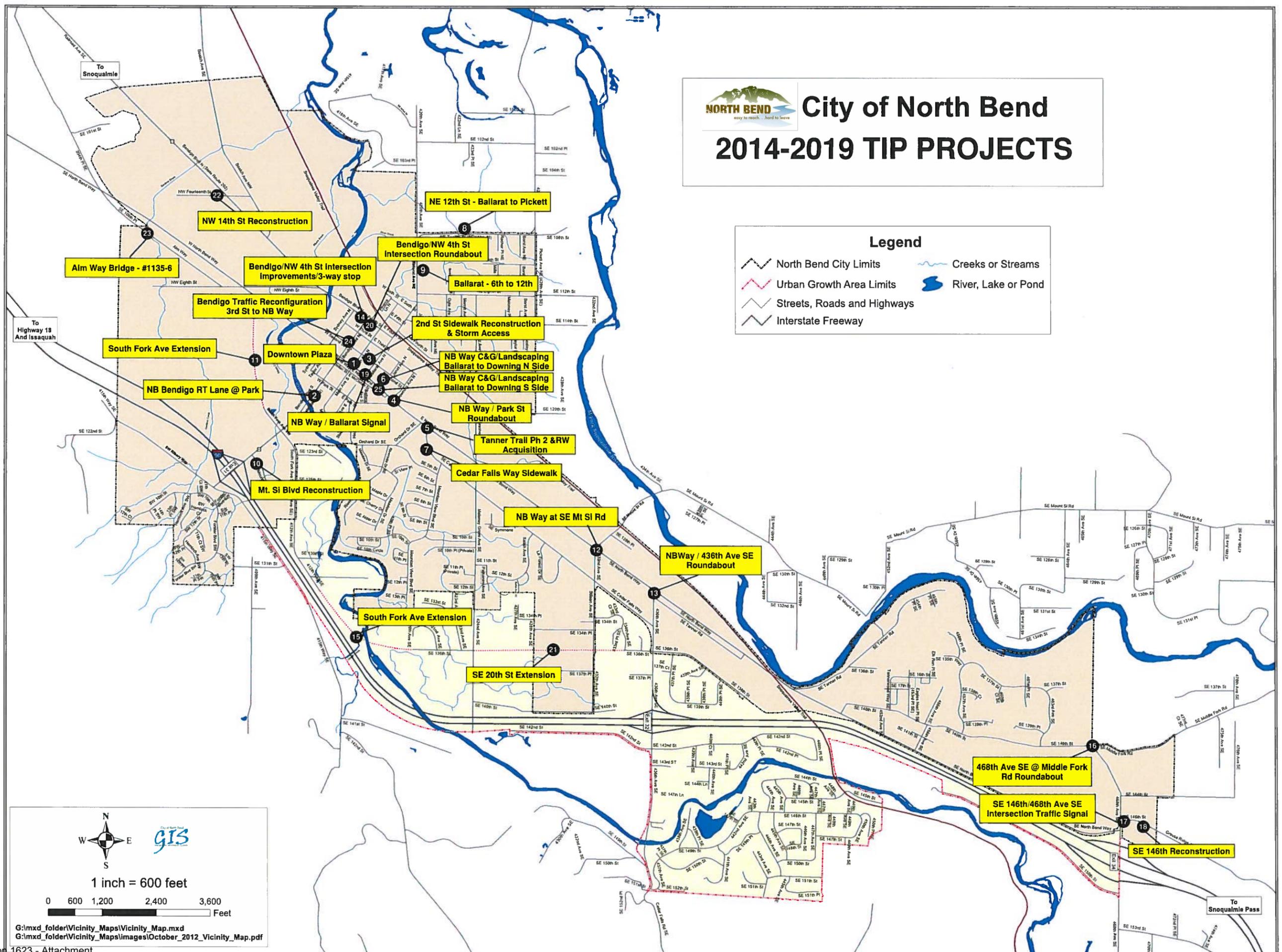




City of North Bend 2014-2019 TIP PROJECTS

Legend

- North Bend City Limits
- Urban Growth Area Limits
- Streets, Roads and Highways
- Interstate Freeway
- Creeks or Streams
- River, Lake or Pond



