased costs over the life of the program. It also gets two projects done together, reducing impacts for the traveling public.

For instance, a project to do a full width, full depth rehabilitation/restoration of 3rd Avenue, Sunset Boulevard and Inland Empire Way was approved by CSAC members, using Utility Match Street Bond money to pay for work on the south half of the street, while Water Department money pays for the north half.

## 2004 10-Year Street Bond Program Overview\*

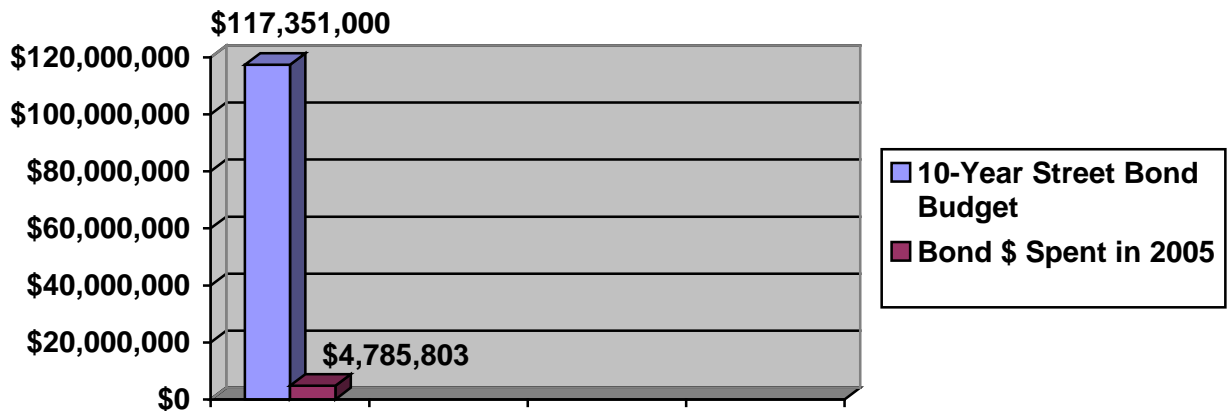
The following table gives a financial overview of the 2004 10-Year Street Bond program; including what category of roads are included, how many miles of repairs are planned, the estimated cost per mile and how much money will be spent on each category. The information was obtained from the City of Spokane, Department of Engineering Services.

Program Category	Miles of Repair	Est. Cost Per Mile	Amount
Arterials	37	\$1,756,756	\$ 65,000,000
Residential	52	\$ 630,076	\$ 35,000,000
Utility Match	7	\$1,000,000	\$ 7,000,000
Local Improvement Districts	12	\$ 833,333	\$ 10,000,000
Bond Acquisition Costs			\$ 351,000
<b>Total</b>	<b>110</b>	<b>\$1,066,827</b>	<b>\$117,351,000</b>

The following table shows how much of the \$117,351,000 street bond total was spent in 2005 and how many miles of roadway that money paid to reconstruct in its first year.

Program Category	Miles of Repair	Percentage of Bond Total	Cost	Percentage of Bond Total
Arterials	3.2	8.64%	\$ 4,400,239	6.76%
Residential	0	0	\$ 63,894	.2%
Utility Match	0	0	0	0
Local Improvement Districts	0	0	\$ 5,675	.06%
Bond Acquisition Costs			\$ 315,995	90%
<b>Total</b>	<b>3.2</b>	<b>2.9%</b>	<b>\$ 4,785,803</b>	<b>4.1%</b>

### 2004 Street Bond Expenditures



\* Information is through Jan. 12, 2006

## Financial Information for Constructed Street Bond Projects

Financial information for the two *complete* Street Bond projects finished in 2005, the Greene Street Project and the Maple/Ash Project, is contained in the tables below. Each table shows how much money was budgeted for the project (Budgeted), how much was spent through Dec. 31, 2005, (Actual) and the balance between what was budgeted versus what was spent.

### Greene Street from 192 Feet North of Mission Avenue to the Spokane River

On Time                       Within Budget

Project #2004174  
 Construction Start Date: July 5, 2005  
 Completion Date: October 18, 2005

This project restored/rehabilitated the existing street with a concrete roadway and widened sidewalks where practical. The project was finished 10 days late due to unforeseen changes that occurred during construction. Liquidated damages due to these changes have *not been* assessed up to the current time. This project has not been finalled, but **early numbers indicate it is on budget.**

	Budget*	Actual	Balance	Percentage
Engineering/Inspection/ Administrative	\$ 237,500	\$ 192,141	\$ 45,359	80%
Original Construction	\$ 712,500	\$1,172,549	\$ 683,901	63%
Budget increase for concrete in lieu of asphalt	<u>\$1,143,950</u>			
<b>Subtotal</b>	\$1,856,450			
<b>Total</b>	<b>\$2,093,950</b>	<b>\$ 1,364,690</b>	<b>\$ 729,260</b>	<b>65%</b>

\*Due to the extensive use of this corridor by truck traffic (25%), the CSAC agreed to re-construct the roadway using concrete in lieu of asphalt.



Greene Street looking north from Spokane Community College after completion of construction.

## Financial Information for Constructed Street Bond Projects (cont.)

### Maple/Ash Streets from 100 Feet North of Wellesley Avenue to Cedar Road

On Time

Within Budget

Project #2004172

Construction Start Date: June 13, 2005

Completion Date: September 30, 2005

This project replaced the existing roadway full depth and installed wheelchair ramps where necessary. The project was completed ahead of schedule. It has not been finalled as of Jan. 13 but **appears to be on budget.**

	Budgeted	Actual	Balance	Percentage
Engineering/Inspection/ Administrative	\$ 916,674	\$ 290,342	\$ 626,332	32%
Construction	\$2,750,023	\$ 2,456,304	\$ 293,719	89%
<b>Total</b>	<b>\$3,666,697</b>	<b>\$ 2,746,646</b>	<b>\$ 920,051</b>	<b>75%</b>



Southbound Ash Street just north of Rowan Avenue after completion of construction.

## Quality Assurance/Quality Control (QA/QC)

In order to ensure quality construction materials and requirements are used to restore and rehabilitate Spokane's streets, the CSAC requested information regarding specific projects and material testing and handling procedures. Materials used on all City street projects are monitored throughout the entire life of the project (See Appendix B).

All inspections for projects in the public ROW are required to be conducted under the direct supervision of a licensed Professional Engineer per RCW 18.43.035. All field work and inspection must meet the requirements of the APWA, WSDOT standard specifications, Americans with Disabilities Act (ADA), Federal Clean Water Act, NPDES Permits Requirements, MUTCD, Institute of Traffic Engineers (ITE), ASCE, City of Spokane Supplemental specifications, and other applicable standards.

The process described below is typical for most public works contracts and outlines the associate QA/QC process for each phase:

During the **Design phase** of a road construction project, the materials laboratory obtains core samples of the existing roadway for pavement structure evaluation and to determine the best approach for reconstruction or rehabilitation of the roadway structure.

During the **Pre-construction phase**, the contractor for each job is required to submit the material they plan to use on that job to the City's laboratory for testing. Materials are checked for job specification compliance against the Washington State Department of Transportation's 'Aggregate Source Approval Report' and 'Qualified Product List' to make sure the material is up to WSDOT standards.

During the **Construction phase**, inspectors obtain aggregate, oil and asphalt mix samples from the contractor's asphalt manufacturing plant to determine the material's maximum density, or compaction. One test is conducted per every 800 tons of asphalt placed each day in order to verify compliance with the approved hot mix asphalt design "formula" that the contractor submitted for City approval prior to construction. The asphalt supplier is notified immediately of results for each test performed.

In the field, inspectors use special gauges to measure the compaction of the material after it is poured. Five random areas are tested per 400 tons of placed pavement.

