

# Transportation Improvements Plan

## City of Longview Transportation Benefit District

(Update - September 28, 2017)

The City of Longview has formed a Transportation Benefit District (TBD) in accordance with the requirements of RCW 36.73. The TBD has identified the following transportation system preservation and improvement activities to be supported and funded by the TBD, either in their entirety or through cost sharing with other funding sources:

- Road Maintenance
- Pavement Preservation, Restoration, and Replacement
- Traffic Signal Upgrades and Repairs

### **Street Maintenance**

These city-wide activities include, but are not limited to:

- Pothole Repair
- Crack Seal
- Chip Seal
- Micro or Slurry Seal
- Asphalt Repair
- Concrete Panel Repair

Street maintenance activities are anticipated to cost up to \$500,000 per year.

### **Pavement Preservation and Restoration**

Pavement preservation and restoration may be performed by City staff or by contractors, depending on the staff workload, availability of resources, scope of the project, and the need for an urgent completion. These city-wide activities include but are not limited to:

- Asphalt Overlays
- Asphalt Replacement
- Concrete Panel Replacement
- Asphalt Repair
- Concrete Panel Repair

Pavement preservation and restoration activities are anticipated to cost up to \$1,000,000 per year.

### **Sidewalk and Curb Repair or Upgrade**

Sidewalk repair or upgrade will be made only as necessary in conjunction with another street maintenance activity. This activity will replace poor condition curb and sidewalk that will fail during an overlay, replacement, or repair project; or will occur as required by the Americans with Disabilities Act (ADA) when a street maintenance or improvement project is occurring adjacent to an ADA-deficient sidewalk.

**Traffic Signal Upgrades and Repairs**

The city-wide activities include but are not limited to:

- Repair or Replace Failed Loop Detectors
- Upgrade Video Detection
- Upgrade Signal Control Equipment
- Replace Central Traffic Signal Communication System
- Upgrade Pedestrian Signal Equipment to ADA Standards

Traffic signal upgrade and repair activities are anticipated to cost up to \$300,000 per year.

**Discrete Pavement Rehabilitation Projects**

1. Street: 15<sup>th</sup> Avenue  
From: Washington Way  
To: Olympia Way  
Proposed Work Type: Thick Overlay with Asphalt Concrete Pavement and Moderate Concrete Panel Replacement  
Estimated Cost: \$ 950,000
2. Street: Nichols Blvd  
From: Louisiana St  
To: Garfield St  
Proposed Work Type: Thick Overlay with Asphalt Concrete Pavement and Moderate Concrete Panel Replacement  
Estimated Cost: \$ 730,000
3. Street: Nichols Blvd  
From: Garfield St  
To: 25<sup>th</sup> Avenue  
Proposed Work Type: Thick Overlay with Asphalt Concrete Pavement and Moderate Concrete Panel Replacement  
Estimated Cost: \$ 820,000
4. Street: Oregon Way

From: Tennant Way  
 To: Baltimore St  
 Proposed Work Type: Thick Overlay with Asphalt Concrete Pavement  
 Estimated Cost: \$ 980,000

5. Street: Oregon Way  
 From: Baltimore St.  
 To: Alabama St.  
 Proposed Work Type: Thick Overlay with Asphalt Concrete Pavement  
 Estimated Cost: \$ 900,000

**Longview and Regional Transportation Projects**

This plan also includes, by reference and incorporated herein, street projects identified in the City of Longview 2017 – 2021 Six Year Transportation Improvement Plan, as amended and replaced, and the City of Longview Comprehensive Plan, December 2006, as amended, updated, or replaced.

**Schedule of Work**

<b>YEAR</b>	<b>ACTIVITY</b>
2017	<ul style="list-style-type: none"> <li>• TBD Formation and Improvements Plan Adoption Effective</li> <li>• Street Maintenance</li> <li>• Pavement Preservation and Restoration</li> <li>• Pavement Rehabilitation Project No 1</li> </ul>
2018	<ul style="list-style-type: none"> <li>• Street Maintenance</li> <li>• Pavement Preservation and Restoration</li> </ul>
2019	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation Project No 2</li> <li>• Street Maintenance</li> <li>• Pavement Preservation and Restoration</li> </ul>
2020	<ul style="list-style-type: none"> <li>• Street Maintenance</li> <li>• Pavement Preservation and Restoration</li> </ul>
2021	<ul style="list-style-type: none"> <li>• Pavement Rehabilitation Project No 3</li> <li>• Street Maintenance</li> <li>• Pavement Preservation and Restoration</li> <li>• Update Transportation Improvements Plan</li> </ul>
2022	<ul style="list-style-type: none"> <li>• Street Maintenance</li> <li>• Pavement Preservation and Restoration</li> </ul>

- 2023
  - Pavement Rehabilitation Project No 4
  - Street Maintenance
  - Pavement Preservation and Restoration
  
- 2024
  - Street Maintenance
  - Pavement Preservation and Restoration
  
- 2025
  - Pavement Rehabilitation Project No 5
  - Street Maintenance
  - Pavement Preservation and Restoration
  - Update Transportation Improvements Plan
  
- 2026
  - Street Maintenance
  - Pavement Preservation and Restoration

This schedule is based on projected TBD revenue and cash funding the full cost of projects from TBD revenue collected up to the date of the project. This schedule may be adjusted to accelerate completion of certain projects by debt financing the projects and paying the debt service using TBD revenue. The actual schedule for project completion will be determined based on actual TBD revenue trends and estimated construction costs adjusted for inflation and construction bidding trends.