1 inch = 600 feet



G:\mxd_folder\Vicinity_Maps\Vicinity_Map.mxd
G:\mxd_folder\Vicinity_Maps\images\October_2012_Vicinity_Map.pdf

| Project Number 2014-2019 | Project Name | Street | From | To | | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | Row Total | | | | | | | |
|--------------------------|---|----------------|-----------------|----------------|-------------------------|--------------|--------------|-----------------|---------------|------------|--------------|--------|--------------|--------|--------------|--------|--------------|-----------|--------------|--|---|--|------------|--------------|------------|
| | | | | | | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | | | | | | |
| 1 | Downtown Plaza | North Bend Way | Bendigo | Ballarat | PSRC Funding | Consultant | Not Selected | | | | | | | | | | | | | | 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. | | | | |
| | | | | | | Design | 2014 | \$ 147,844.00 | | | | | | | | | | | | | | | \$ 147,844 | | |
| | | | | | | Construction | 2014 | | \$ 837,781.00 | | | | | | | | | | | | | | | | \$ 837,781 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Right Turn Lane, N Bound Bendigo at Park Street | North Bend Way | Park Ave | Downing Ave | | Consultant | Not Selected | | | | | | | | | | | | | | 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. | | | | |
| | | | | | | Design | 2014 | \$ 24,102.00 | | | | | | | | | | | | | | | \$ 24,102 | | |
| | | | | | | Construction | 2014 | | \$ 136,581.00 | | | | | | | | | | | | | | | \$ 136,581 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2nd Street Sidewalk Reconstruction & Storm Access | 2nd Street | Main St | Ballarat Ave | | Consultant | Not Selected | | | | | | | | | | | | | | 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. | | | | |
| | | | | | | Design | 2014 | \$ 17,453.00 | | | | | | | | | | | | | | | \$ 17,453 | | |
| | | | | | | Construction | | | \$ 98,903 | | | | | | | | | | | | | | | \$ 98,903 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | North Bend Way/Park Roundabout Design | North Bend Way | Park Ave | Downing Ave N | | Consultant | Not Selected | | | | | | | | | | | | | | 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. | | | | |
| | | | | | | Design | 2014 | \$ 247,455.00 | | | | | | | | | | | | | | | | \$ 247,455 | |
| | | | | | | Construction | 2014 | | \$ 1,994,114 | | | | | | | | | | | | | | | \$ 1,994,114 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Tanner Trail, Phase 2 and 3 ROW Acquisition | | | | KC Conservation Futures | Appraisal | 2013 | | | | | | | | | | | | | | Tanner Trail, Phase 2 and 3 ROW 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. | | | | |
| | | | | | | Grant | 2013 | | | | | | | | | | | | | | | | | | |
| | | | | | | Consultant | Not Selected | | | | | | | | | | | | | | | | | | |
| | | | | | | ROW Purchase | 2014 | \$ 4,150,000.00 | | | | | | | | | | | | | | | | \$ 4,150,000 | |
| | | | | | | Construction | | | | | | | | | | | | | | | | | | | |
| 6 | North Bend Way C&G/Landscape (Ballarat to Downing) NORTH SIDE | North Bend Way | Ballarat Ave | Downing Avenue | CDBG | Consultant | Not Selected | | | | | | | | | | | | | | North Bend Way C&G/Landscape (Ballarat to Downing) NORTH SIDE - This project will construct ADA compliant and wider concrete sidewalks where none exist, including the installation of concrete curbs, gutters, illumination system, and storm drainage systems associated with the sidewalk improvements. These improvements will address the immediate pedestrian safety problem in this section of North Bend Way. | | | | |
| | | | | | | Design | 2014 | \$ 42,914.00 | | | | | | | | | | | | | | | | \$ 42,914 | |
| | | | | | | Construction | 2014 | | \$ 459,176 | | | | | | | | | | | | | | | \$ 459,176 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Cedar Falls Way Sidewalk (Roundabout to Mt. View Blvd) | North Bend Way | Cedar Falls Way | Mt. View Blvd | | Consultant | Not Selected | | | | | | | | | | | | | | 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. | | | | |
| | | | | | | Design | 2014 | | \$ 17,897.00 | | | | | | | | | | | | | | | \$ 17,897 | |
| | | | | | | Construction | 2014 | | | \$ 101,416 | | | | | | | | | | | | | | \$ 101,416 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