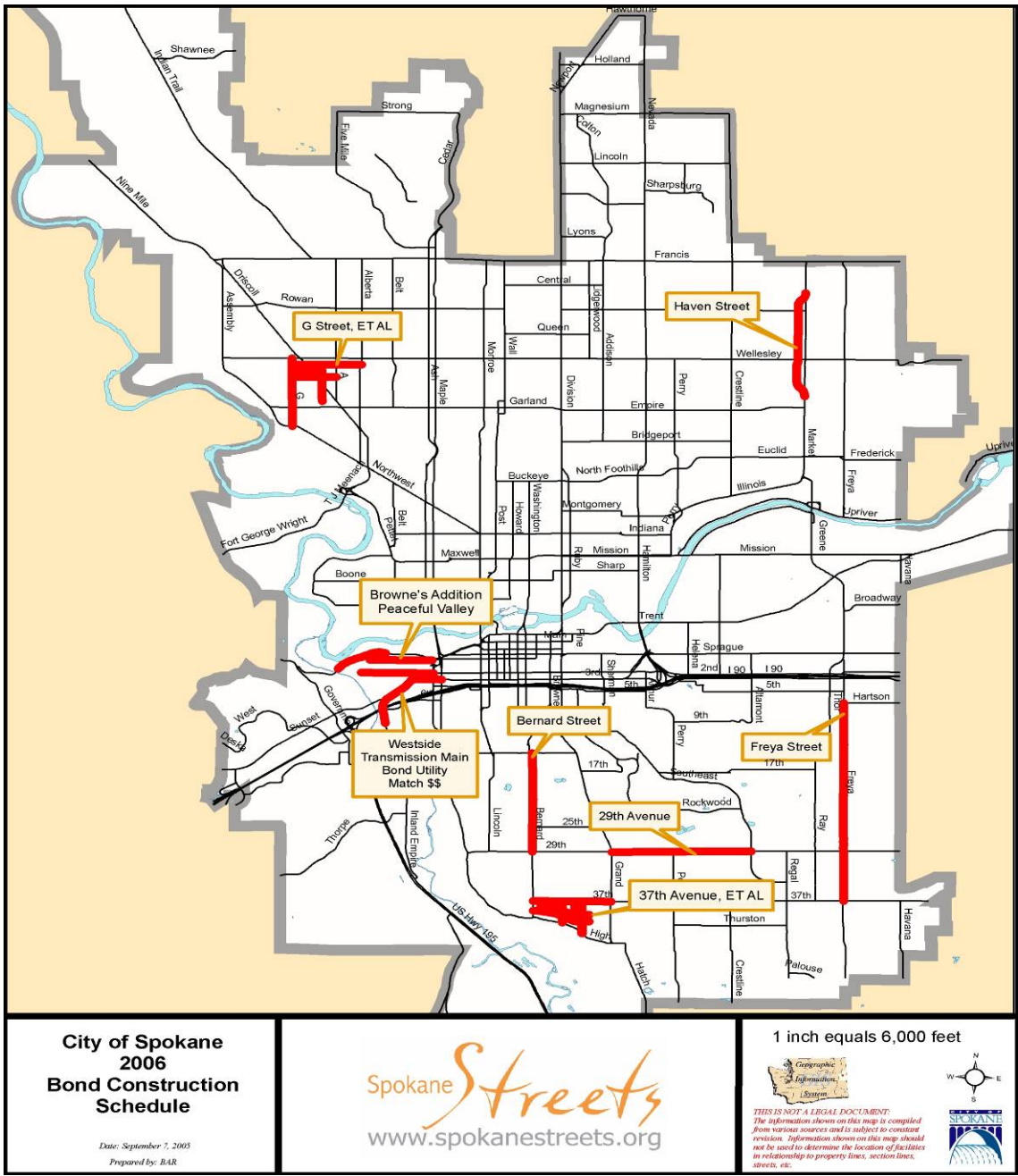
**Post-construction**, core samples are taken from the project to determine actual asphalt densities. Pay factors are adjusted based on those compaction test results, meaning the contractor will be rewarded for high quality work or penalized for work that does not meet the specifications.



# A Look Ahead

## Street Bond Projects Scheduled for 2006 Construction

The map below shows 2004 Street Bond projects that are scheduled for construction in 2006\*.



\* One of the projects shown on the map, the Browne's Addition/Peaceful Valley Project, is scheduled for 2007 construction.

## Financial Information for Upcoming Street Bond Projects

The following tables show how much money has been budgeted for each upcoming Street Bond project (Budgeted), how much was spent through Jan. 12, 2006 (Actual), and the balance between what was budgeted and spent. Because several of the projects are in the early stages of design, there are not a lot of expenses associated with them to date. **It is important to note that Design Engineering costs typically take place the year *prior* to construction.**

### Arterials

#### 37th Avenue from Bernard Street to Grand Boulevard

(37th Avenue Et Al)

Project #2004173

Estimated Construction Start Date: May 22, 2006

37th Avenue is an arterial that has suffered excessive wear due to heavy traffic volume and will be restored and rehabilitated along with several residential streets, including coordination of a water line replacement. For budget information, please look under 'Residential' on the next page.

#### Freya Street from 37th Avenue to Hartson Avenue

Project #2005048

Estimated Construction Start Date: May 1, 2006

Freya Street is a main arterial in south Spokane. Due to excessive wear, it will be restored/rehabilitated from 37th Avenue to Hartson Avenue, including new wheelchair ramps.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 587,500	\$ 71,233	\$ 516,267
Construction	\$1,762,500	\$ 0	\$ 1,762,500
<b>Total</b>	<b>\$2,350,000</b>	<b>\$ 71,233</b>	<b>\$ 2,278,767</b>

#### Haven Street from Market Street (North) to Market Street (South)

Project #2004175

Estimated Construction Start Date: May 15, 2006

Haven Street is a one-way arterial through the Hillyard area and shows a lot of wear and tear due to heavy traffic volume. It will be completely replaced.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 330,000	\$ 39,790	\$ 290,210
Construction	\$ 990,000	\$ 0	\$ 990,000
<b>Total</b>	<b>\$1,320,000</b>	<b>\$ 38,790</b>	<b>\$1,280,210</b>

## Financial Information for Upcoming Street Bond Projects (cont.)

### Bernard Street from 14th Avenue to 29th Avenue

Project # 2005049

Estimated Construction Start Date: **May 29, 2006**

Bernard Street is an arterial that has suffered extensive wear and tear from heavy traffic volume. It will be completely restored and rehabilitated between 9th Avenue and 29th Avenue.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 392,748	\$ 46,558	\$ 346,190
Construction	\$1,178,246	\$ 0	\$1,178,246
<b>Total</b>	<b>\$1,570,994</b>	<b>\$ 17,856</b>	<b>\$1,524,436</b>

### 29th Avenue from Southeast Boulevard to Grand Boulevard

Project # 2004184

Estimated Construction Start Date: **April 10, 2006**

29th Avenue is a heavily used arterial through south Spokane. It will be completely restored and rehabilitated between Southeast Boulevard and Grand Boulevard. 29th Avenue from Grand Boulevard to Perry Street was reconstructed under the 2003 Street Bond program. Perry Street to Southeast Boulevard is part of the 2004 Street Bond Program.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative			
2003 Bond	\$ 60,000	\$ 99,408	
2004 Bond	<u>\$ 315,737</u>		
	\$ 375,737		\$ 234,536
Construction			
2003 Bond	\$ 745,000	\$ 0	
2004 Bond	<u>\$ 947,212</u>		
	\$1,692,212		\$ 1,692,212
<b>Total</b>	<b>\$2,067,949</b>	<b>\$ 99,408</b>	<b>\$ 1,968,541</b>

### Southeast Boulevard from 29<sup>th</sup> Avenue to Perry Street

Project #2005053

Estimated Construction Start Date: **Spring 2007**

Southeast Boulevard is a heavily used arterial through south Spokane. Due to extensive wear and tear, it is scheduled to be rehabilitated/restored during the 2007 construction season.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 320,000	\$ 103	\$ 319,897
Construction	\$ 960,000	\$ 0	\$ 960,000
<b>Total</b>	<b>\$1,280,000</b>	<b>\$ 103</b>	<b>\$ 1,279,897</b>

## Financial Information for Upcoming Street Bond Projects (cont.)

### Southeast Boulevard from Perry Street to Sherman Avenue

Project #2005178

Estimated Construction Start Date: **Spring 2009**

The rehabilitation/restoration of Southeast Boulevard from Perry Street to Sherman Avenue is the second leg of a project that stretches all the way from south Spokane to the downtown area. Due to extensive wear and tear, it is scheduled to be rehabilitated/restored during the 2007 construction season.

