



City Council Infrastructure Committee *Building Mukilteo's Future*

Meeting No. 2017-07
July 12, 2017
5:00 PM – 6:30 PM

Meeting Notes

Attendees:

City Councilmembers: Scott Whelpley (chair), Richard Emery, Bob Champion

Mayor: Jennifer Gregerson

Assistant City Engineer: Andrea Swisstack, P.E.

Planning Manager: Dave Osaki (*left meeting after Item 1*)

Assistant Police Chief: Glen Koen (*left meeting after Item 1*)

1) Discovery Crest Parking

Staff provided the Committee a preview of the agenda bill that will be presented to Council on July 17th.

The Committee was unanimously in support of the staff recommendation and was interested in pursuing a code amendment to address no-parking in front of mailboxes.

2) WSDOT - 84th Street Overlay/Bike Lanes

Staff informed the Committee of an upcoming WSDOT project that will resurface 84th Street SW from SR525 to SR526. WSDOT designers asked whether the City would be interested in eliminating one of the downhill lanes between SR525 and 44th Avenue W in order to add bike lanes. If there was interest by the City, the designers would evaluate whether it was feasible to incorporate the striping modification into the design.

The Committee unanimously supported the addition of bike lanes along 84th St. SW. between SR525 and 44th Ave. W if it is feasible.

3) 2017 Q2 CIP Update:

Staff provided the Committee and update spreadsheet on all capital projects.

a) 61st Place Culvert Update

The Committee recommended a future Executive Session to discuss the status of the project and additional design effort for the 61st Place Culvert project.

b) 2017 Pavement Preservation Project

Staff presented the Committee with an update of the schedule and a sample of some of the outreach materials being mailed to the public. Staff discussed the usage of the full budgeted authority of \$910,000 by investing in additional street preservation activities with the remaining budget, after bids for the 2017 overlay program came in favorably. The Committee discussed this issue. Council President Champion shared concerns with adding to the scope of the 2017 program without informing Council as he is interested in using any remaining budget for next year's Street Preservation Program.

Councilmembers Whelpley and Emery understood his position but supported using the full budget in 2017. Staff suggested that if Council desires, Staff could easily save \$60,000 of the budgeted authority this year, as it is unencumbered or unspent.

c) Harbour Reach Corridor Project – Update & Value Engineering

The Committee is supportive of staff pursuing the upcoming TIB grant to fill the funding gap for constructing the north and south segments of the project.

d) Lighthouse Quarters A&B Preservation – Contract Award

The Committee suggested there be additional clarification on the recommended contingency amount when the contract award agenda bill is presented to Council on July 17th.

4) SR525 Ped Bridge – Status Update

The Committee reviewed two concept sketches for the proposed ped-bridge. The “Circular Landing” option provides a circular ramp, plaza area, landscaping and results in a loss of approximately 12 parking spaces. The “Switchback Landing” option has a smaller footprint, involves a series of ADA compliant ramps, has no plaza, minimal landscaping and results in a loss of approximately 8 parking spaces.

The Committee was unanimously in support of the circular landing concept.

5) Solar Roads – Article

Staff provided the Committee a few recent news articles on test segments of solar roads. France recently installed a pilot section of solar roads at the cost of over \$5M for less than one mile of road. At this time it appears the solar road concept still has additional testing required in order to be proven safe for vehicular traffic.

Next Meeting: Wednesday August 9th from 5:00PM – 6:30 PM at Mukilteo City Hall Planning & Community Development Conference Table

Upcoming Topics:

- Electric Vehicle Charging Stations
- 61st Place Culvert Update

11930 Cyrus Way, Mukilteo Washington 98275
425.263.8000 | www.mukilteowa.gov

- Pedestrian Bridge Update (ongoing)
- Facility Renewal
- Sidewalks – priority list

MUKILTEO CITY COUNCIL AGENDA BILL 2017-66	
Subject Title: Discovery Crest Parking Issues	Meeting Date: July 17, 2017
Staff Lead: David Osaki, Planning Manager	Exhibits: 1. Presentation 2. July 18, 2016 City Council Informational Memorandum 3. Aerial - Discovery Crest/Front 9 4. Discovery Crest/Waterford Park Map 5. Draft Ordinance - Mailbox Parking 6. Aerial - Discovery Crest - 52 nd Place West
Department Director: Patricia Love, Planning and Community Development Director	
Estimated Time: 45 Minutes	
Previous Review: October 5, 2015; November 2, 2015; and March 21, 2016 meetings. In addition staff has updated the City Council on this issue with FYI Memorandums on November 16, 2015, February 16, 2016 and July 18, 2016	
Budget Reference: None	

RECOMMENDATION

- A. Staff (the Planning & Community Development, Police, and Public Works Departments) recommends that a residential parking permit program in the Discovery Crest subdivision not be implemented at this time.
- B. Should the City Council decide to implement a parking permit program or wish additional public feedback about whether to implement a residential parking permit program, then it is recommended that the City Council:

Move to direct staff to conduct a community meeting to inform and solicit feedback from affected property owners/residents on residential parking permit program options and then report back to Council.

A community meeting will provide a forum for those who so far have not been participants in the discussion including, but not limited to, property owners/residents in the Waterford Park subdivision to offer suggestions and comments about a neighborhood specific residential parking permit program.

SUMMARY

In 2015, Discovery Crest subdivision residents brought to the City Council's attention concerns regarding non-subdivision residents parking on public streets within their subdivision. During late 2015 and into 2016, the City Council was presented with information about Discovery Crest's request and potential options.

The most recent City Council update was provided on July 18, 2016 in the form of an informational memorandum (**Exhibit 2**). The July 18, 2016 memorandum identified the status

of issues, including summarizing a June 2016 meeting between Front 9 and Discovery Crest Board members. Several voluntary actions were identified as part of that meeting.

Discovery Crest residents have again raised the issue of a residential parking program for the subdivision, noting their concern that the actions since July 18, 2016 have not been successful in addressing the issue.

Staff has worked with the new Front 9 Board (elected in March) to identify their assessment of the parking issue, and attempt to identify new solutions.

Implementing a parking program could cost \$11,600 to \$19,400 in the first year, with annual costs of approximately \$3,800 to \$4,100, and would impact staff time for permit processing.

BACKGROUND/DISCUSSION

Discovery Crest consists of approximately 135 lots accessed from Harbour Pointe Boulevard. The main road from Harbour Pointe Boulevard into Discovery Crest is 52nd Place West. Across Harbour Pointe Boulevard from Discovery Crest is the Front 9 Condominium development with 265 units. **(Exhibit 3)** Discovery Crest abuts the Waterford Park Subdivision **(Exhibit 4)**. There are a total of 221 houses in these two subdivisions.

In 2015 the Discovery Crest Homeowners' Association sent a letter to the City requesting a residential permit parking program be implemented in their neighborhood to address non-resident cars parked on public streets in Discovery Crest. The letter stated that the increase in on-street parking in Discovery Crest was due to the lack of sufficient parking at Front 9 and due to major construction projects that affected parking within Front 9.

Among the parking related neighborhood impacts cited by Discovery Crest include:

- Neighborhood Watch Program efforts are hampered because there are too many unfamiliar cars parked in the streets.
- Excessive parking has created more speeding and litter in the neighborhood.
- Homeowner driveways at Discovery Crest are being blocked; and,
- Street parking in front of homes is taken up by excessive parked cars, eliminating opportunities for residents or their guests to park.

With the completion of Front 9 construction projects in early 2015, the hope was the number of Front 9 residents parking on 52nd Place West would decrease. From the point of view of residents of Discovery Crest, that did not happen.

During 2016 the Council was briefed on the status of parking issues in Discovery Crest. Certain actions were taken, including painting of the curb at the 52nd Place West intersection within 20'-30' of Harbour Pointe Boulevard to improve safety at that intersection. Cars parking too close to the intersection corner were blocking visibility of pedestrians crossing 52nd Place W.

What was not implemented was a residential parking program, painting of curbs within five feet of driveways (was not desired by Discovery Crest) or an ordinance prohibiting parking at mailbox locations.

Instead, discussion between Front 9 and Discovery Crest that resulted in certain action items to address the parking issue. These included:

Front 9 Action Items

- Send quarterly newsletters to each unit asking residents to not park on 52nd Place W. and to describe how they can request a parking spot from the Front 9 property manager.
- Send a quarterly newsletter via email as well to each resident.
- Post a sign at the Front 9 entrance across from 52nd Place SW asking tenants not to park on 52nd Place West and to request a parking spot from the Front 9 property manager.

Discovery Crest Action Items

- Send a note to the first 10 houses on 52nd Place West to let them know the board is working directly with Front 9 on the parking issue.
- Be diligent about calling police if cars are parked in the same spot for more than 24 hours.
- Continue to monitor the frequency and number of cars parked on 52nd Place W.

As stated in the “NEXT STEPS” Section of the July 18, 2016 Informational memorandum to the City Council:

“The Discovery Crest HOA president believes for now we should wait and see if the action items described above are effective. At Council direction, staff can begin processing a code amendment to prohibit parking near or in front of mailboxes. If the ordinance is adopted then the curbs can be painted red in front of the mailboxes and enforcement can begin.”

Among the items that have also occurred since last year is the placement of informational flyers, by Discovery Crest, on vehicles parked in Discovery Crest. The flyers were prepared by Front 9.

MAILBOX CODE AMENDMENT

The Mukilteo Municipal Code does not restrict parking near or in front of mailboxes. Research from last year found there are no Federal laws restricting parking in front of or near mailboxes; only guidelines.

Research also revealed several Washington cities have regulations prohibiting parking near or in front of mailboxes. Staff last year drafted an ordinance to amend Mukilteo Municipal Code to restrict parking near or in front of mailboxes (**Exhibit 5**).

PARKING COUNTS (FEBRUARY 2016 - MARCH 2016 AND JUNE 2017 - JULY 2017)

The primary area of parking concern is 52nd Place West between Harbour Pointe Boulevard and 126th Street SW (**Exhibit 6**). Fourteen (14) houses take access off of this 600-foot stretch of 52nd Place West.

That stretch of roadway has room for approximately 30 on-street parking spaces based on a calculation of 20 feet per space and accounting for no parking within five (5) feet of a driveway and within 20-30 feet of an intersection.

The March 21, 2016 City Council agenda bill summarized four weeks of Mukilteo Police Department field observation during February and March 2016 in the Discovery Crest subdivision. In addition, the Mukilteo Police Department recently conducted parking counts between June 14, 2017 and July 4, 2017.

A summary of the 2016 and 2017 parking counts is as follows.

TIME FRAME OF COUNTS	VEHICLE REGISTRATION LOCATION			TOTAL RANGE
	NEIGHBORHOOD RESIDENTS	FRONT 9/ON THE GREEN	OUTSIDE OF MUKILTEO*	
June 2017/July 2017 (13 counts, various days, mostly 12:00AM to 6:00AM)	Average # of cars per day: 5.23 3-7 (Range)	Average # of cars per day: 3.38 1-5 (Range)	Average # of cars per day: 4.54 2-8 (Range)	10 – 20 vehicles
<u>2016</u> Feb. 2016/March 2016 (Friday-Sunday; approx. 9:00pm)	Average # of cars per day: 1.5 1-3 (Range)	Average # of cars per day: 5.75 4-8 (Range)	Average # of cars per day: 5.875 1-9 (Range)	10 – 17 vehicles

*The cars registered outside of Mukilteo could either be guests visiting Discovery Crest, On-the-Green, or Front 9 residents, or they could belong to an individual who had not yet changed vehicle registration.