| Project Number 2014-2019 | Project Name | Street | From | To | | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | Row Total | | |
|--------------------------|---|----------------|--------------|--------------|-------------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------|--------------|--------------|--------------|-----------|--------------|---|
| | | | | | | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | |
| 8 | NE 12th Street Improvements and Overlay | NE 12th Street | Ballarat Ave | Pickett Ave. | | | | | | | | | | | | | | | | NE 12 th 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. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2015 | | \$ 140,332 | | | | | | | | | | | \$ 140,332 | |
| | | | | | Construction | 2015 | | | \$ 795,218 | | | | | | | | | | \$ 795,218 | |
| 9 | Ballarat - 6th to 12th | | | | | | | | | | | | | | | | | | | Ballarat Avenue NE - NE 6th to NE 12th Street - Reconstruct Ballarat Avenue NE from NE 6th Street to NE 12th Street. Including replacement of culverts, drains and related stormwater facilities. New subbase, base and asphalt surfacing. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2015 | | \$ 84,000 | | | | | | | | | | | \$ 84,000 | |
| | | | | | Construction | 2015 | | | \$ 476,000 | | | | | | | | | | \$ 476,000 | |
| 10 | Mount SI Blvd Reconstruct | | | | | | | | | | | | | | | | | | | Mount SI Blvd Reconstruct - The existing roadway does not have adequate structure and is severely distressed. This project will reconstruct the full width of the most distressed portion of the roadway from the intersection of SR 202 to approximately 300 feet east. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2015 | | \$ 75,000 | | | | | | | | | | | \$ 75,000 | |
| | | | | | Construction | 2015 | | | \$ 425,000 | | | | | | | | | | \$ 425,000 | |
| 11 | South Fork Avenue Extension - Bendigo to NBW/8th Street - Nintendo ByPass | South Fork | Bendigo | 8th St | | | | | | | | | | | | | | | | South Fork Avenue Extension - Bendigo to North Bend Way/8th Street - Nintendo ByPass - This would be an extension of South Fork Avenue SW from the current Nintendo east access gate westerly to 8th Street. The 2012 Transportation Element calls for a 2 Lane collector; the estimated cost is for a four lane Arterial road. Need direction from Council on standard desired. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2015 | | \$ 681,000 | | | | | | | | | | | \$ 681,000 | |
| | | | | | Construction | 2016 | | | | \$ 3,859,000 | | | | | | | | | \$ 3,859,000 | |
| 12 | North Bend Way at SE Mount SI Road | | | | | | | | | | | | | | | | | | | North Bend Way at SE Mount SI Road - Construct roundabout to serve growing traffic demand. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2017 | | | | \$ 336,235 | | | | | | | | | \$ 336,235 | |
| | | | | | Construction | 2017 | | | | | \$ 1,905,334 | | | | | | | | \$ 1,905,334 | |
| 13 | North Bend Way at 436th Avenue SE Roundabout | | | | | | | | | | | | | | | | | | | North Bend Way at 436th Avenue SE Roundabout - Construct roundabout to serve growing traffic demand. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2017 | | | | \$ 336,235 | | | | | | | | | \$ 336,235 | |
| | | | | | Construction | 2017 | | | | | \$ 1,905,334 | | | | | | | | \$ 1,905,334 | |
| 14 | Bendigo/NW 4th St Intersection Improvements - 3 Way Stop | Bendigo | W 4th Street | 3-Way Stop | | | | | | | | | | | | | | | | Bendigo Blvd/W. 4 th Street Intersection Improvements - To facilitate easier turning movements onto 4 th 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. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | WSDOT Discussions | 2017 | | | | | | | | | | | | | | |
| | | | | | Design | 2018 | | | | | | \$ 72,622 | | | | | | | \$ 72,622 | |
| | | | | | Construction | 2018 | | | | | | | \$ 411,527 | | | | | | \$ 411,527 | |
| 15 | South Fork Avenue Extension, Mt. SI Blvd to Maloney Grove | | | | | | | | | | | | | | | | | | | South Fork Avenue Extension, Mt. SI Blvd to Maloney Grove - Reserve right of way to extend roadway as a collector street to serve future residential development from Mt. SI Boulevard to Maloney Grove Road. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2017 | | | | | | \$ 1,194,235 | | | | | | | \$ 1,194,235 | |
| | | | | | Construction | 2018 | | | | | | | \$ 6,767,332 | | | | | | \$ 6,767,332 | |
| 16 | 468th Avenue SE at Middle Fork Road Roundabout | | | | | | | | | | | | | | | | | | | 468th Avenue SE at Middle Fork Road Roundabout - Design and construct a roundabout as a truck turnaround with provisions for safe pedestrian and bicycle travel. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2019 | | | | | | | | | \$ 750,000 | | | | \$ 750,000 | |
| | | | | | Construction | 2019 | | | | | | | | | | \$ 4,250,000 | | | \$ 4,250,000 | |
| 17 | SE 146th Street at 468th Avenue SE Intersection Traffic Signal | | | | | | | | | | | | | | | | | | | SE 146th Street at 468th Avenue SE Intersection Traffic Signal - Intersection control improvements; evaluate the need for installation of a traffic signal consistent with North Bend Gravel Operations |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2019 | | | | | | | | | \$ 750,000 | | | | \$ 750,000 | |
| | | | | | Construction | 2019 | | | | | | | | | | \$ 4,250,000 | | | \$ 4,250,000 | |
| 18 | SE 146th Street Reconstruction, 468th Ave SE to east city limit | | | | | | | | | | | | | | | | | | | SE 146th Street Reconstruction, 468th Ave SE to east city limit - Reconstruct the deteriorated 2-lane roadway with pavement suited to heavy vehicle loads. |
| | | | | | Consultant | Not Selected | | | | | | | | | | | | | | |
| | | | | | Design | 2019 | | | | | | | | | \$ 97,500 | | | | \$ 97,500 | |
| | | | | | Construction | 2019 | | | | | | | | | | \$ 552,500 | | | \$ 552,500 | |