	<b>Budgeted</b>	<b>Actual</b>	<b>Balance</b>
Engineering/Inspection/Administrative	\$ 222,500	\$ 103	\$ 222,397
Construction	\$ 667,500	\$ 0	\$ 667,500
<b>Total</b>	<b>\$ 890,000</b>	<b>\$ 103</b>	<b>\$ 889,897</b>

### Sherman Avenue from 8<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue

Project #2005179

Estimated Construction Start Date: **Spring 2009**

Sherman Avenue from 8<sup>th</sup> Avenue to 3<sup>rd</sup> Avenue is the third leg of a project that will rehabilitate/restore Southeast Boulevard and Sherman Avenue all the way from the south hill to the downtown area. This portion of the project is scheduled for construction in the 2009 construction season.

	<b>Budgeted</b>	<b>Actual</b>	<b>Balance</b>
Engineering/Inspection/Administrative	\$ 262,500	\$ 103	\$ 262,397
Construction	\$ 787,500	\$ 0	\$ 787,500
<b>Total</b>	<b>\$ 1,050,000</b>	<b>\$ 103</b>	<b>\$ 1,049,897</b>

### Crestline Street from Illinois Street to Wellesley Ave.

Project #2005050

Estimated Construction Start Date: **Spring 2007**

Crestline Street is a heavily used arterial through north Spokane that is showing extensive wear. It is scheduled for rehabilitation/restoration during the 2007 construction season.

	<b>Budgeted</b>	<b>Actual</b>	<b>Balance</b>
Engineering/Inspection/Administrative	\$ 637,500	\$ 7,637	\$ 629,863
Construction	\$ 1,912,500	\$ 0	\$ 1,912,500
<b>Total</b>	<b>\$ 2,550,000</b>	<b>\$ 7,637</b>	<b>\$ 2,542,363</b>

## Financial Information for Upcoming Street Bond Projects (cont.)

### Residential

#### 37th Avenue Et Al

Project #2004173

Estimated Construction Start Date: **May 22, 2006**

Several streets in the Comstock neighborhood have suffered excessive wear due to heavy traffic volume. This project includes reconstruction of 37th Avenue from Bernard Street to Grand Boulevard, 39th Avenue from Browne Street to Lamonte Street, 40<sup>th</sup> Avenue from Bernard Street to Latawah Street, Manito from 37<sup>th</sup> Avenue to High Drive, Skyview Drive from 37<sup>th</sup> Avenue to High Drive and Tekoa Street from 37<sup>th</sup> Avenue to 40<sup>th</sup> Avenue. Aging water lines in 37<sup>th</sup> Avenue and some residential streets will be replaced in coordination with the project.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 411,000	\$ 59,257	\$ 351,743
Construction	\$ 1,233,000	\$ 0	\$ 1,233,000
<b>Total</b>	<b>\$ 1,644,000</b>	<b>\$ 59,257</b>	<b>\$ 1,584,743</b>

#### Browne's Addition/Peaceful Valley

Project #2005090

Estimated Construction Start Date: **Originally scheduled for 2006/2007. Due to continued staff needs to final 2005 projects, we have been unable to develop this project for 2006 construction. It is expected to be constructed in 2007.**

Sections of Browne's Addition and Peaceful Valley will be reconstructed including 1st Avenue from Poplar Street to Maple Street, 2nd Avenue from Coeur d'Alene Street to Maple Street and Riverside Avenue from the Latah Creek Bridge to Hemlock Street.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 237,500	\$ 98	\$ 237,402
Construction	\$ 712,500	\$ 0	\$ 712,500
<b>Total</b>	<b>\$ 950,000</b>	<b>\$ 98</b>	<b>\$ 949,902</b>

#### "G" Street Et Al

Project #2005089

Estimated Construction Start Date: **May 15, 2006**

This project involves the reconstruction of "G" Street from Northwest Boulevard to Wellesley Avenue, including "C" Street from Walton Avenue to Hoffman Avenue, Heroy Avenue from "G" Street to "A" Street, Hoffman Avenue from "G" Street to Alberta Street and Princeton Avenue from "G" Street to "C" Street.

	Budgeted	Actual	Balance
Engineering/Inspection/Administrative	\$ 411,000	\$ 4,539	\$ 406,461
Construction	\$ 1,356,000	\$ 0	\$ 1,356,000
<b>Total</b>	<b>\$ 1,767,000</b>	<b>\$ 4,539</b>	<b>\$ 1,762,461</b>

## Utility Match Program

Because utility companies, both public and private, need to maintain, extend and reconstruct their facilities, the citizens approved a Utility Match Program to further expand the miles of streets to be reconstructed under this bond program. The program is set up to provide a partnering with utility providers to identify streets (primarily arterials outside of the bond program) where full width replacement is warranted versus partial patching.

- 1.) The 2004 Street Bond anticipated an average of \$800,000 per year to be used to augment existing public/private utility extensions/repairs in order to provide a new street (full width) versus a patched/repaired street (partial width).
- 2.) Utilities will still pay for and be responsible for their portion of money necessary to repair the roadway per the City's existing Pavement Cut Policy. However, additional bond money will be allocated to allow for full width repair/reconstruction of the roadway.
- 3.) Coordination of this work is primarily determined by Engineering Services during design of public sector utility projects. Private sector coordination occurs at the time of initiation from private utilities in coordination with the Engineering Services Department.

Some anticipated Utility Match projects are listed below, including the number of miles to be paved, the year of construction and the amount of Bond money to be allocated to reconstruct or rehabilitate the road, depending on its condition.

## WATER PROJECTS

Project	Miles	Bond Allocation	Year
3rd Ave./Inland Empire Way/ Sunset Blvd.*	2.52	\$ 855,000	2006
Northeast Transmission Main Replacement	3.5	\$1,022,576	2006
Westside TM West Drive Booster to Spotted Rd.	3.5	\$ 347,250	2007
Mayfair St. to Upriver Dr.	4.3	\$ 1,138,592	2009
Division St. to Upriver Dr.	4	\$ 383,569	2010
<b>Total:</b>	<b>17.82</b>	<b>\$ 3,746,987</b>	<b>2006-2010</b>

## SEWER/STORM WATER PROJECTS

Project	Miles	Bond Allocation	Year
None identified at this time	0	0	NA
<b>Total</b>	<b>0</b>	<b>0</b>	<b>NA</b>

\*Approved by CSAC August 16, 2005

## LID Match Program

There are over 40 miles of unpaved streets in the City of Spokane. The 2004 10-Year Street Bond Program includes \$10 million under the Local Improvement District (LID) Program to help pay to pave 14 miles of those streets. The program works by:

- Providing 1/3 funding for frontage streets (frontage streets experience a 14% formation failure rate) and providing an increased funding level for side streets (side streets experience an 86% formation failure rate), not to exceed 50% cumulative for any project. Paying 1/3 of the street paving project cost is consistent with previous 'Community Development' neighborhood programs. Residents are responsible for paying the rest of the costs through direct assessment.
- Giving qualified owner-occupants of properties adjacent to the street paving project assistance at 50%, 75%, or 100%. The percentage of additional funding assistance depends on income and family size, using annually adjusted HUD Section 8 income limits.

Some anticipated LID projects are listed below, including the number of miles to be paved and the contract amount.