The parking counts from 2016 to 2017 are relatively similar in terms of the number of vehicles parked at night (10-17 vehicles per night in 2016 compared to 10-20 in 2017). What has changed slightly is where the vehicles are registered. On average, more on-street parked vehicles were registered to residents of the Discovery Crest neighborhood itself in 2017 than in 2016.

FRONT 9 INFORMATION

Staff has been in contact with the Front 9 Board within the past month. A new Board was elected in March 2017 and began meeting in April 2017. Front 9 indicated:

- Parking availability at Front 9 is more than adequate on the whole. In regular monitoring of the guest and resident parking for 3-5 months, Front 9 has never found a time when either was close to being at full capacity.
- Before the Front 9 construction project some years ago there was not a parking issue. Front 9 believes that certain residents became used to parking elsewhere out of necessity during the construction or their landlords told them they could park elsewhere and they have not reverted back to their previous habits. Some residents may have also discovered that it was a way to get around the vehicle limits imposed by limited personal spots.

Front 9's Board believes the issue is confined to a few units where residents have more cars than parking spaces or have frequent guests. Front 9 also stated that gradual improvement is to be expected as new residents replace the previous occupants.

Prior efforts by Front 9 over the past year have, to the best of the current Board's knowledge, included:

1. Owners were notified by e-mail to make sure that they and their tenants understood parking policies. They were informed that the Board did not view parking offsite at Discovery Crest as an acceptable response to having too many cars.
2. Residents received a written letter reminding them of the same policies.

Within the past two months Front 9 has:

1. Increased the availability and duration of guest parking. Residents were notified of the changes in writing.
2. Begun matching residents with owners who have available parking. There has been some minor interest in this, but the absence of many requests (less than five) re-enforces Front 9's conclusions that parking is not a widespread problem in its units.
3. Ramped up enforcement of rental policies by owners, including ensuring that their renters do not have more vehicles on site than the number of parking spaces assigned to that unit.

Given that these actions were taken by the new Board within the last two months, Front 9 does not know yet what the full effect will be. These actions were taken, however, because Front 9 believes they will more directly address the root causes rather than simply notifying occupants of existing policies.

CURRENT CITY RESIDENTIAL PARKING PROGRAMS

Mukilteo Municipal Code provides for the creation of residential parking permit zones (MMC 10.08.090). Permits in these zones are available only to residents living in the zone and not to businesses. Four (4) such zones have been established to date as follows:

1. **Zone A** – Single family residential areas north of 6th street on both sides of SR525 – permits exempt vehicles from the “No Parking 2:30-4:30 a.m.” and “4-hour Parking” restriction. Residents of Zone A may obtain permits permanently assigned to two (2) vehicles and one (1) guest permit.
2. **Zone B** – Downtown Business District – permits exempt vehicles from both the “No Parking 2:30-4:30 a.m.” and “4-hour Parking” restrictions. Residents of Zone B may obtain one (1) permit permanently assigned to a vehicle and one (1) guest permit.
3. **Whidbey Lane**. Across the street from Kamiak High School (107th & 108th Streets SW., 52nd and 53rd Ave. W.). The residential parking permit is for residents whose houses front on streets with the “No Parking 7:00 a.m.-2:00 p.m.” restriction. The permit exempts vehicles from that restriction. Residents may obtain a maximum of four (4) permanent parking permits plus two (2) guest permits.
4. **Westridge** – Single family residences on Westridge Drive and Vista Drive. Residential parking permit is for residents whose houses front or access the streets with the “No Parking 8:00 a.m. – 4:00 p.m.” restriction. The permit exempts vehicles from that restriction. Residents may obtain a maximum of four (4) permanent parking permits plus two (2) guest permits.

With the exception of Kamiak, all of the residential parking programs are directed at restricting non-residents (e.g. ferry riders in Zone A and Zone B) or employees working adjacent to a residential parking program area (e.g. Westridge)) to park on the public street.

Whidbey Lane (Kamiak area) found that a substantial number of students were occupying on street parking during school hours. This established a public purpose to implement a residential parking program in that area.

RESIDENTIAL PARKING PERMIT PROGRAMS/ENFORCEMENT EFFORT REQUIRED

A residential parking permit program only allows cars with a permit to park in an area during certain times. Last year, Staff identified four (4) options on the type of parking restrictions which permit holders would be relieved from:

1. Only permit holders would be allowed to park on the streets 24 hours a day.
2. Restrict the number of hours a car could park on the street (e.g. 4 hours) with permit holders relieved from this restriction.
3. Only allow permit holders to park on the street from 4:00 p.m. – 7:00 a.m.
4. Only allow permit holders to park on the street from 2:30a.m.-4:30 a.m.

Staff noted last year that all four options above would be effective in addressing the perceived problem at Discovery Crest.

For each option it would take about 30-60 minutes to drive through both Waterford Park and Discovery Crest to identify violators. For every ticket issued add 5-10 minutes.

Any of the four options above would cause a reduction in parking enforcement efforts elsewhere in the City, unless additional parking enforcement personnel are added.

	Enforcement Efforts		Effectiveness/ Issues Addressed
	Number of Visits Required to Ticket	Frequency Required	
Option 1	1 Visit	Minimum of twice a day	Most effective: In place 24 hours a day
Option 2	2 Visits	Several times a day, greatest effort required	Most effective: In place 24 hours a day
Option 3	1 Visit	Minimum of twice a day	More effective than #4: In place 24 hours a day; addresses day time and overnight parking
Option 4	1 Visit	Once between 2:30-4:30am	Effective with least effort: Only addresses overnight parking

COST TO IMPLEMENT

Last year, staff provided costs to implement a parking permit program. Updated numbers are provided below. The administrative costs (*not including patrols and ticket writing*) to implement a program include:

- Permanent parking stickers cost approximately \$1.90 each. (*An annual cost.*)
- Temporary guest passes cost about \$0.67 - \$1.25 each depending on the quantity ordered. (*An annual cost.*)
- Parking signs will have to be installed on all of the public streets in Discovery Crest and Waterford Park. Staff estimates 50-100 signs will have to be installed. The cost for materials and labor to install a sign is \$150 per sign. (*One-time cost, not including maintenance over time (e.g. damaged signs).*)
- 4-6 hours of the Permit Services Supervisor's time to create a program in the City's SmartGov permit software. (*One-time cost.*)
- Individual applications - 15 minutes of a Permit Services Assistant's time to process. This includes reviewing the application, verifying vehicle registration, entering the information into SmartGov, issuing the permits, and filing the paperwork. (*An annual cost.*)

- Staff estimates telephone calls with questions about the program will take 5-10 minutes each. However, it is not possible to estimate how many telephone calls to expect.

The estimated cost to set up and administer the program would be:

- \$840 to buy two (2) permanent stickers per house (Approx. 221 houses)
- \$296 - \$553 to buy one (1) guest pass per house (Approx. 221 houses)
- \$7,500 - \$15,000 to purchase/install street signs
- \$220 - \$330 to create the program in SmartGov
- \$2,750 in staff time (55 hours) to process 221 applications

\$11,606 - \$19,473 = Total first year cost

\$3,886 - \$4,143 = Annual cost after the first year

The above costs do not account for enforcement (i.e. Police) costs, preparing general information about the program (e.g. flyers, website updates etc.), responding to inquiries etc. Implementation of an additional residential parking permit program would also, absent increased staffing, mean that time available for permit processing will be impacted.

ALTERNATIVES: Council may:

1. Not implement a residential parking permit program.
2. Before consideration of implementing a program, direct staff to hold a community meeting to inform and solicit feedback from residents/property owners of available residential parking permit options.
3. Implement a residential parking program that may take the form of either:
 - A. Only permit holders would be allowed to park on the streets 24 hours a day.
 - B. Restrict the number of hours a car could park on the street (e.g. 4 hours) with permit holders relieved from this restriction.
 - C. Only allow permit holders to park on the street from 4:00 p.m. - 7:00 a.m.
 - D. Only allow permit holders to park on the street from 2:30 a.m. - 4:30 a.m.

In implementing this alternative, it may be applied to Discovery Crest only or may also include Waterford Park.



Discovery Crest Parking (AB17-66)

Mukilteo City Council

July 17, 2017

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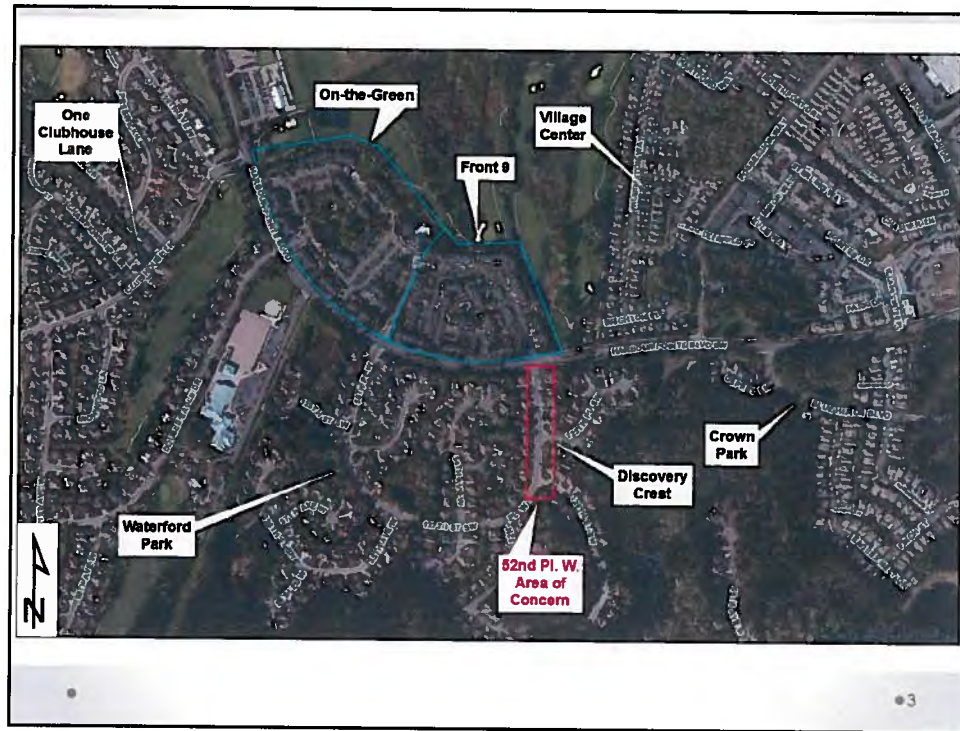


Background

- 2015 - Discovery Crest HOA requests a residential parking permit program to address non-resident parking in their subdivision.
- July 2016 - Council informed by memo that the Front 9 and Discovery Crest boards were discussing parking and identified action items for each Board to address the parking issue.
- July 2016 - Discovery Crest - Wait and see if the action items described above are effective.
- 2017 - Discovery Crest again approached the City requesting parking be addressed.