| Project Number 2014-2019 | Project Name | Street | From | To | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | Row Total | | | | | |
|--------------------------|--|----------------|----------------|----------------|-------------------|--------------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|-----------|--------------|--|--|--|--|
| | | | | | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | | | | |
| 19 | North Bend Way/Ballarart Signal | North Bend Way | Ballarat Ave | | Consultant | Not Selected | | | | | | | | | | | | | North Bend Way/Ballarart 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 East North Bend Way, a signal would be installed to help with safety and congestion. This signal would be installed 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. | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 20 | Bendigo Boulevard/4th Street Intersection Reconfiguration - ROUNDABOUT | Bendigo | 4th St | | Consultant | Not Selected | | | | | | | | | | | | | Bendigo Boulevard/4th Street Intersection Reconfiguration - Reconfigure the intersection to remove the diverter and allow full movements with implementation of a traffic signal or roundabout. | | | |
| | | | | | WSDOT Discussions | 2018 | | | | | | | | | | | | | | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| 21 | SE 20th Street Extension, Maloney Grove to 436th Ave SE | | | | Consultant | Not Selected | | | | | | | | | | | | | SE 20th Street Extension, Maloney Grove to 436th Ave SE - Reserve right of way to extend a collector street from Maloney Grove to 436th Avenue SE to serve future residential development. | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 22 | NW 14th Street | | | | Consultant | Not Selected | | | | | | | | | | | | | NW 14th Street - Bendigo Street east to end of Road. Reconstruct NW 14th Street including replacement of culverts, drains and related stormwater facilities. New subbase base and asphalt surfacing. | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 23 | Alm Way Bridge - Bridge #1135-6 | Alm Way | Gardiner Creek | | Consultant | Not Selected | | | | | | | | | | | | | Alm Way Bridge - Bridge #1135-6 - A 2012 bridge inspection performed by King County gave the bridge a sufficiency rating of 25.33 out of 100 due to the poor condition of timber elements. This project will replace the aging bridge with a new structure. | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 24 | Bendigo Traffic Reconfiguration (3rd to NBW) | Bendigo Blvd | North Bend Way | E 3rd Street | Consultant | Not Selected | | | | | | | | | | | | | 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. | | | |
| | | | | | WSDOT Discussions | 2018 | | | | | | | | | | | | | | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| 25 | North Bend Way C&G/Landscape (Ballarat to Downing) SOUTH SIDE | North Bend Way | Ballarat Ave | Downing Avenue | Consultant | Not Selected | | | | | | | | | | | | | 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. | | | |
| | | | | | Design | 2019 | | | | | | | | | | | | | | | | |
| | | | | | Construction | 2019 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |

| Project Number 2014-2019 | Project Name | Street | From | To | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | Row Total | | |
|---|--|--------|------|----|-----------|--------------|-----------|--------------|--------|--------------|-----------|--------------|---------|--------------|-----------|--------------|------------|--------------|---|
| | | | | | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | Design | Construction | |
| 26 | Sidewalk Trip Hazard Elimination Side Walk Inventory - Develop Side Walk Priority System - Develop | | | | | | | | | | | | | | | | | | 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. |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 27 | Pavement Overlay Program Pavement Management Update Street Priority System- Develop | | | | | | | | | | | | | | | | | | 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. |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 28 | Chip Seal | | | | | | | | | | | | | | | | | | Chip Seal - Various locations. Develop an annual chip seal program to preserve the City investment in newly constructed and overlaid roads. |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 29 | Crack Seal | | | | | | | | | | | | | | | | | | Crack Seal - Various locations. Develop an annual crack seal program to preserve the City investment in newly constructed and overlaid roads. |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 30 | Alley Reconstruct and Paving - Annual cost | | | | | | | | | | | | | | | | | | Alley Reconstruct and Paving - Various locations. Develop an annual program to reconstruct and overlay alleys to reduce maintenance costs. |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Column Total | | | | | 4,890,518 | 3,870,806 | 1,058,079 | 2,141,884 | 60,750 | 4,283,250 | 1,827,455 | 4,164,818 | 133,372 | 7,523,109 | 2,885,764 | 15,897,884 | 10,536,938 | 37,581,830 | 48,128,668 |
| Summation - 2-Column By Year | | | | | | 8,561,323 | | 3,200,863 | | 4,264,000 | | 6,082,373 | | 7,656,481 | | 18,363,628 | | 48,128,668 | |
| Notes: | | | | | | | | | | | | | | | | | | | |
| 1. Prices increased each year based on year to year increase in the ENR Construction cost index to Seattle | | | | | | | | | | | | | | | | | | | |
| 2. Federal contributions to North Bend Way/Park Intersection are from Rural Setaside | | | | | | | | | | | | | | | | | | | |
| 3. Federal contributions to Ballarat signal project are from Rural setaside | | | | | | | | | | | | | | | | | | | |
| 4. State contributions to North Bend Way/Park Intersection and Ballarat Signal projects are TIB matches to Federal Grants | | | | | | | | | | | | | | | | | | | |
| 5. State contributions to Tanner Trail are from RCO | | | | | | | | | | | | | | | | | | | |
| 6. Federal contribution to the Downtown Plaza would come through PSRC called Rural Town Centers and Corridors | | | | | | | | | | | | | | | | | | | |
| 7. County contributions to Tanner Trail are from King County Conservation Futures | | | | | | | | | | | | | | | | | | | |
| 8. TBD Funds are based on 285,000 per year. | | | | | | | | | | | | | | | | | | | |