Project	Miles	Estimated Project Cost	Bond funds	Status	Year
Napa St. from 13th Ave. to 14th Ave.	.06	\$ 157,276	\$ 52,420	Design Phase	2006
Sharp Ave. from Haven St. to Greene St., Sinto Ave. from Regal St. to Fiske St., Haven St. from Boone St. to Mission Ave. and Fiske St. from Boone to Mission	.65	\$1,074,592	\$333,494	Preliminary Hearing Phase	TBD
Helena St. from Euclid Ave. to Dalton Ave.	.20	\$ 101,460	\$ 33,816	Preliminary Hearing Phase	TBD
Houston Ave. from Cincinnati St., Nevada St. and Cincinnati St. from Houston Ave. to 132 ft. north	.16	\$ 323,213	\$105,442	Preliminary Hearing Phase	TBD
Wabash Ave. from Ferrall St. to Freya St.	.07	\$ 171, 674	\$ 38,451	Preliminary Hearing Phase	TBD
Garfield St. from 38th Ave. to 37th Ave.	.06	\$ 111, 790	\$ 38,337	Preliminary Hearing Phase	TBD
Liberty Ave. from Madelia St. to Pittsburg St. & Pittsburg St. from Dalton Ave. to Bridgeport Ave.	1	\$ 223,316	\$ 69,305	Preliminary Hearing Phase	TBD
19th Ave. from Rebecca St. to Havana St.	.40	\$ 652,530	\$202,509	Preliminary Hearing Phase	TBD
<b>Total:</b>	<b>2.6</b>	<b>\$2,815,851</b>	<b>\$873,774</b>		

## Additional Information

### Projects Augmented by STA Funds

Several 2004 Street Bond projects are being augmented with money from Spokane Transit Authority funds because STA buses contribute in large part to wear and tear on the roads involved. This is especially true in areas where rutting and shoving of the asphalt have occurred due to repeated system operation (stopping and turning movements) at bus stops. As a result, STA has partnered with the City of Spokane to pay the incremental cost to install concrete in those areas in lieu of asphalt. This partnership is consistent with the City's Strategic Plan to use concrete to extend the pavement life at high traffic intersections. Below is a list of the projects and the amount of additional STA money being provided.

<b>Project</b>	<b>STA Funding</b>
Greene St. from Mission Ave. to Spokane River (2005)	\$ 20,630
Haven St. & Wellesley Ave. (2006)	\$ 129,700
Maple St. & Wellesley Ave. (2007)	\$ 128,200
Ash St. & Wellesley Ave. (2007)	\$ 129,000
Maple St. & Garland Ave. (2007)	\$ 116,200
Ash St. & Garland Ave. (2007)	\$ 114,300
<b>Total</b>	<b>\$ 709,930</b>



## Advanced/Delayed Projects

Several 2004 Street Bond projects have been advanced or delayed since the original plan was developed to reconstruct Spokane's streets. The decision to advance or delay was based on the following:

- To coordinate with utility projects;
- To advance Bond work if a project is ready for construction and fits the schedule;
- To coordinate with co-funding from Federal, State or local entities;
- To replace bond projects that experience delays.

The following projects have been advanced or delayed\*:

Project	From	To	Original Construction Date	Revised Construction Date	Reason
Maple/Ash St.	Wellesley Ave.	Cedar Rd.	2006/ 2007	Completed 2005	Advanced to get head start on Bond projects
Ben Garnett Way/Grove St.	14th Ave.	9th Ave.	2006/ 2007	Completed 2005	Advanced as part of Washington/Stevens project.
Greene St.	Mission Ave.	Spokane River	2006/ 2007	Completed 2005	Advanced to get head start on Bond projects
29th Ave.	Grand Blvd.	Southeast Blvd.	2014	2006	Advanced to meet water line schedule and coordinate with Southeast Blvd. project
29th Ave.	Southeast Blvd.	Freya St.	2014	2007	Advanced to meet water line schedule and coordinate with Southeast Blvd. project
Sherman St.	8th Ave.	3rd Ave.	2010/ 2011	2008/ 2009	Advanced to include in scope of consultant contract with Southeast Blvd.
Southeast Blvd.	Perry St.	Sherman St.	2010/ 2011	2008/ 2009	Advanced to include in scope of consultant contract with Southeast Blvd.
Washington St.	Indiana Ave.  Boone Ave.	Buckeye Ave.  Buckeye Ave.	2010/ 2011	2007/ 2008	Advanced to meet up with Federally-funded project. The Federal project is from Boone Ave. to Buckeye Ave., the Bond project from Indiana Ave. to Buckeye Ave.
Francis Ave.	Division St.	Market St.	2008	2014	Delayed pending recommendation from Northside Transportation Study
3rd Ave./Sunset Blvd./Inland Empire Way	Walnut St.	Inland Empire Way	Not on original schedule	2006	Utility Match Project approved by CSAC for street bond dollars

\*See Appendix D for a complete list of 2004 10-Year Street Bond Program projects.

## **Street Maintenance Funding Option – CSAC Recommendation**

The City of Spokane currently has a backlog of approximately \$3 million annually of needed street maintenance and repair. The 2004 Street Bond is an excellent start on reducing that backlog; however, it will not eliminate it and/or provide the money necessary for ongoing maintenance activities. The ordinance that created the CSAC tasked the Commission with examining additional sources of funding for street maintenance and repair in order to further reduce the maintenance backlog. The Commission has just begun to examine this question and will continue to explore new options in the future. At this time, we present the following additional funding source as worth consideration by the Council.

### **Implementing a Street Utility Fee to pay for street maintenance and repair**

A Street “Utility Fee” can be considered for use by Spokane to cover some or all of the cost of street maintenance and repair. A Utility Fee has many advantages because it ties actual use to the cost of repair and/or maintenance. There are some inherent problems with a Utility Fee that must be addressed before we can implement such a plan, including some changes to legislation and regulations at the State level that are revenue neutral. In the past, the Administration has not been in favor of a Utility Fee, nor has the broader Spokane community or the State legislature.

The concept of a Street Utility Fee structure is based on the number of trips generated from a property address or location, whether it is commercial or residential. An average trip rate is a measurable and quantifiable number for various categories of property and uses. Single-family residential properties would generate the smallest fee, perhaps as little as \$13 to \$20 per month, while large commercial operations such as retail grocery store and drive through restaurants would generate a much higher daily trip generation and therefore would pay a higher monthly or annual fee, perhaps as much as \$2,000 per month.

Certainly it would be possible under such a fee structure to generate enough revenue to cover the costs associated with street repair and maintenance. Some other street related expenses could be included in the Utility Fee structure. **A committee has spent many months working out the structure for a Street Utility Fee which are on file with the City.** The Utility Fee can be structured to include a base rate and a separate trip generation component. Some elements of the fee structure can be assigned to the base cost while others are assigned to the trip generation portion.

## Conclusion

In these very difficult financial times, it is refreshing and unusual to have funds available to pay more than ten million dollars per year, for ten consecutive years, for major road reconstruction. Because the voters of Spokane determined the need for this work was sufficiently great, they have approved and paid for this work.

The Street Commission's primary function is to oversee the expenditure of these funds. We are accountable to the Mayor, City Council and the citizens of Spokane to assure these funds will be expended wisely and properly, and to advise them where and how the funds have been expended to date. We take this responsibility seriously.

This report is the first in a series of annual presentation-style reports that will be provided to the Mayor and presented before the City Council on behalf of the citizens of Spokane. We will insure these reports are available to the citizens of Spokane in a number of formats, including presentations on Cable Channel 5 and posting them on our web site at [www.spokanestreets.org](http://www.spokanestreets.org). In addition to these annual report presentations, a supplemental progress report will be provided to the Mayor and City Council and posted to our web site, typically in the summer of each year.

The members of the Citizen Street Advisory Commission respectfully submit this report for the review and comment of the Mayor, City Council and the public. It is our honor and pleasure to provide this information and oversight on behalf of the City of Spokane to its leaders and citizens.

Dallas Hawkins  
Chairman, Citizen Street Advisory Commission

## Appendices

## Appendix A

### Citizen Street Advisory Commission Policies and Procedures

Pursuant to Spokane City Ordinance C-33507, The Citizen Street Advisory Commission (herein referred to in this document as the CSAC) shall be a technical accountability commission that shall oversee and review plans, costs, funds and funding sources, budget and expenditures, timelines, appropriate use of materials and technology and other measures relating to the maintenance, repair, improvement (including LIDs) and reconstruction of City streets and related structures. The Commission shall advise and inform the Mayor, the City Council, the Public Works Committee and the citizens of Spokane on matters, measures and issues related to the above.

#### II. Creation:

The Commission has been created and adopted in accordance with the above ordinance and shall consist of seven members appointed by the Mayor and confirmed by the City Council. Two members shall be appointed from each City Council District and a seventh member shall be appointed at large.

#### III. Term:

The initial terms of members are as designated by the Mayor. The terms of the first member from each Council District shall expire on December 31st, 2006, and 2007 respectfully. The other four members' terms shall expire on December 31st 2008, 2010 and 2011 respectfully. Thereafter the terms shall be six years. No elected official or City officer or employee shall be a member of the CSAC. No member shall be appointed for more than two consecutive terms.