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Parking Counts 2016 and 2017

DATES/TIME FRAME OF COUNTS	VEHICLE REGISTRATION LOCATION			TOTAL RANGE
	NEIGHBORHOOD RESIDENT	FRONT 9/ON THE GREEN	OUTSIDE OF MUKILTEO*	
2017 June/July (13 counts, various days, mostly 12:00AM to 6:00AM)	5.23 (Average # of cars per day) 3-7 Vehicles (Daily Range)	3.38 (Average # of cars per day) 1-5 Vehicles (Daily Range)	4.54 (Average # of cars per day) 2-8 Vehicle (Daily Range)	10 – 20
2016 February /March (12 counts, Friday- Sunday; approx. 9:00pm)	1.5 (Average # of cars per day) 1-3 (Range)	5.75 (Average # of cars per day) 4-8 (Range)	5.875 (Average # of cars per day) 1-9 (Range)	10 – 17

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FRONT 9

- New Board - took office April 2017.
- Believes issue is limited to a few units/individuals.
- Now focusing on managing the parking resource, not just education to residents.
- In past two months:
 - Increased guest parking availability and duration.
 - Began matching residents with owners who have available parking. *(Few requests re-enforces Front 9's conclusions that parking is not a widespread problem.)*
 - Ramping up enforcement of rental policies by owners, including ensuring that their renters do not have more vehicles on site than the number of parking spaces assigned to that unit.

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Staff Analysis

- Parking demand in Discovery Crest does not exceed supply
- No public purpose for implementing a parking permit program at this time.
- The cost to start up a program would be approximately **\$11,606-\$19,473**; then approximately **\$4,000** annually thereafter.
- If a program is to be implemented, then first initiate a community meeting.

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Staff Recommendation

1. Do not implement a residential parking permit program in the Discovery Crest subdivision.
2. If Council chooses to implement a program, then:

Direct staff to conduct a community meeting to invite and inform affected property owners/residents of residential parking permit program options and report back to Council.

This includes, but is not limited to, property owners/residents throughout Discovery Crest and in the Waterford Park subdivision.

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Questions?

EXHIBIT 2

MUKILTEO CITY COUNCIL FYI MEMORANDUM	
SUBJECT TITLE:	Discovery Crest and Front 9 Parking Issues Update
DATE:	July 18, 2016
STAFF LEAD:	Glen Pickus, Planning Manager
DEPARTMENT DIRECTOR:	Patricia Love, Community Development Director

ISSUE

Residents of the Discovery Crest subdivision have brought to the City Council's attention their concerns regarding people parking on the public street who do not live in the subdivision. They believe most of these people are residents of the Front 9 Condominiums located across Harbour Pointe Boulevard from Discovery Crest. Discovery Crest residents believe their neighborhood is being used as an overflow parking lot for Front 9 to such an extent that in the evenings and on weekends residents who live on 52nd Place W. cannot park in front of their own houses due to the number of Front 9 cars parked in the street.

This issue has been discussed by the City Council at its Oct. 5, 2015; Nov. 2, 2015; and March 21, 2016 meetings. In addition staff has updated Council on the issue with FYI Memorandums on Nov. 16, 2015 and Feb. 16, 2016.

FRONT 9/DISCOVERY CREST HOA BOARD MEMBERS MEETING

On June 27, 2016 members of the Front 9 and Discovery Crest HOA boards met to discuss the issues.

The Discovery Crest representatives described their concerns about parking on 52nd Place SW and provided information about actual incidents of residents moving cars across the street to avoid parking tickets and cars parked in front of driveways and mailboxes.

The Front 9 representatives provided information about their property.

- There are 264 units ranging from 1-3 bedrooms
- Currently, 47% of the units are rentals
- There are 433 parking spots and 16 guest parking spots.

By the conclusion of the meeting the following action items were agreed upon:

Front 9 Action Items

- Send quarterly newsletters to each unit asking residents to not park on 52nd Place SW. and to describe how they can request a parking spot from the Front 9 property manager
- Send a quarterly newsletter via email as well to each resident.
- Post a sign at the Front 9 entrance across from 52nd Place SW asking tenants not to park on 52nd Place SW and to request a parking spot from the Front 9 property manager.

Discovery Crest Action Items

- Send a note to the first 10 houses on 52nd Place SW to let them know the board is working directly with Front 9 on the parking issue.

- Be diligent about calling police if cars are parked in the same spot for more than 24 hours.
- Continue to monitor the frequency and number of cars parked on 52nd Place SW.

In addition, they are requesting the City of Mukilteo Police Department to come out on a monthly basis to review the parked cars on 52nd Place SW, to chalk tires on cars, and to issue parking tickets to violators.

All parties agreed to stay in email communication and meet in person when necessary. The Discovery Crest board members were invited to attend the Front 9 quarterly board meetings with the next one being in August.

March 21, 2016 City Council Meeting

At the March 21, 2016 Council meeting staff described the pros and cons of establishing a residential permit parking program at Discovery Crest. Council decided to not implement a parking permit program at that time. Council's direction to staff was to:

- Paint the curbs red within 20-30' of intersections;
- Research laws related to blocking and parking in front of mailboxes;
- To immediately start enforcement of restricting parking in front of mailboxes if the City has the statutory authority to do so; and
- Follow up with Council on July 18, 2016.

This memorandum is the follow up to Council that was requested.

Mukilteo Municipal Code does not restrict parking near or in front of mailboxes so no enforcement of that could start. Research found there are no Federal laws restricting parking in front of or near mailboxes; there are only guidelines. Research also revealed several Washington cities have regulations prohibiting parking near or in front of mailboxes. Using those regulations as a starting point, staff has drafted an ordinance to amend Mukilteo Municipal Code to restrict parking near or in front of mailboxes.

The curbs on 52nd Place W. within 20-30' of the intersection at Harbour Pointe Boulevard were painted red on March 31, 2016.

NEXT STEPS

The Discovery Crest HOA president believes for now we should wait and see if the action items described above are effective.

At Council direction, staff can begin processing a code amendment to prohibit parking near or in front of mailboxes. If the ordinance is adopted then the curbs can be painted red in front of the mailboxes and enforcement can begin.