#### IV. Conflicts:

No CSAC member shall be affiliated with any contractor performing work or seeking the award of work for projects financed by a municipal street bond project in any way. Commissioners shall avoid conflicts of interest such as a direct pecuniary or financial gain.

### PROCEDURES AND INTERNAL OPERATIONS

#### V. Meeting Schedule and Rules:

The CSAC shall use the current version of *Roberts Rules of Order* to conduct meetings. It will attempt to reach consensus before a vote is taken. The CSAC shall meet as it deems advisable but at least monthly. The CSAC may adopt its own internal rules and regulations and may establish procedures and bylaws.

## Appendix A (cont.)

### VI. Duties of the Secretary and Chairperson:

The CSAC may appoint a member as Secretary and shall elect a member as Chairperson for a term of one year consistent with the calendar year, on or before November 15th of the preceding year. The Chairperson and Secretary shall be able to vote on all matters before the CSAC, along with the other members of the CSAC.

The duties of the Chairperson shall include chairing the meetings of CSAC, setting the meeting agenda, coordinating press releases and reports of the CSAC and acting as spokesperson for the CSAC. The Vice Chair shall undertake the duties of the Chair in the Chairperson's absence. Duties of the Secretary shall be developed as required.

### VIII. Minority Report:

A CSAC member who is present at a meeting at which an action or decision is taken with which he/she disagrees shall have the option of filing a written dissent, and may forward such dissent by mail or email to the Chair of the Commission within three business days after the adjournment of the meeting. If a member was not present at the meeting, that member may file a written dissent or abstention within a reasonable time with the Chair.

### IX. Compensation:

The CSAC shall receive no compensation. The CSAC may, with the approval of the Mayor, be compensated for travel expenses and costs deemed necessary for the proper exercise of the authorized CSAC functions, powers and duties.

## FUNCTIONS POWERS AND DUTIES OF THE COMMISSION

### X. The CSAC shall have the following functions, powers and duties:

1. The CSAC shall provide to the Mayor, the Public Works Committee, the City Council and the citizens of Spokane an annual report and at least one additional report. The dates of these reports shall be April 30th and December 31st. The content of reports shall vary according to the season of the year and the activities of the preceding quarter, but shall generally include:
  - The status of completed, pending and future road projects and the Commission's determination of whether the projects were completed on time and on budget, made use of appropriate materials and technology and reflect appropriate future planning.
  - A review commentary and recommendations concerning the proposed budget for the operation of the Street Department and Street Bond project work in Engineering Services. As part of these reports, the Commission shall review these proposed budgets prior to submission to the Priorities of Government Process, as well as the final budgets submitted at the end of each year.

## Appendix A (cont.)

- Recommendations for any capital street programs that should be included in the annual Six-Year Street Plan adopted by the City of Spokane.
- Proposed policies and recommendations as identified in paragraphs (2) and (3) below.
- Recommendations to the Mayor and City Council in seeking alternative funding to support improved street repair and replacement programs, as well as traffic and transportation programs.
- Recommendations to the Mayor and City Council concerning service improvements and capital and staffing needs related to the Street Department and the Engineering Services Department.

The CSAC may, from time to time as it deems appropriate, provide additional reports, either in writing, orally or on Power Point or video tape, to various City departments, the City Council, the Street Department, the Public Works Committee of the City of Spokane, as well as to various citizens groups and organizations, including but not limited to the Community Assembly.

2. The CSAC shall regularly review the status of the Street Construction Bonds approved by the voters to ascertain the dollar amount sold to date, the cost of bond administration, and the distribution of the funds. It will ascertain through a financial audit, if such records are available, that these funds are administered and can be identified separately from other City funds and that the specific expenditures are appropriate, proper and adequate to cover the repair and replacement of Spokane's streets. Additional construction or equipment replacement not included on the approved list (see attachment A) shall be brought before the CSAC and Public Works Committee for approval. Only those items and activities included on the approved list shall be funded by Street Bond revenues.
3. The CSAC shall make recommendations concerning the policies to be adopted by the City of Spokane designed to assure the development and maintenance of a comprehensive and balanced Citywide street system to meet the needs of the people of Spokane.

To this end the CSAC shall:

- i. Develop street policies that are based on the policies, goals and objectives expressed and inherent in existing Federal and State law, the City Street Calming and Management Guidelines, the Comprehensive Plan and other City ordinances;
- ii. Inventory the adopted relevant policies, goals and objectives of the City, State government, and other local governments in the region;
- iii. Establish a procedure for review and revision of the City's street policies for submission of proposed changes to the City Council.

**Appendix A (cont.)**

4. The CSAC shall review and comment on the results of financial records and audits, if such audits are performed, concerning the funds received to date from the sale of the Street Bonds and the expenditures related to these funds. Reports of the findings of these audits shall be provided to the Mayor, City Council, and the citizens of Spokane in the April 30th Annual Report of each calendar year.
5. The CSAC shall make policy recommendations to the City Council on each of the following items:
  - a. The effective coordination of City street planning with State, regional and other government entities within Spokane County.
  - b. Public involvement in street issues designed to elicit the public's views with respect to street issues including but not limited to existing and future street maintenance and performance related to existing bonds, future bond issues and impacts of street programs.
6. The CSAC shall receive from appropriate City departments timely reports at least twice yearly discussing completed, current and future road projects and funds expended for same, including but not limited to any Street Bond projects.
7. The CSAC shall adopt these rules, regulations, bylaws and policy directives as may be necessary to carry out responsibly and properly those functions expressly vested in the CSAC by Ordinance C-33507 or as otherwise requested by the Mayor.
8. The CSAC shall from time to time make corrections, additions and/or changes to these Bylaws as required to reflect the activities and the duties of the Commission and shall seek the approval of the City Legal Department and the Office of the Mayor regarding any changes it wishes to make.

Approved and Adopted by the Citizen Street Advisory Commission this \_\_\_\_\_ day of \_\_\_\_\_, 2005 in Spokane Washington.



## Appendix B

CSAC member districts and terms:

<b>Members:</b>	<b>Representing:</b>	<b>Terms:</b>
Chuck Kearney	District 3	12/31/05
Dallas Hawkins	District 2	12/31/06
Donna Jilbert	District 1	12/31/07
Clay Schueman	District 3	12/31/08
Max Kuney	District 2	12/31/09
Robert Higgins	At Large	12/31/10
Stan Stirling	District 1	12/31/10

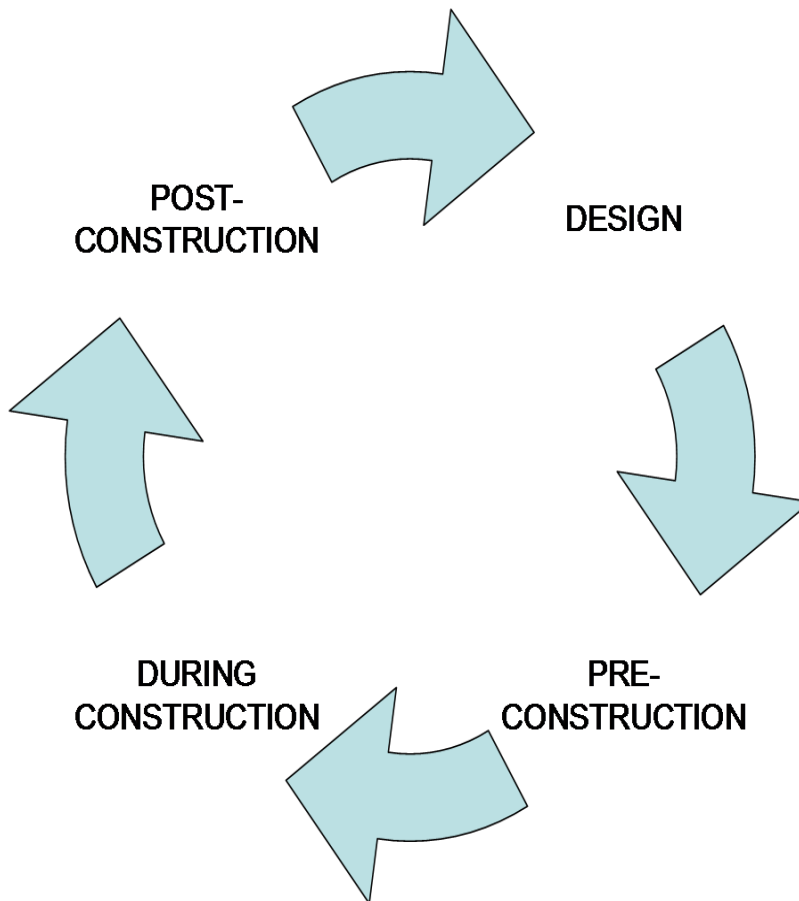
Appendix C

# City of Spokane Materials Testing Laboratory

Materials Engineer, Laboratory Supervisor, Lab. Assistant, Lab. Assistant/Inspector

Materials Testing & the Lab's  
Function Throughout the Life of a  
City Street Project.