Exhibit 3

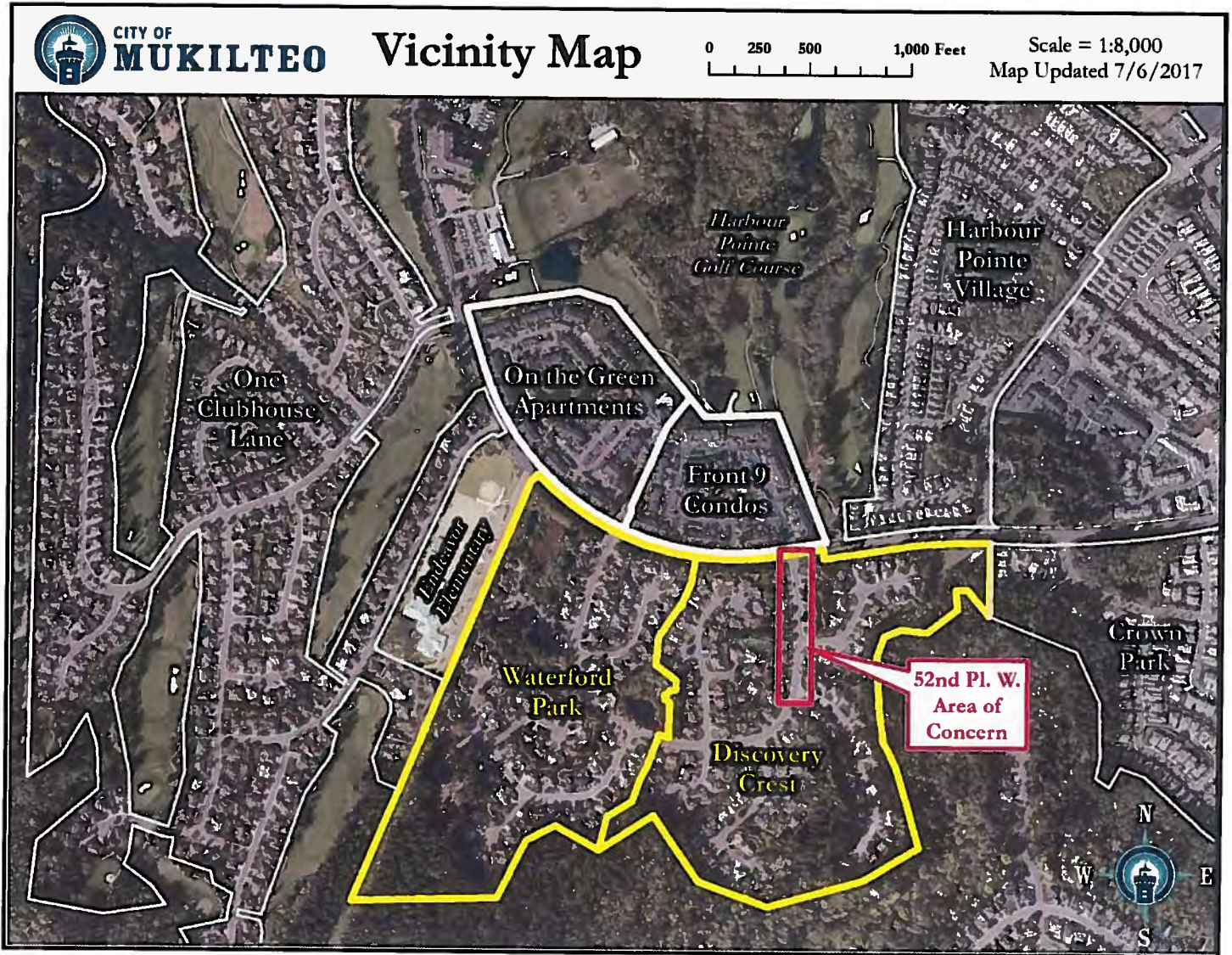


Exhibit 4

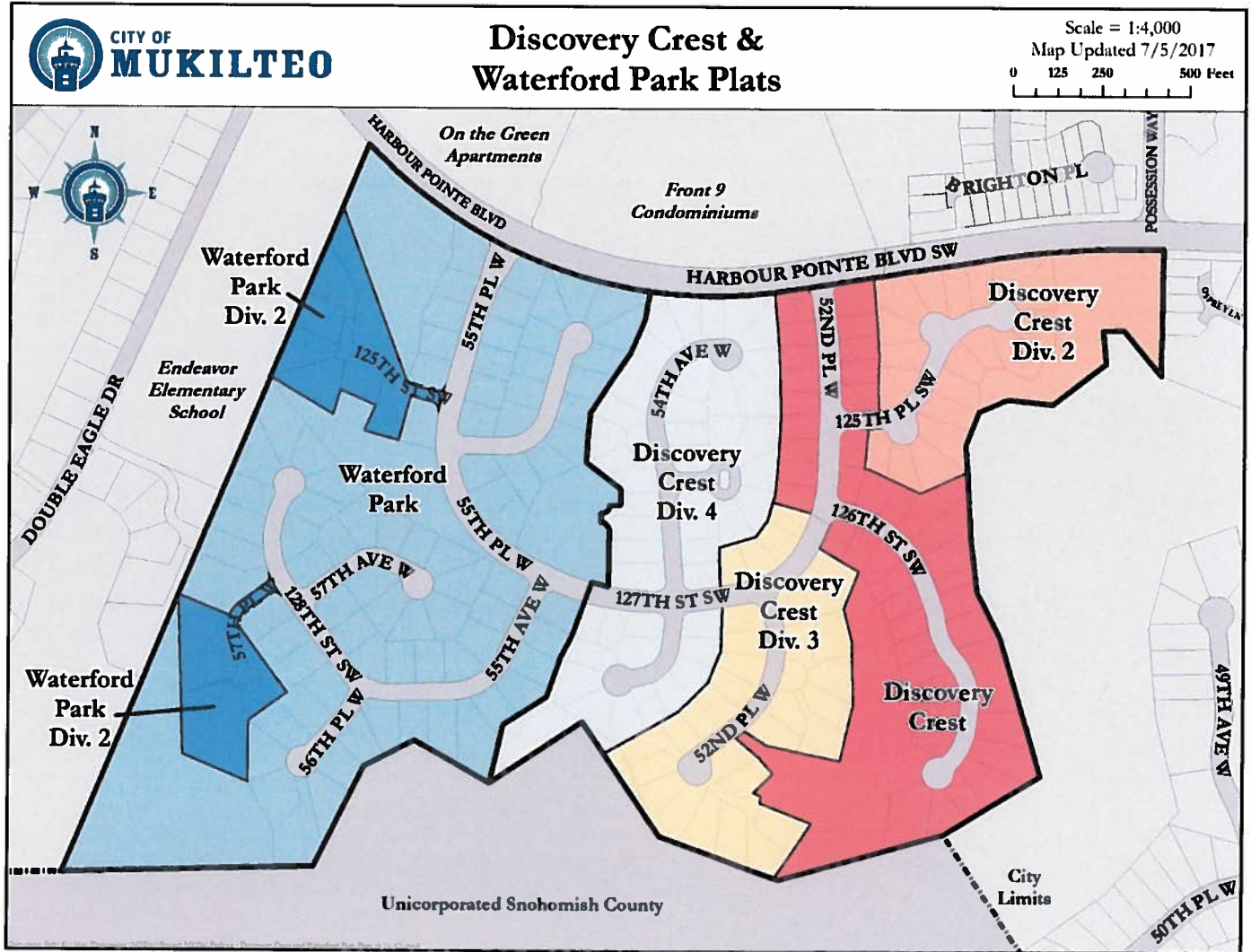


EXHIBIT 5

CITY OF MUKILTEO MUKILTEO, WASHINGTON

ORDINANCE NO.

**AN ORDINANCE OF THE CITY OF MUKILTEO, WASHINGTON,
RELATING TO THE PARKING OF MOTOR VEHICLES, AMENDING
MMC 10.08.050 – PROHIBITED PARKING AREAS TO ADD A
PROHIBITION AGAINST PARKING NEAR UNITED STATES POSTAL
SERVICE MAILBOXES; PROVIDING FOR SEVERABILITY AND
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, MMC 10.08 – Parking of Motor Vehicles establishes regulations regarding parking of motor vehicles on public streets and rights-of-way; and

WHEREAS, MMC 10.08.050 – Prohibited Parking Areas, does not address parking of motor vehicles in front of or near mailboxes; and

WHEREAS, vehicles parked in front of or too near mailboxes can result in interrupted mail delivery service by the United States Postal Service; and

WHEREAS, the City Council finds that interrupted mail delivery services anywhere in the city should be minimized and would be in the best interests of the citizens of the City of Mukilteo;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MUKILTEO, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. MMC 10.08.050 MMC 10.08.050 – Prohibited parking areas, shall be amended to add a new subsection T so as to read as follows:

10.08.050 Prohibited parking areas.

It shall be unlawful for the operator of a vehicle to park such vehicle in or on any of the following places, except when necessary to avoid conflict with other traffic, or to comply with other provisions of this code, or with the direction of a police officer or traffic control sign or signal, and each such area shall be appropriately marked with signs and/or curb paint where possible:

- A. Within an intersection;
- B. On a crosswalk;
- C. Between a safety zone and the adjacent curb, or within twenty-five feet of points on the curb immediately opposite the end of a safety zone, unless some other distance is indicated by a sign as authorized in this chapter;
- D. Within twenty feet of a crosswalk or of the intersection of property lines at street intersections;

- E. Within thirty feet upon the approach to any flashing beacon, stop sign, traffic control signal or traffic devices located at the side of the roadway;
- F. In front of or within fifty feet of the driveway entrance to any fire or police station, or within any marked fire zone area contiguous to such driveway, when properly signposted;
- G. In front of or within fifteen feet of a fire hydrant;
- H. In front of a public or private driveway, or within five feet of the end of the curb radius leading thereto;
- I. On a sidewalk or street planting strip;
- J. Alongside or opposite any street excavation or obstruction when such stopping, parking or angle parking would obstruct traffic;
- K. In any alley, except that trucks or properly marked vehicles may park or angle park in alleys for such time, not in excess of thirty minutes, as may be necessary for the expeditious loading or unloading of such vehicles or the delivery or pickup of articles or materials;
- L. Upon any bridge, overpass, underpass, trestle, or approaches thereto;
- M. Within any space marked as a fire exit;
- N. On that portion of any street contiguous to and opposite any outside court, corridor, passage, fire escape, exit or entrance door, or any other place adjacent to or any door opening in any outer wall of any building containing, in whole or in part, any theater, public auditorium, church, dance hall, or other place of public assembly through which the public must pass to leave such building while such building is being utilized for public gatherings; and it shall be incumbent upon and the duty of the owner or agent of the property used for the purpose herein specified to designate such prohibited areas by the placement of stanchions, signs or curb markings of the form and type satisfactory to the city engineer;
- O. On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- P. At any place where official traffic signs have been erected prohibiting parking;
- Q. Outside the limits of the individual parking spaces (stalls) designated for vehicular nonmetered on-street parking by the public works department of the city;
- R. Within thirty feet of the nearest rail of a railroad crossing;
- S. At any place where all official signs prohibit stopping.
- T. **Within ten feet of a United States Postal Service mailbox or mailbox cluster 8:00 a.m.-6:00 p.m., Monday-Saturday, except temporarily while engaged in the delivery or pickup of postal items and on holidays.**

Section 2. Severability. If any section, subsection, clause, sentence, or phrase of this ordinance should be held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. Authority to make necessary corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. Conflict. In the event that there is a conflict between the provisions of this Ordinance and any other City ordinance, the provisions of this Ordinance shall control.

Section 5. Effective Date. The ordinance shall take effect and be in full force five (5) days after publication of the attached Summary which is hereby approved.

PASSED by the City Council and APPROVED by the Mayor this ##the day of _____, 2017.

APPROVED:

Mayor, Jennifer Gregerson

ATTEST/AUTHENTICATED:

City Clerk, Janet Keefe

APPROVED AS TO FORM:
Office of the City Attorney

ANGELA G. SUMMERFIELD

Filed with the City Clerk:
Passed by the City Council:
Published:
Effective Date:
Ordinance No.

SUMMARY OF ORDINANCE NO. 1255
of the City of Mukilteo, Washington

On _____, ##, 2016 the City Council of the City of Mukilteo, Washington, approved Ordinance No. ####, the main point of which may be summarized by its title as follows:

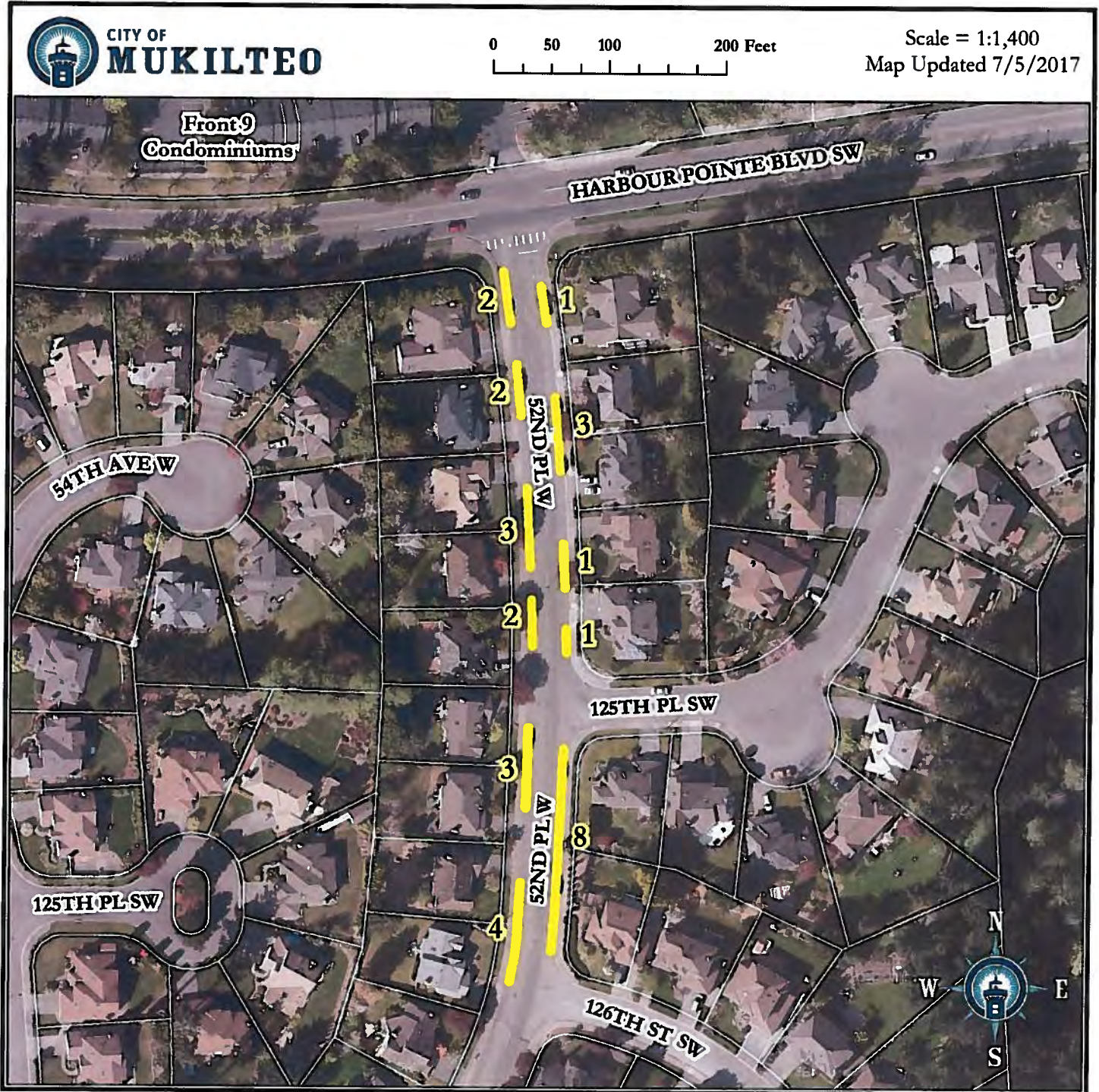
AN ORDINANCE OF THE CITY OF MUKILTEO, WASHINGTON, RELATING TO THE PARKING OF MOTOR VEHICLES, AMENDING MMC 10.08.050 – PROHIBITED PARKING AREAS TO ADD A PROHIBITION AGAINST PARKING NEAR UNITED STATES POSTAL SERVICE MAILBOXES; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

The full text of this ordinance will be mailed upon request.

APPROVED by the City Council at their meeting of _____ ##, 2016.