## MATERIALS TESTING LAB. RESPONSIBILITIES DURING PROJECT CYCLE



## Design Phase

- Materials lab. obtains core samples of existing roadway per design engineer's request.



Appendix C (cont.)

# Pre-Construction

- Review material submittals for job specification compliance.
  - Check WSDOT’s Materials Laboratory website for “Aggregate Source Approval Report” & “Qualified Product List”
- Approve or reject specific materials & HMA design.
- Gather samples of approved materials for lab. testing prior to construction.



WSDOT MATERIALS LAB

## Aggregate Source Approval Report

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Owner: Spokane Rock Products, Inc.	Aggregate Source: PS-C-290
Leasee:	Known as: Airway Heights
Located in: NE1/4 SW1/4 Section 26 T25N R41E	County: Spokane

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Remarks:

**Pit Run Materials:**

Prior to incorporating any of the following into a job, Gradation and Sand Equivalent tests shall be performed to determine if the material does in fact meet specification for the intended use.

Backfill for Rock Wall	Backfill for Sand Drains	Bedding Material for Rigid Pipe
Bedding Material for Thermoplastic Pipe	Blending Sand	Foundation Material for Classes A, B or C
Gravel Backfill for Drains and Drywells	Gravel Backfill for Foundation Class B	Gravel Backfill for Pipe Zone Bedding
Gravel Backfill for Walls	Gravel Borrow	Sand Drainage Blanket
Select or Common Borrow		

No Preliminary Tests are required to be performed by the State Materials Lab

---

<b>Gravel Base:</b>	Test Date: 05/23/2001	Expiration Date: 05/23/2006
Drainage: Free	R Value: 72	Swell Pressure: 0.1
Currently approved as a source of aggregate for:		
Bank Run Gravel for Trench Bkfl		
Gravel Base		
Acceptance tests need to be performed as necessary		

## Appendix C (cont.)

MAPS & DATA AL



TRAFFIC & ROADS

### STATE MATERIALS LABORATORY

#### Qualified Product List

##### Product Information

**Manufacturer :** [SemMaterials, Spokane - WA](#)

**Product Name :** PG Grade Asphalt Cement

**Standard Spec :** 9-02.1(4), Asphalt - Asphalt Cements

**Product Description :** Approved Grades: 58-22, 58-28, 58-34, 64-22, 64-28, 64-34, 70-28, 70-34, 76-28.

**Product Restriction :**

**Acceptance Code :** 2148

**Code Description :** Acceptance is based on receipt of an acceptable Bill of Lading for each delivery to the project. See Construction Manual 9-5.7 for requirements of sampling frequency.

**Note 1 :** Check Approved Mix Design for Anti-stripping requirements.

**Last Updated :** May 17, 1999

Contractors with WSDOT Click here for [Contractor Product Info Page](#)

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2003

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## During Construction

- Obtain aggregate, oil, & asphalt mix samples from asphalt manufacturing plant.
- Testing Frequency: 1 test per 800 tons of asphalt placed, with a minimum of 1 test per day.
- Each test is performed to verify compliance with the approved HMA job mix formula.
- Asphalt supplier is notified immediately of test results for each test performed.

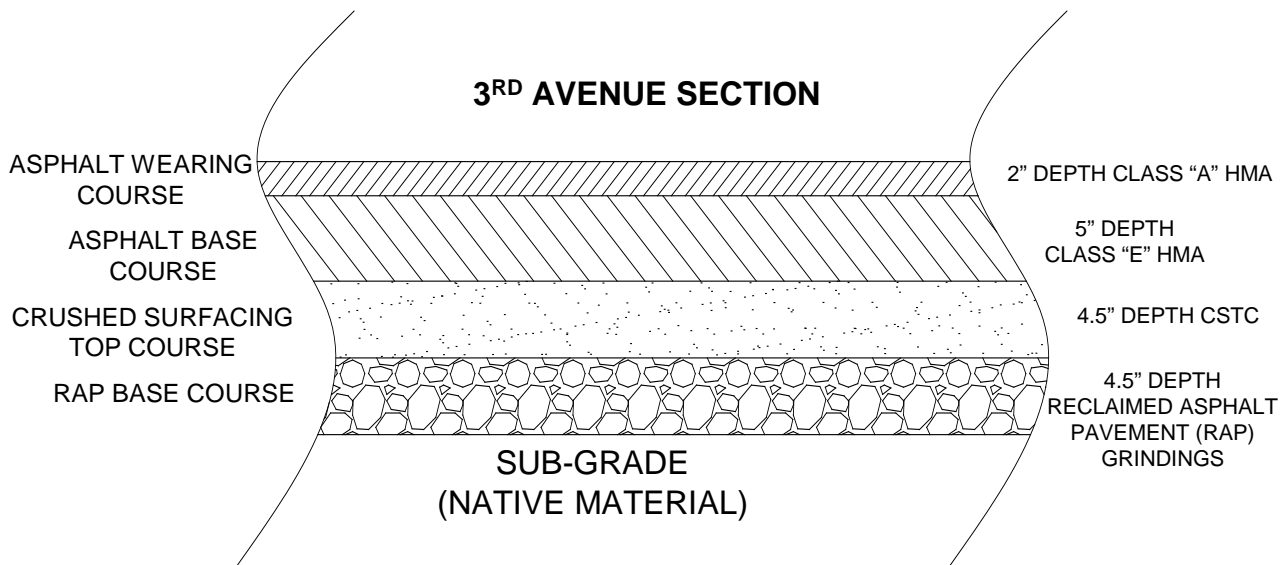
Appendix C (cont.)

## During Construction

### COMPACTION TESTING

- Lab. testing determines a material's maximum density.
- Field inspectors use nuclear densometer gauges to test compaction in the field.
- Aggregate base courses - 95% max. density.
- Asphalt - 91%, statistically, of rice density.
- Asphalt compaction testing - 5 random areas be tested per 400 tons of placed pavement.

### 3<sup>RD</sup> AVENUE SECTION AS-CONSTRUCTED



## Post-Construction

- Post-construction core samples.
- Lab. tests determine actual asphalt densities.
- In-field compaction readings are then adjusted.
- Pay factors are determined based on compaction test results.

- **QUESTIONS**
- **COMMENTS**
- **DISCUSSION**

## Appendix D

### 10-Year Street Plan for Rehabilitation & Reconstruction of ARTERIAL STREETS & PUBLIC SAFETY CORRIDORS Paves 37 Miles

	PROPOSED YRS 2006- 2007	REVISED YRS				
Area	Street Name		From	To	Cost	Comments
NW	Maple St.	2005	Garland Ave.	City Limits	\$2,170,000	Advanced to get head start on Bond projects
SW	Bernard St.	2005	29th Ave.	9th Ave.	\$2,270,000	
NE	Haven Street		Market St. south	Market St. north	\$1,320,000	
NW	Ash St.	2005	Garland Ave.	Country Homes Blvd.	\$ 2,750,000	
SE	Freya St.		37th Ave.	5th Ave.	\$ 2,350,000	
NE	Greene St.	2005	192' N of Mission Ave.	Bridge End (S)	\$ 950,000	
W	3 <sup>rd</sup> Ave./Sunset Blvd./Inland Empire Way	2006	Walnut St.	Inland Empire Way	\$ 855,000	New Utility Match project approved by CSAC for Street Bond dollars.
	<b>Subtotal</b>				<b>\$12,665,000</b>	
	PROPOSED YRS 2008- 2009	REVISED YRS				
Area	Street Name		From	To	Cost	Comments
NE	Crestline St.		Illinois Ave.	Wellesley Ave.	\$ 2,550,000	
NW	Maple St.		Broadway Ave.	Garland Ave.	\$ 2,360,000	
SE	Southeast Blvd.		29th Ave.	Perry St.	\$ 1,280,000	
NE	Francis Ave.	2014	Division St.	Market St.	\$ 4,530,000	Delay pending recommendations from North Side Transportation Study
NW	Ash St.		Broadway Ave. (W)	Garland Ave.	\$ 2,970,000	
	<b>Subtotal</b>				<b>\$13,690,000</b>	



**Appendix D (cont.)**

	<b>PROPOSED YRS 2010- 2011</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comments</b>
NE	Market St.		Garland Ave.	Francis Ave.	\$ 2,620,000	
NW	Alberta St.		Northwest Blvd.	Wellesley Ave.	\$ 1,480,000	
NW	Wall St.		Wellesley Ave.	Francis Ave.	\$ 940,000	
SE	Sherman St.	2008/2009	8th Ave.	3rd Ave.	\$ 1,050,000	Advanced to include in scope of consultant contract with Southeast Blvd. for efficiency
SE	Southeast Blvd.	2008/2009	Perry St.	Sherman St.	\$ 890,000	Advanced to include in scope of consultant contract with Southeast Blvd. for efficiency
NW	Alberta St.		Wellesley Ave.	Francis Ave.	\$1,490,000	
NW	Cochran St.		Northwest Blvd.	Alberta St.	\$ 410,000	
NW	Washington St.	2007/2008	Indiana Ave.	Buckeye Ave.	\$ 910,000	To meet with Federally funded project from Boone Ave. to Buckeye Ave.
SE	37 <sup>th</sup> Ave.		Perry St.	Regal St.	\$ 1,320,000	
SE	Hatch Rd.		57 <sup>th</sup> Ave.	43 <sup>rd</sup> Ave.	\$ 1,570,000	
SW	2 <sup>nd</sup> Ave.		Sunset Blvd.	Post St.	\$ 940,000	
	<b>Subtotal</b>				<b>\$13,620,000</b>	
	<b>PROPOSED YRS 2012- 2013</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comments</b>
NE	Euclid Ave.		Crestline St.	Market St.	\$1,110,000	
NW	Northwest Blvd.		Alberta St.	Maple St.	\$1,620,000	
NW	Wellesley Ave.		"A" St.	Division St.	\$3,610,000	
SE	37th Ave.		Grand Blvd.	Perry St.	\$ 580,000	
NW	Post St.		Maxwell Ave.	Buckeye Ave.	\$1,710,000	
SW	2nd Ave.		Post St.	Arthur St.	\$2,520,000	
SW	3rd Ave.		Division St.	Arthur St.	\$1,330,000	
SW	Grand Blvd.		High Dr.	29th Ave.	\$1,300,000	

**Appendix D (cont.)**

	<b>PROPOSED YRS 2014-2015</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comments</b>
NE	Nevada St.		N. Foothills Dr.	Francis Ave.	\$3,650,000	
SE	29th Ave.	2006	Southeast Blvd.	Grand Blvd.	\$2,170,000	Advanced to meet water line schedule and coordinate with Southeast Blvd. project
NE	Mission Ave.	2008	Napa St. (S)	Greene St.	\$1,420,000	Water Transmission Main replacement delayed from 2008 to 2014 to match bond project schedule.
SW	High Dr.		Grand Blvd.	29th Ave.	\$2,220,000	
	<b>Subtotal</b>				<b>\$23,240,000</b>	
				<b>Total:</b>	<b>\$65,150,000</b>	

**Appendix D (cont.)**

10-Year Street Plan for Rehabilitation & Reconstruction  
**REVISED RESIDENTIAL STREETS**  
 Paves 52 Miles

	<b>PROPOSED YRS 2006-2007</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comments</b>
SW	1 <sup>st</sup> Ave.		Poplar St.	Maple St.	\$ 400,000	
SW	2 <sup>nd</sup> Ave.		Coeur d'Alene St.	Maple St.	\$ 366,000	
SW	37 <sup>th</sup> Ave.		Bernard St.	Grand Blvd.	\$ 722,000	
SW	39 <sup>th</sup> Ave.		Browne St.	Lamonte St.	\$ 356,000	
SW	40 <sup>th</sup> Ave.		Bernard St.	Lamonte St.	\$ 408,000	
SW	Manito Blvd. Northbound		High Dr.	37th Ave.	\$ 41,000	
SW	Skyview Dr. Northbound		High Dr.	37th Ave.	\$ 36,000	
SW	Skyview Dr. Southbound		High Dr.	37th Ave.	\$ 21,000	
SW	Tekoa St.		40th Ave.	37th Ave.	\$ 70,000	
NW	"C" St.		Walton Ave.	Hoffman Ave.	\$ 265,000	
NW	"G" St.		Northwest Blvd.	Wellesley Ave.	\$ 648,000	
NW	Heroy Ave.		"G" St.	"A" St.	\$ 279,000	
NW	Hoffman Ave.		"G" St.	Alberta St.	\$ 419,000	
NW	Princeton Ave.		"G" St.	"C" St.	\$ 197,000	
NW	Riverside Ave.		Bridge End	Hemlock St.	\$ 184,000	
NE	Cook St.		Hoffman Ave.	Wellesley Ave.	\$ 23,000	
NE	Hoffman Ave.		Crestline St.	Haven St.	\$ 487,000	
NE	Lacey St.		Hoffman Ave.	Queen Ave.	\$ 125,000	
NE	Nelson St.		Wellesley Ave.	Queen Ave.	\$ 150,000	
NE	Queen Ave.		Lacey St.	Regal St.	\$ 116,000	
NE	Regal St.		Hoffman Ave.	Queen Ave. (East)	\$ 55,000	
NE	Smith St.		Wellesley Ave.	Queen Avenue	\$ 166,000	
NE	Stone St.		Hoffman Ave.	Wellesley Ave.	\$ 19,000	
NE	Wabash Ave.		Smith St.	Haven St.	\$ 185,000	
	<b>Subtotal</b>				<b>\$5,738,000</b>	

**Appendix D (cont.)**

	<b>PROPOSED YRS 2008-2009</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comment</b>
SE	11th Ave.		Altamont Blvd. (East)	Julia St.	\$ 576,000	
SE	3rd Ave.		Magnolia St.	Regal St.	\$ 512,000	
SE	4th Ave.		Magnolia St.	Regal St.	\$ 467,000	
SE	9th Ave.		Altamont Blvd.	Jaques St.	\$ 125,000	
SE	Altamont Blvd. (W)		E. 2200 Altamont Blvd.	Altamont St.	\$ 277,000	
SE	Cook St.		14th Ave.	Altamont Blvd.	\$ 78,000	
SE	Crestline St.		5th Ave.	3rd Ave.	\$ 80,000	
SE	Magnolia St.		5th Ave.	3rd Ave.	\$ 82,000	
SE	N. Magnolia Blvd. (East)		12th Ave.	Altamont St.	\$ 243,000	
SE	Regal St.		5th Ave.	3rd Ave.	\$ 58,000	
SE	S. Altamont Blvd. (East)		Cook St.	12th Ave.	\$ 106,000	
SE	S. Altamont Blvd. (West)		Cook St.	1100 S. Altamont	\$ 263,000	
SE	Woodfern St.		Altamont Blvd. (South)	Altamont Blvd. (North)	\$ 107,000	
NW	Belt St.		Nora Ave.	Montgomery Ave.	\$ 220,000	
NW	Buell Ct.		Hemlock St.	Montgomery Ave.	\$ 78,000	
NW	Cannon St.		Nora Ave.	Montgomery Ave.	\$ 164,000	
NW	Hemlock St.		Shannon Ave.	Montgomery Ave.	\$ 157,000	
NW	Indiana Ave.		Hemlock St.	Ash St.	\$ 357,000	
NW	Knox Ave.		Belt St.	Cul' De Sac	\$ 112,000	
NW	Mansfield Ave.		Belt St.	Elm St.	\$ 143,000	
NW	Montgomery Ave.		Nettleton St.	Belt St. (North)	\$ 80,000	
NW	Nora Ave.		Hemlock St.	Ash St.	\$ 233,000	
NW	Shannon Ave.		Hemlock St.	Elm St.	\$ 183,000	
NE	Addison St.		Indiana Ave.	Montgomery Ave.	\$ 183,000	
NE	Baldwin Ave.		Astor St.	Perry St.	\$ 372,000	
NE	Cincinnati St.		Indiana Ave.	Montgomery Ave.	\$ 101,000	
NE	Dakota St.		Indiana Ave.	Illinois Ave.	\$ 239,000	
NE	Ermina Ave.		Pearl St. (VAC)	Columbus St.	\$ 394,000	
NE	Illinois Ave.		Dakota St.	Hamilton St.	\$ 170,000	
NE	Montgomery Ave.		Astor St.	Hamilton St. (North)	\$ 475,000	
NE	Standard St.		Indiana Ave.	Montgomery Ave.	\$ 187,000	