City Clerk, Janet Keefe

Exhibit 6



ID	Project Title	Status	Grant Funded	Phase In CIP	pre-design	design/row 30/60/90	construction	close out	Carry over from prior years	Current Approved Budget	Percent Complete	Amount Spent	ge of Budget Used	Schedule	Current Mile Stone	ID
A	2014-2015 Pavement Preservation (BWC)	Closeout							YES	\$ 580,000	95%	\$ 511,977	88%	●	All work is complete. Awaiting final bills from Snohomish County.	A
B	2016 Pavement Preservation & 2015 Street Patching	Complete							YES	\$ 336,000	95%	\$ 246,932	73%	●	Closed.	B
C	2015 Fire Station Facility Renewal	Closeout							YES	\$ 73,316	100%	\$ 73,316	100%	●	Complete	C
D	Fire Station Exhaust System	Complete							YES	\$ 61,000	95%	\$ 56,156	92%	●	Closed.	D
E	ADA Ramps & Sidewalks Repairs (Waterford Park)	Closeout							YES	\$ 58,000	100%	\$ 46,776	81%	●	Complete	E
F	Naketa Beach Storm Pipe Repairs	Complete	YES						YES	\$ 502,675	100%	\$ 314,365	63%	●	Closed.	F
G	Harbour Reach Corridor Project	Active	YES						YES	\$ 1,960,120	40%	\$ 817,969	42%	●	30% Design complete. T1B Grant application. Negotiating Consultant SOW for final design. Aggressive final design sched. Obligating CWA funding.	G
H	Harbour Point Blvd Widening	Active	YES						YES	\$ 1,649,650	20%	\$ 212,673	13%	●	ROW acquisition & wetland mitigation study underway. Project schedule could be impacted by ROW. WSDOT Mtg.	H
I	SR 526 Shared Use Path - Design Phase	Active	YES				N/A	N/A	YES	\$ 292,880	60%	\$ 169,645	58%	●	At 60% Design. Coordinating with Boeing & stakeholders. Boeing bridge study results. Funding gap.	I
J	SR 526 Shared Use Path - ROW	Not Started	YES				N/A	N/A		\$ 69,500	0%	\$ -	0%	●	ROW Phase. Funding will be available in 2019	J
K	2017 Pavement Preservation	Active								\$ 910,000	30%	\$ 54,594	6%	●	County beginning with curb ramp removal. Overlay scheduled for late July/early August. Addition of some repairs on 92nd street.	K
L	2017 Pedestrian Activated Crosswalk Lighting Program	Active								\$ 35,000	15%	\$ -	0%	●	Purchase of extra RRFB's in 2016. GT crossing may be part of WSDOT mitigation.	L
M	City Hall Parking Lot Repairs	Active								\$ 75,000	15%	\$ 2,281	3%	●	90% PS&E review competed. Almost ready for advertisement. Bid broken into schedules to fit within budget.	M
N	Annual Traffic Calming Program	Active							YES	\$ 36,000	0%	\$ -	0%	●	Evaluating requests as they come in.	N
O	Public Right of Way ADA Transition Plan	Active			N/A	N/A	N/A	N/A	YES	\$ 50,000	25%	\$ 16,671	33%	●	PROW inventory not completed in 2016. Develop strategy to complete inventory with GIS division. Public process needed.	O
P	2017 ADA Upgrades	Idle								\$ 50,000	0%	\$ -	0%	●	Not Started	P
Q	61st Place Retaining Wall Repairs	Active	YES						YES	\$ 1,009,950	10%	\$ 79,492	8%	●	Verbal confirmation that SOW change will be approved by FEMA, awaiting formal paperwork. Working ROW process with property owners - 2 needed	Q
R	61st Place Culvert	Active							YES	\$ 382,500	35%	\$ 72,067	19%	●	Report back to IC Committee in July Discuss project with Angela. Next steps?	R
S	Decant Facility - Design Only	Active								\$ 110,000	0%	\$ -	0%	●	Consultant selected, negotiating SOW. Site visits to neighboring decant stations.	S
T	Feasibility Study for Centralized Storm Drainage Facilities Bluff Properties	Idle							YES	\$ 93,800	0%	\$ -	0%	●	Was anticipating \$46,000 CWA funding for project from WSDOT Rail.	T
U	Lighthouse Quarters A&B Preservation (Painting)	Active	YES							\$ 42,500	0%	\$ -	0%	●	Bid opening last week. Council award 7/17. City crews performing prep work.	U
V	2016 & 2017 Facility Renewal (FS25. & FS24 Emergency Generators)	Active							YES	\$ 150,000	5%	\$ 4,249	3%	●	Awaiting design memorandum this week from consultant.	V
W	Point Elliott Room Floor Replacement	Active	YES						YES	\$ 55,000	10%	\$ -	0%	●	May be able to utilize state contract for work.	W
X	RHCC - Point Elliott Room Technology Upgrade	Active	YES						YES	\$ 21,400		\$ -	0%	●	Parks & Rec is project lead. Providing contracting support as needed.	X
Y	Mukilteo B&G Club Ballfields	Active	YES						YES	\$ 1,275,000			0%	●	Planning is project lead. Working on finalizing bid docs with B&G Club. PW to provide assistance.	Y
Z	Waterfront Promenade	Active	YES						YES	\$ 80,000			0%	●	Planning is project lead. Consultant selection & begin design.	Z
AA	Tank Farm Site Remediation	Active	YES						YES	\$ 242,500	0%	\$ -	0%	●	Property transfer complete. Can move forward with project. Need to develop bid documents.	AA
BB	Japanese Gulch Daylighting	Active	YES							\$ 250,000			0%	●	Planning is project lead. Scheduling survey with BNSF.	BB
CC	Japanese Gulch Wayfinding	Idle	YES							\$ 8,000			0%	●	Parks & Rec is project lead. PW support as needed.	CC
DD	Peace Park Design & Development	Idle						N/A		\$ 40,000			0%	●	PW Support as needed.	DD
EE	2014, 2016 & 2017 Annual Bike Path Construction	Idle			N/A	N/A	N/A	N/A	YES	\$ 125,000			0%	●	Building up budget to implement projects identified in BTW plan.	EE
FF	2014-17 Annual Sidewalk Construction	Idle			N/A	N/A	N/A	N/A	YES	\$ 167,000			0%	●	Building up budget to implement projects identified in BTW plan.	FF

- Schedule Key:
- Idle/Not Started
- On or Ahead of Schedule
- Potential Schedule Shifts/Issues
- Behind Schedule
- Project Cancelled or Complete

Constructed By: _____ Date: _____

Aerial Mapping & Control Survey
Firm: _____ Date: _____
Field BK/Pg: _____

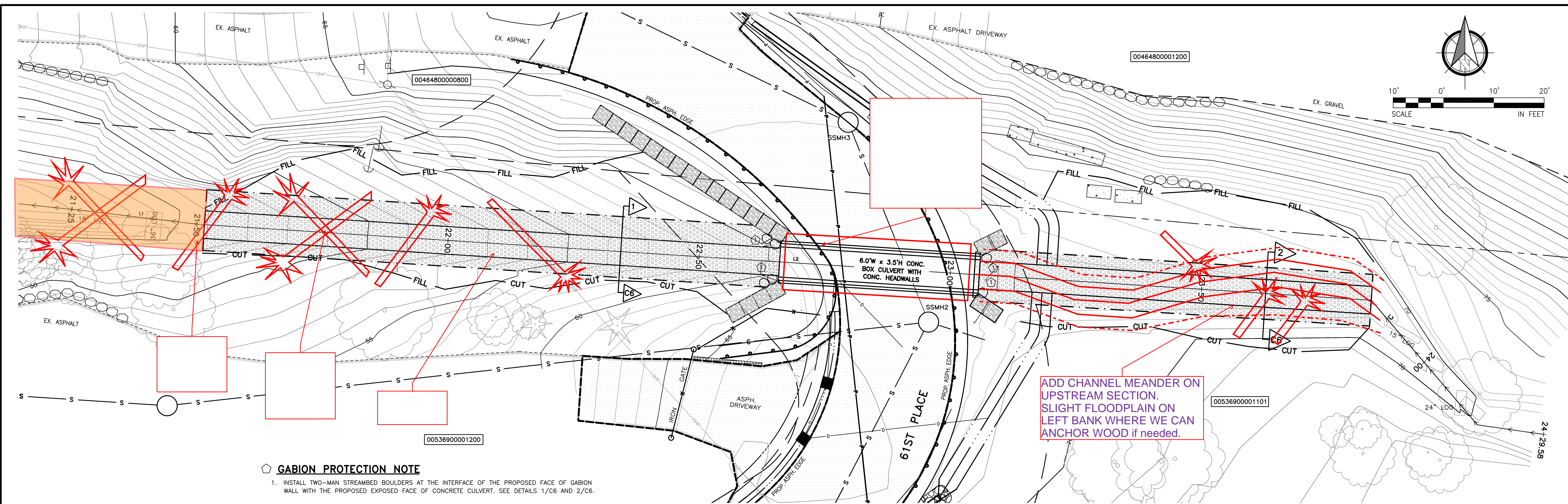
Recorded Survey: SNOHOMISH COUNTY
AF- _____
Vol/Bk: _____ Page: _____

Surveyed By: APSJ
Date: MAY 2015
Field BK/Pg: _____
Datum: NAD 88

Drawn By: JTH
Checked By: JST

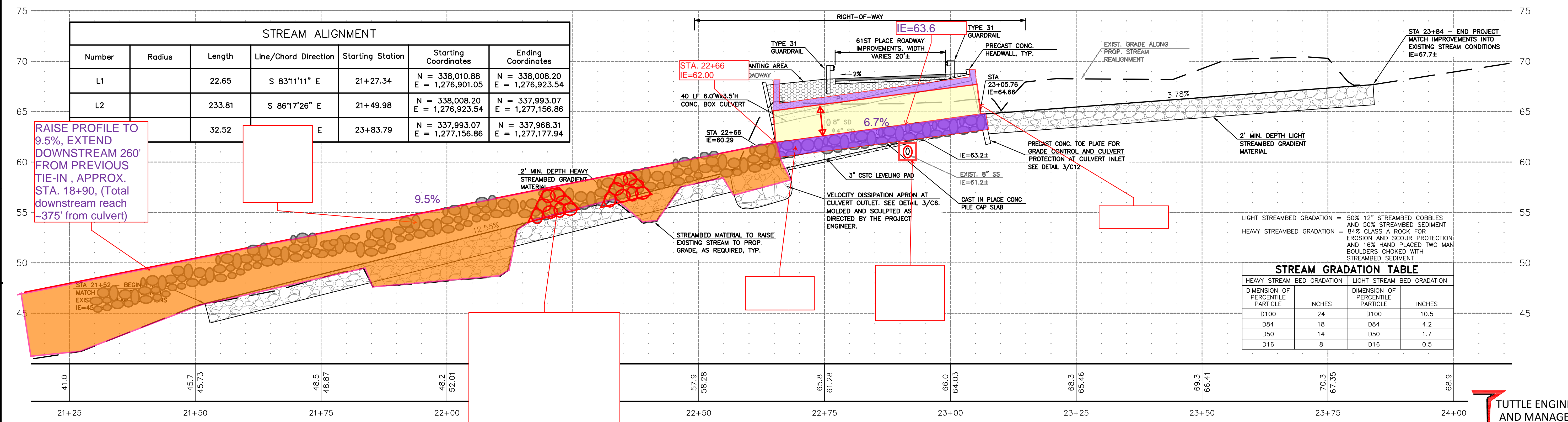
KREF Filename: _____

Filepath: P:\14-001\61st Place Culvert\Drawings\Plan Sheets\C5-Stream and Culvert Plan and Profile.dwg

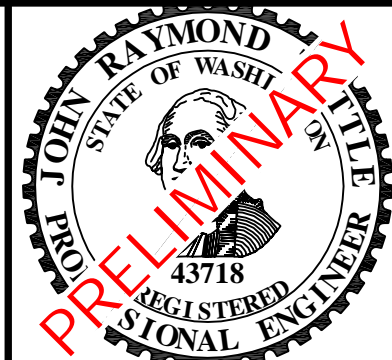


GABION PROTECTION NOTE

1. INSTALL TWO-MAN STREAMBED BOULDERS AT THE INTERFACE OF THE PROPOSED FACE OF GABION WALL WITH THE PROPOSED EXPOSED FACE OF CONCRETE CULVERT. SEE DETAILS 1/C6 AND 2/C6.