**Appendix D (cont.)**

	<b>Subtotal</b>				<b>\$6,822,000</b>	
	<b>PROPOSED YRS 2010-2011</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comment</b>
SE	Crestline St.		Thurston Ave.	37th Ave.	\$ 249,000	
SE	Helena St.		42nd Ave.	Thurston Ave.	\$ 115,000	
SE	Hogan Ave.		42nd Ave.	Thurston Ave.	\$ 44,000	
SE	Madelia St.		42nd Ave.	Thurston Ave.	\$ 115,000	
SE	Perry St.		45th Ave.	Thurston Ave.	\$ 318,000	
SE	Pittsburg St.		44th Ave.	37th Ave.	\$ 348,000	
SE	Thurston Ave.		Arthur St.	Crestline St.	\$ 666,000	
NW	Atlantic St.		Joseph Ave.	Columbia Ave.	\$ 83,000	
NW	Beacon Ave.		Dakota St.	Nevada St.	\$ 186,000	
NW	Calispel St.		Joseph Ave.	Francis Ave.	\$ 159,000	
NW	Columbia Ave.		Post St.	Division St.	\$ 498,000	
NW	Franklin Ct.		Calispel St.	Atlantic St.	\$ 135,000	
NW	Howard St.		Rowan Ave.	Columbia Ave.	\$ 68,000	
NW	Joseph Ave.		Post St.	Division St.	\$ 427,000	
NW	Nebraska Ave.		Post St.	Division St.	\$ 496,000	
NW	Normandie St.		Nebraska Ave.	Joseph Ave.	\$ 44,000	
NW	Post St.		Rowan Ave.	Dalke Ave.	\$ 254,000	
NW	Rowan Ave.		Wall St.	Whitehouse St.	\$ 248,000	
NW	Stevens St.		Rowan Ave.	Columbia Ave.	\$ 154,000	
NW	Washington St.		Rowan Ave.	Columbia Ave.	\$ 97,000	
NW	Whitehouse St.		Rowan Ave.	Columbia Ave.	\$ 55,000	
NE	Addison St.		Francis Ave.	Standard St.	\$ 176,000	
NE	Bridgeport Ave.		Division St.	Crestline St.	\$1,227,000	
NE	Courtland Ave.		Perry St.	Crestline St.	\$ 205,000	
NE	Glass Ave.		Perry St.	Crestline	\$ 415,000	
NE	Standard St.		Addison St.	Colton Pl.	\$1,057,000	
	<b>Subtotal</b>				<b>\$7,839,000</b>	
	<b>PROPOSED YRS 2012-2013</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comment</b>
SW	17th Ave.		Cedar St.	Madison St.	\$ 77,000	
SW	18th Ave.		Cedar St.	Madison St.	\$ 217,000	
SW	19th Ave.		Cedar St.	Madison St.	\$ 116,000	
SW	20th Ave.		Adams St.	Madison St.	\$ 86,000	
SW	Adams St.		21st Ave.	15th Ave.	\$ 304,000	

**Appendix D (cont.)**

SW	Jefferson St.		21st Ave.	15th Ave.	\$ 369,000	
SW	Lincoln St.		20th Ave.	17th Ave. (West)	\$ 264,000	
SW	Madison St.		21st Ave.	17th Ave.	\$ 206,000	
SE	Rockwood Blvd.		Cowley St.	Crestline St.	\$1,764,000	
SE	Upper Terrace Rd.		Rockwood Blvd.	17th Ave.	\$ 141,000	
NW	Alberta St.		Olympic Ave.	Rowan Ave.	\$ 230,000	
NW	Crown Ave.		"A" St.	Nettleton St.	\$ 388,000	
NW	Milton St.		Olympic Ave.	Rowan Ave.	\$ 222,000	
NW	Nettleton St.		Olympic Ave.	Rowan Ave.	\$ 222,000	
NW	Olympic Ave.		"A" St.	Nettleton St.	\$ 171,000	
NW	Queen Ave.		"A" St.	Nettleton St.	\$ 227,000	
NE	Addison St.		Rowan Ave.	Columbia Ave.	\$ 93,000	
NE	Columbia Ave.		Lidgerwood St.	Cul de Sac (East)	\$ 192,000	
NE	Joseph Ave.		Lidgerwood St.	Cincinnati St.	\$ 135,000	
	<b>Subtotal</b>				<b>\$5,424,000</b>	
	<b>PROPOSED YRS 2014-2015</b>	<b>REVISED YRS</b>				
<b>Area</b>	<b>Street Name</b>		<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Comment</b>
NE	Lidgerwood St.		North Ave.	Francis Ave.	\$ 414,000	
NE	Nebraska Ave.		Lidgerwood St.	Cincinnati St.	\$ 258,000	
NE	Standard St.		North Ave.	Columbia Ave.	\$ 82,000	
SW	14 <sup>th</sup> Ave.		Lincoln St. (south)	Division St. (north)	\$ 466,000	
SW	Adams St.		Alley (south) of Third Ave.	Sprague Ave.	\$ 465,000	
SW	Jefferson St.		4 <sup>th</sup> Ave.	Sprague Ave.	\$ 504,000	
SW	Madison St.		4 <sup>th</sup> Ave.	Sprague Ave.	\$ 504,000	
SW	Monroe St.		29 <sup>th</sup> Ave.	20 <sup>th</sup> Ave.	\$1,104,000	
SE	14 <sup>th</sup> Ave.		Division St. (north)	Grand Blvd.	\$ 102,000	
NW	"A" St.		Francis Ave.	Beacon Ave.	\$ 359,000	
NW	Adams St.		Wellesley Ave.	Rowan Ave.	\$ 328,000	
NW	Audubon St.		Holyoke Ave.	Beacon Ave.	\$ 161,000	
NW	Beacon Ave.		Audubon St.	Alberta St.	\$ 453,000	
NW	Holyoke Ave.		Indian Trail Rd.	Lindeke St.	\$ 460,000	
NW	Houston Ave.		Holyoke Ave.	Lindeke St.	\$ 344,000	
NW	Jefferson St.		Wellesley Ave.	Rowan Ave.	\$ 390,000	
NW	Lindeke St.		Francis Ave.	Beacon Ave.	\$ 297,000	
NW	Madison Ave.		Wellesley Ave.	Rowan Ave.	\$ 117,000	
NW	Wabash Ave.		Maple St.	Madison St.	\$ 298,000	
NE	Indiana Ave.		Lacey St.	Regal St.	\$ 116,000	
NE	Marshall Ave.		Nelson St.	Regal St.	\$ 43,000	

**Appendix D (cont.)**

NE	Nelson St.		Mission Ave.	Marshall St.	\$ 163,000	
NE	Nora Ave.		Lacey St.	Regal St.	\$ 68,000	
NE	Regal St.		Mission Ave.	South Riverton	\$ 423,000	
NE	South Crescent Ave.		Lacey St. (north)	Regal St.	\$ 164,000	
NE	South Riverton Ave.		Lacey St.	Ermina Ave.	\$ 506,000	
	<b>Subtotal</b>				<b>\$ 8,085,000</b>	
				<b>Total:</b>	<b>\$34,916,000</b>	

**Appendix D (cont.)**