CITY OF MUKILTEO
PUBLIC WORKS DEPARTMENT
11930 Cyrus Way Mukilteo, Washington 98275
425 355-4141 FAX 425 347-4544
<http://ci.mukilteo.wa.us>



61st Place West
Culvert Improvement Project

STREAM AND CULVERT
PLAN AND PROFILE

SHEET NO.
C5
OF
15
TOTAL SHEETS

Preliminary - Not For Construction

TUTTLE ENGINEERING AND MANAGEMENT
P.O. Box 1547, Burlington, WA 98233 | O: (360) 899-5953
M: (360) 920-7030 E: JTUTTLE@TUTTLE-TEAM.COM

WHAT IS HAPPENING?

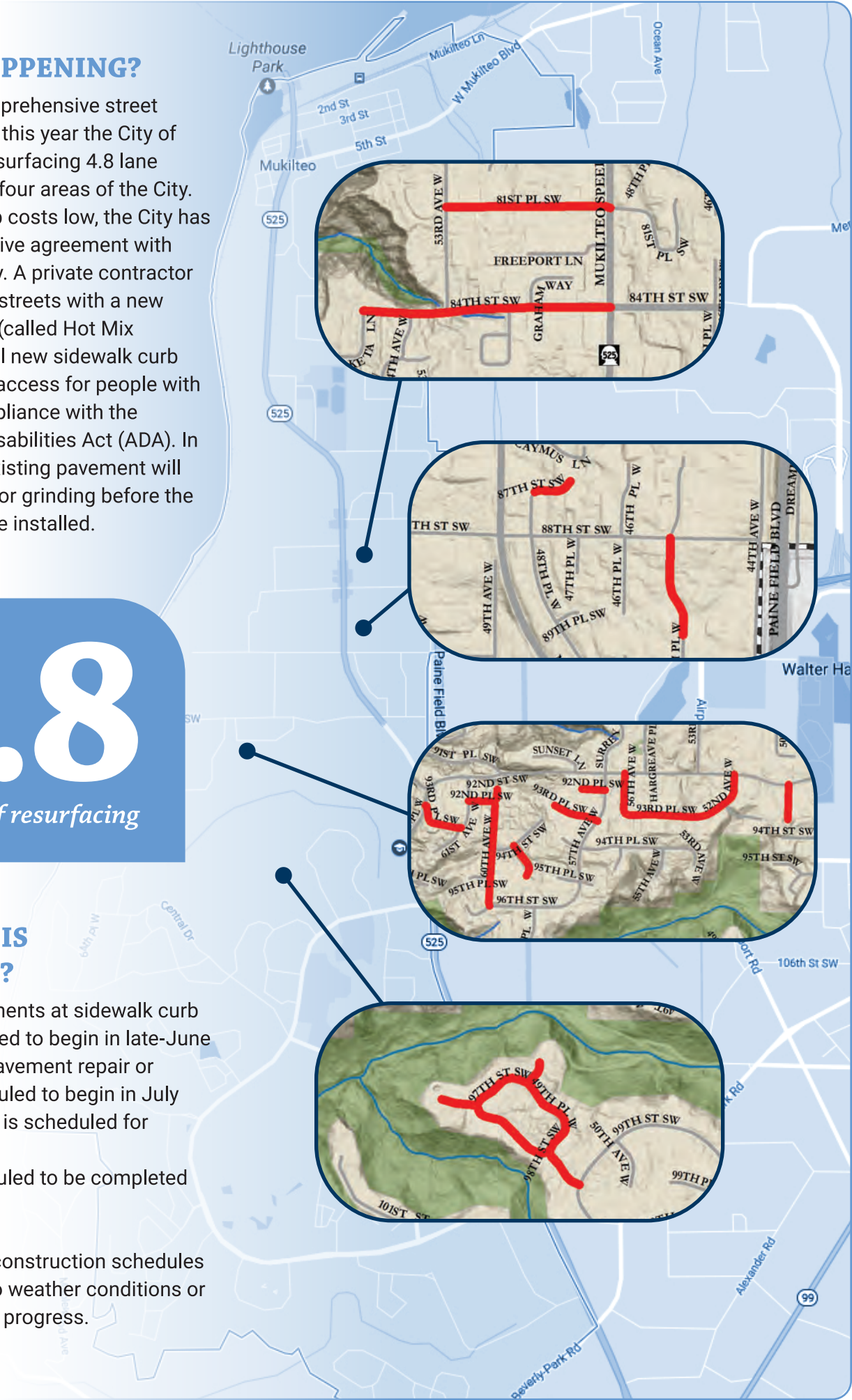
As part of our comprehensive street maintenance plan, this year the City of Mukilteo will be resurfacing 4.8 lane miles of streets in four areas of the City. In an effort to keep costs low, the City has formed a cooperative agreement with Snohomish County. A private contractor will resurface City streets with a new layer of pavement (called Hot Mix Asphalt) and install new sidewalk curb ramps to improve access for people with disabilities in compliance with the Americans with Disabilities Act (ADA). In some areas, the existing pavement will require repair and/or grinding before the new surface can be installed.

4.8
lane miles of resurfacing

WHEN IS THIS HAPPENING?

- Access improvements at sidewalk curb ramps is scheduled to begin in late-June
- Where needed, pavement repair or grinding is scheduled to begin in July
- Road resurfacing is scheduled for July-August
- All work is scheduled to be completed by September

It is possible that construction schedules may change due to weather conditions or other construction progress.

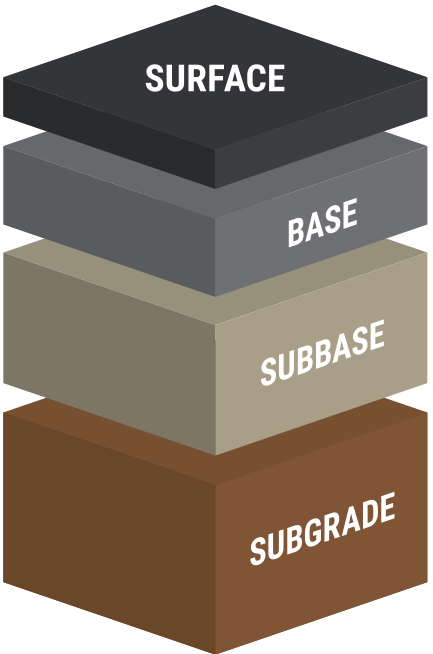


WHAT TO EXPECT?

- Access Improvements at Sidewalk Curb Ramps:** As part of the project, new sidewalk curb ramps will be installed that meet the latest standards to provide access for those in wheelchairs.
- Pavement Repair & Edge Grind:** In some areas where the existing asphalt pavement is severely damaged, it needs to be removed and replaced all the way down to the base. In addition, in locations where there are curbs along the street, the edge of the pavement will need to be ground down in order to make room for the new surface.
- Road Resurfacing:** There may be inconveniences associated with driving through the work zone; traffic control and flagging operations will be in effect. One lane of traffic will be open at all times and the construction crew will strive to accommodate access to driveways and homes.

ON CONSTRUCTION DAY:

- Parking:** “No-Parking” signs will be posted 24 hours in advance of all parking restrictions. If cars are not moved, the City will have to tow vehicles left on the street. Please do not leave vehicles parked on the street while on vacation.
- Driveway Access:** Driveway access may be restricted for short durations when the new street surface is being placed.
- Garbage Service:** The contractor will schedule activities around regular garbage/recycling pick-up schedules.
- Emergency Access:** Emergency vehicle access will be maintained throughout the construction process.
- How You Can Help:** Make sure that the street is clear of vehicles and other items, remind your neighbors if you see their cars haven’t been moved. Water can damage new street surfaces, please avoid washing your car or watering the lawn along the street on the day of resurfacing.



WHY IS THIS HAPPENING?

Just like the cars that drive on our streets, the streets themselves require regular maintenance to ensure they are in good condition and to avoid more costly repairs in the future. The top layer of the street is the most prone to weather and wear from traffic. By keeping the top layer in good condition, the entire street stays in better condition for longer. The City has developed a 20 year plan to address streets based on their condition and need, over the course of the plan every street will receive some type of surface treatment. Whether it’s crack sealing, a thin overlay or a slurry or chip seal, these surface treatments protect the public investment we have made in our entire street system.

Surface treatments protect the public investment we have made in our entire street system.

For More Information:

Project Manager: Challis Stringer
Telephone: 425-263-8082
Email: cstringer@mukilteowa.gov

For more information about the project, visit our website <http://www.mukilteowa.gov> and search for “pavement”

MUKILTEO CITY COUNCIL AGENDA BILL 2017-69	
SUBJECT TITLE: Lighthouse Quarters A and B Preservation Contract Award	Meeting Date: July 17, 2017
Staff Lead: Andrea Swisstack, P.E., Asst. City Engineer	Exhibits: 1. Contract Agreement
Department Director: Mick Matheson, P.E., Public Works Director	
Estimated Time: Consent Agenda	
Previous Review: Infrastructure Committee Review: 7/12/2017	
Budget Reference: Page 176, Lighthouse Park Quarters Buildings Preservation	

Budget Information:

Amount Budgeted:	\$42,500.00	Account Name(s): Facilities Maintenance Fund	Account Number: 518.38.539.197.4125
Expenditure Required:	\$42,500.00		
Remaining Budget:	\$0.00		
Additional Appropriation Required:	\$0.00		

RECOMMENDATION:

Council **MOTION** to

1. Award contract for the Lighthouse Quarters A and B Preservation to K-A General Construction Contractors, LLC of Woodinville, WA, in the amount of \$29,972.32, which includes Washington State sales tax.
2. Approve the \$12,527.68 remaining budget as project contingency.

SUMMARY:

The Public Works Department procured the construction bids according to the City's Procurement Policies and Procedures. The City followed the Bid Procedures for Small Works Roster, through a competitive bid process as outlined in RCW 35.22.620 and 39.04.155.

The Lighthouse Quarters A and B buildings were last painted in 2006. Due to the harsh marine environment the existing paint is starting to weather and is need of repainting. The City received a Lodging Tax Grant in late 2016 in the amount of \$42,500 in order to fund the project. City maintenance crews are currently replacing damaged wood in preparation for the painting. Work is scheduled to begin in late July and will be completed prior to the Lighthouse Festival in early September.

BUDGET:

The total budget for the Lighthouse Park Quarters Building Preservation project is \$42,500 and is funded entirely through a City of Mukilteo Lodging Tax grant. The City is contributing staff time for building preparation and project administration as the required match for the grant.

BID AWARD:

The Project was advertised through the City's small works roster on June 21, 2017 and June 28, 2017 and bids were opened on July 5, 2017. A total of five bids were received on the project with K-A General Construction Contractors, LLC being the lowest responsive and responsible bidder as shown below:

Contractor	Bid Amount
K-A General Construction Cont.	\$29,972.32
Buntting Inc.	\$36,057.68
N.W. Complete Contracting	\$37,782.07
Lower 48 Contracting/Painting, Inc.	\$38,360.62
AM Northwest Construction Partners LLC	\$40,487.32*

**Bidder had an error in bid proposal.*

Staff recommends awarding the contract to the low bidder, K-A General Construction Contractors, LLC.

ALTERNATIVES: Do not award contract and direct staff on next steps.

Exhibit 1

AGREEMENT

This agreement by and between the CITY OF MUKILTEO, a municipal corporation of the State of Washington, hereinafter referred to as the "Owner", and K-A General Construction Contractors, LLC, hereinafter referred to as the "Contractor", witnesseth that in accordance with the terms and conditions of this Contract awarded the seventeenth day of July, 2017, the parties agree as follows:

SECTION 1. That the Contractor shall do or cause to be done all work and shall furnish or cause to be furnished all tools, materials, equipment and labor necessary to construct

**LIGHTHOUSE QUARTERS A&B PRESERVATION
FC170200**

in accordance with and as described in the bid submittal as attached to this executed contract, on file with the City Clerk, for the following awarded contract price which includes Washington State Sales and/or Use Tax:

Awarded Contract Price	\$29,972.32
-------------------------------	--------------------

The Contractor shall provide and bear the expense of all equipment, material, work, and labor of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work provided for in this contract and every part thereof, except such as are mentioned in the contract documents as furnished by the Owner.

SECTION 2. The parties shall be bound by the Constitution and Laws of the State of Washington, and the Ordinances, Rules and Regulations of the City of Mukilteo, and by all applicable federal laws and government regulations, which provisions are incorporated by reference herein.

For the convenience of the parties of this Contract, it is mutually agreed that any claims or causes of action which the Contractor has against the Owner arising from this contract shall be brought within 180 calendar days from the completion date of the contract. It is further agreed by the parties that any such claims, disputes, or causes of action which cannot be resolved pursuant to the procedures set forth in the contract documents shall be brought only in the Superior Court of Snohomish County. The

parties understand and agree that the Contractor's failure to bring suit within the time period provided shall be a complete bar to any such claims or causes of action.

By this reference, the provisions of the Washington State Department of Transportation and APWA 2014 Standard Specifications for Road, Bridge and Municipal Construction (including but not limited to the General Requirements section), as revised, supplemented or replaced by contract documents, shall apply to this project, which is the subject of this contract

SECTION 3. The Contractor shall comply with the indemnification and insurance requirements as identified in the Special Provisions, 1-07.18 - Insurance. The Contractor shall submit a Certificate of Insurance, naming the City of Mukilteo as additional insured, that meets the requirements identified in Special Provision 1-07.18 at the time the Contractor returns the signed contract to the Owner.

SECTION 4. The payment and performance bond requirements of chapter 39.08 RCW and the retainage requirements of chapter 60.28 RCW are hereby incorporated into this agreement.

SECTION 5. In accordance with Chapter 39.12 RCW and the contract documents, the Contractor shall pay, or cause to be paid to persons employed on or in connection with **this work, not less than the prevailing rate of wage for an hour's work specified for the** labor performed.

SECTION 6. The Contractor shall complete and submit to the Department of Labor and Industries, the **"Statement of Intent to Pay Prevailing Wages"** and **"Affidavit of Wages Paid"** forms. The **"Statement of Intent to Pay Prevailing Wages"** form(s) is required to be submitted to, and approved by, the State prior to the release of any payment. **The "Affidavit of Wages Paid" form(s) is required to be submitted to, and approved by the State, prior to Contract Completion and the release of any retainage.**

SECTION 7. The Contractor shall begin the work in the contract immediately after written Notice to Proceed has been issued to said Contractor by the Owner, and to carry said work on regularly and without interruption thereafter (unless the Owner shall otherwise, in writing, specifically direct) with such forces as to complete said work within **15 working days after such notice to begin work**, the time of beginning, rate of progress, and time of completion being essential and material provisions of the Contract.

SECTION 8. The Owner agrees to employ the Contractor to complete the work in accordance with the attached bid submittal and agrees to pay for the same according to the schedule of lump sum prices listed in the bid submittal form, at the time and in the manner and upon the conditions provided for in the Contract.

The Contractor shall inform all subcontractors who work on the project named in Section 1 of this Agreement of the manner and method of payment and the manner and method of measuring or computing the quantities of subcontracted work.

SECTION 9. The Contractor on behalf of his or her heirs, executors, administrators, successors, and assigns, does hereby agree to the full performance of all the covenants to which the Contractor is obligated under the terms of the contract.

SECTION 10. Third Party Beneficiary: All parties agree that the State of Washington shall be, and is hereby, named as an express third-party beneficiary of this contract, with full rights as such.

SECTION 11. It is further provided that no liability shall attach to the Owner by reason of entering into this contract except as expressly provided herein.

SECTION 12. In the event of violation of any of these covenants or any provisions thereof, payment due from the Owner for any work done under the contract may be withheld until full compliance therewith; that the work may be stopped or, at the discretion of the Owner the contract may be canceled and forfeited.

SECTION 13. Solely with respect to claims for indemnification under this contract, the Contractor waives, as to the Owner only, its immunity under Title 51 RCW. This Section has been negotiated by the parties as indicated by their initials below:

Contractor: _____

Owner: _____

IN WITNESS WHEREOF, the parties hereto have executed this agreement effective as of the day and year first above written.

CONTRACTOR**OWNER**

CITY OF MUKILTEO

By: _____
Contractor Name

(Print Name)_____
(Print Name and Title)

Date: _____

Date: _____

**CONTRACTOR'S DECLARATION OF OPTION FOR
MANAGEMENT OF
STATUTORY RETAINED PERCENTAGE**

1. In accordance with RCW 60.28.010, I hereby elect to have the retained percentage of this contract held in a fund by the Owner until SIXTY (60) days following final acceptance of the work and final acceptance by appropriate state agencies.

Date_____ Signed _____

2. I hereby elect to have the retained percentage placed in escrow with a bank or trust company by the Owner until SIXTY (60) days after the final acceptance of said improvement or work as completed under contract with the escrow holder in form acceptable to the Owner. The Owner will provide an escrow form for this purpose.

Date_____ Signed _____

AND,

I hereby further agree to be fully responsible for payment of all costs or fees incurred as a result of placing said retained percentage in escrow and investing it as authorized by statute. The owner shall not be liable in any way for any costs or fees in connection therewith. This agreement is subject to all applicable provisions of Chapter 60.28 RCW.

Date_____ Signed _____

PERFORMANCE BOND
to City of Mukilteo, WA

Bond No. _____

The **City of Mukilteo**, Washington (City) has awarded to _____ (Principal), a contract for the construction of the project designated as _____, Project No. _____, in Mukilteo, Washington (Contract), and said Principal is required to furnish a bond for performance of all obligations under the Contract.

The Principal, and _____ (Surety), a corporation, organized under the laws of the State of _____ and licensed to do business in the State of Washington as surety and named in the current list of “**Surety Companies Acceptable in Federal Bonds**” as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Treasury Dept., are jointly and severally held and firmly bound to the City, in the sum of

_____ US Dollars (\$_____) Total Contract Amount, subject to the provisions herein.

NOW, THEREFORE, if the Principal herein shall faithfully and truly observe and comply with the terms, conditions, and provisions of said contract in all respects and shall well and truly and fully do and perform all matters and things by them undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, and until the same is accepted, and shall in all respects, faithfully perform said contract according to law, and shall further indemnify, save harmless and reimburse the City of Mukilteo from and for any defect or defects in any of the workmanship or materials entering into any part of the work of the contractor performed pursuant to this contract, which shall develop or be discovered within one year after the final acceptance of said contract, then this obligation to be void, otherwise to remain in full force and effect, provided, the liability hereunder for defects in materials or workmanship for a period of one year after the acceptance of the work shall not exceed the sum of ten percent (10%) of the amount hereinabove set forth as the penal sum of this Bond.

The Surety agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, and waives notice of any change, extension of time, alteration or addition to the terms of the

**PERFORMANCE BOND
to City of Mukilteo, WA Pg. 2**

Bond No. _____

Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation.

This bond may be executed in two (2) original counterparts, and shall be signed by the **parties'** duly authorized officers. This bond will only be accepted if it is accompanied by a fully executed and original power of attorney for the office executing on behalf of the surety.

PRINCIPAL

SURETY

Principal Signature Date_____
Surety Signature Date_____
Printed Name Date_____
Printed Name Date_____
Title_____
Title

Name, address, and telephone of local office/agent of Surety Company are:

PUBLIC WORKS PAYMENT BOND
to City of Mukilteo, WA

Bond No. _____

The **City of Mukilteo**, Washington (City) has awarded to _____ (Principal), a contract for the construction of the project designated as _____, Project No. _____, in Mukilteo, Washington (Contract), and said Principal is required under the terms of that Contract to furnish a payment bond in accord with Title 39.08 Revised Code of Washington (RCW) and (where applicable) 60.28 RCW.

The Principal, and _____ (Surety), a corporation, organized under the laws of the State of _____ and licensed to do business in the State of Washington as surety and named in the current list of “**Surety Companies Acceptable in Federal Bonds**” as published in the Federal Register by the Audit Staff Bureau of Accounts, U.S. Treasury Dept., are jointly and severally held and firmly bound to the City, in the sum of

US Dollars (\$ _____) Total Contract Amount, subject to the provisions herein.

This statutory payment bond shall become null and void, if and when the Principal, its heirs, executors, administrators, successors, or assigns shall pay all persons in accordance with RCW 39.08, 39.12, and 60.28 including all workers, laborers, mechanics, subcontractors, and materialmen, and all person who shall supply such contractor or subcontractor with provisions and supplies for the carrying on of such work, and all taxes incurred on said Contract under Titles 50 and 51 RCW and all taxes imposed on the Principal under Title 82 RCW; and if such payment obligations have not been fulfilled, this bond shall remain in full force and effect.

The Surety for value received agrees that no change, extension of time, alteration or addition to the terms of the Contract, the specifications accompanying the Contract, or to the work to be performed under the Contract shall in any way affect its obligation on this bond, and waives notice of any change, extension of time, alteration or addition to the terms of the Contract or the work performed. The Surety agrees that modifications and changes to the terms and conditions of the Contract that increase the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this bond and notice to Surety is not required for such increased obligation.

**PUBLIC WORKS PAYMENT BOND
to City of Mukilteo, WA Pg. 2**

Bond No. _____

This bond may be executed in two (2) original counterparts, and shall be signed by the **parties'** duly authorized officers. This bond will only be accepted if it is accompanied by a fully executed and original power of attorney for the office executing on behalf of the surety.

PRINCIPAL

SURETY

Principal Signature Date_____
Surety Signature Date_____
Printed Name Date_____
Printed Name Date_____
Title_____
Title

Name, address, and telephone of local office/agent of Surety Company is:

PAYMENT AND RETAINAGE RELEASE REQUIREMENTS

PAYMENT RELEASE REQUIREMENTS

Intent to Pay Prevailing Wage (Contractor generates)

Department of Labor/Industries
Employment Standards Division
General Administration Building
Olympia, Washington 98504
(360) 956-5335

All contractors and sub-contractors are required to file the Intent form. State approval of the Notice of Intents is required prior to the release of any payments. RCW 39.12 and WAC 296-127

RETAINAGE RELEASE REQUIREMENTS

THESE DOCUMENTS ARE REQUIRED TO BE ON FILE WITH THE CITY PRIOR TO RELEASE OF RETAINAGE:

1. Notice of Completion of Public Works Contract (City generates to State Agencies after acceptance of contract.)

Department of Revenue
Excise Tax Division
Olympia, Washington 98504

And

Department of Labor and Industries

And

Employment Security Department

2. Affidavit of Wages Paid (Contractor generates)

Approved by the Department of Labor and Industries

3. Certificate of Release - (Letter from State Agencies to City)

Department of Revenue - Certification of State Excise Tax Paid by Public Works Contractor.

Washington State Employment Security Department -

Certification of Payment of Contributions, Penalties and Interest on Public Works Contract.

Department of Labor and Industries – Certificate of the States Lien on Public Works Contracts.

4. Receipt for Payment in full or Release of Lien signed by Lien Claimant and filed with City

(Responsibility of Contractor to obtain)

Claims against retainage or Payment Bond filed with City by any such subcontractor, workman, or material supplier.



Pedestrian Bridge Circular Landing Option





Pedestrian Bridge Circular Landing Option



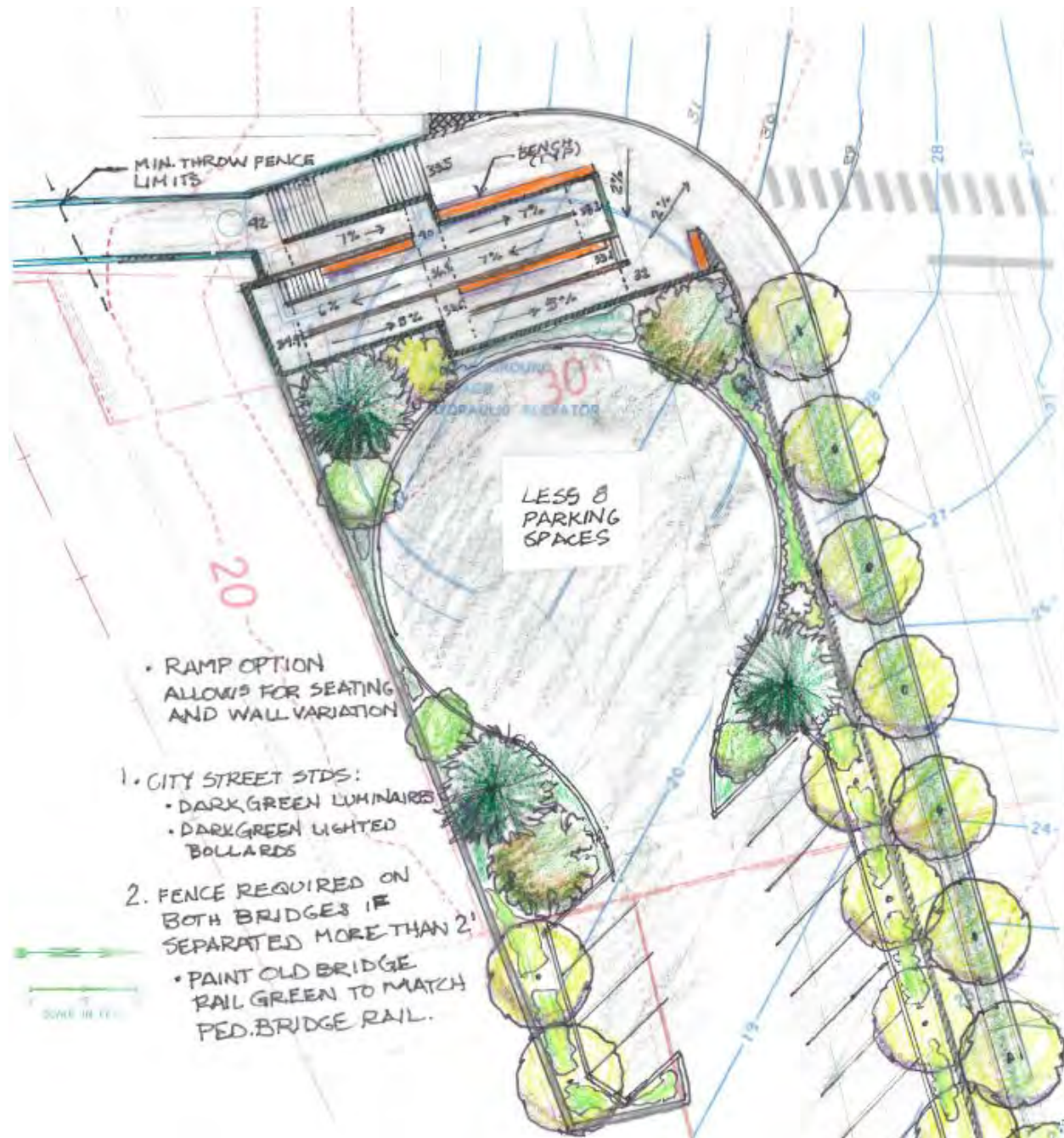


Circular Ramp Examples





Pedestrian Switch- Back Landing Option





Pedestrian Bridge Switch-Back Landing Option



0' 10' 20'
SCALE

RAMP OPTION
SR525 MULTIMODAL MULTI-
MODAL PEDESTRIAN BRIDGE

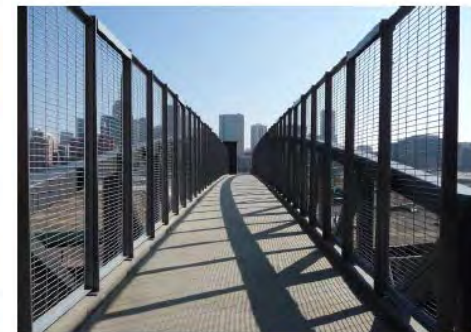


Switch- Back Examples in the Landscape





Pedestrian Bridge Railing Design Options





CARS TECHNICA —

World's first solar road opens in France: It's ridiculously expensive

Kilometer-long road cost \$5.2 million to build.

SEBASTIAN ANTHONY (UK) · 12/23/2016, 12:42 PM

Frederic Stevens/Getty



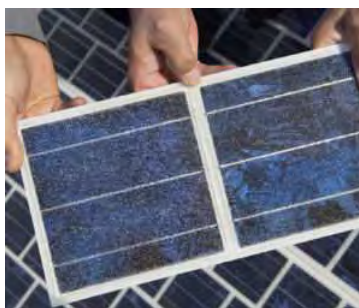
The world's first solar highway has been opened in France, in the not-very-sunny village of Tourouvre au Perche in Normandy. The roadway is just one kilometre (0.6mi) long, but that still works out at 2,800 square metres of photovoltaic cells—enough, hopefully, to power the village's street lights.

The road was built by Colas, a large Anglo-French construction company. Colas has apparently been working on its own solar road tech, called Wattway, for at least five years. Wattway has been tested in car parks, but this is the first time it has been used on an active road. There will now be a two-year test period, to see if Wattway can withstand the rigour of being pounded by thousands of cars and trucks per day, and whether it can actually provide a useful amount of electricity.

Usefulness aside, the main problem with constructing solar roads is their crippling cost. One of the main selling points of Wattway, according to Colas, is that each panel is just a few millimetres thick, and can thus be

installed on top of an existing road, which in turn massively reduces construction costs. Having said that, the 1km road in Normandy cost €5 million (£4.3m) to build. And that's for a single lane of a two-lane highway!

Expanding that out to €10m per kilometre for a two-lane solar road, you're looking at a total cost measured in billions or even trillions of pounds to cover a sizeable portion of a country's roads with solar panels. France has over a million kilometres of roads; the US has over 6 million. And that's not counting the larger highways with more than two lanes...



[Enlarge](#) / One of the Wattway panels up close.

Fortunately, Ségolène Royal, France's ecology minister, has a much more reasonable goal in mind: she would like to see solar roadways replace one kilometre of every 1000 in France. Again, assuming she means two-lane solar roads at around €10 million per kilometre, the total cost would be €10 billion—not bad, assuming the panels (and the accompany electrical system) don't need regular maintenance, and that they produce enough electricity to be worth the much higher initial outlay.

Indeed, their questionable efficiency is one of the main reasons that more solar roads aren't currently being built. Colas says that Wattway's photovoltaic efficiency is 15 percent, which is pretty good (commercial panels that you might put on your roof are at about 20 percent). But that doesn't take into account the fact that the solar panels are flat on the ground, rather than angled towards the sun's trajectory, significantly reducing efficiency at higher latitudes. Heavy traffic could also block sunlight; as could snow, mud, and perhaps standing water after rain.

Back in 2014, a 70-metre solar bicycle path was built in the suburbs of Amsterdam in the Netherlands, at the utterly insane cost of €3 million. In its first year it produced about 3,000 kilowatt-hours (kWh) of electricity—enough to power an average home. At the current wholesale price in the UK (about £40 per megawatt-hour), that same €3 million would've bought you about 65,000,000 kilowatt-hours of electricity, enough to power about 21,000 homes for a year.

Obviously the maths are a bit better on the €5 million road in Normandy, but that's still an awful lot of money to spend on powering the village's (population ~3,300) street lights. The Wattway [brochure](#) suggests that 2,800 square metres of solar roadway ought to be able to power about 140 homes—about 420MWh per year. Though clearly, if they are just looking to power the village's street lights, they're not expecting anywhere near 420MWh in reality—perhaps due to the low amount of direct sunlight in Normandy.

Solar FREAKIN' Roadways!



The Solar Roadways intro video. It's not hard to see why the project raised so much money.

Finally, because it's Christmas and there's no one in the office to stop me being mean, let's talk about Solar Roadways, an Indiegogo project that raised a ridiculous sum of money (\$2.2 million) back in 2014. That money, according to Solar Roadways, is being spent "on engineers to help us make a few needed tweaks in our product and streamline our process so that we could go from

prototype to production.” Two years later, the first public installation of Solar Roadways is finally being constructed at a Route 66 welcome centre in Missouri.

According to the Missouri department of transport (MoDOT), the small 12ft-by-20ft patch of solar road will cost \$100,000 to install. That works out at \$416 per square foot—about \$4,500 per square metre, or \$11.6 billion per square mile. Scott Brusaw, founder of Solar Roadways, says there's about 29,000 square miles of paved roads in the lower 48 US states, and he'd like to turn most of them into solar roads. He'll need one hell of a Kickstarter to raise \$330 trillion—16 times the US national debt—though.

FURTHER READING

[The Netherlands might trial plastic roads](#)

Personally, I think Brusaw's efforts would be better focused on just building a Dyson sphere and solving all of humanity's energy issues in one fell swoop.

This post originated on [Ars Technica UK](#)

Listing image by Charly Triballeau/AFP/Getty Images

SEBASTIAN ANTHONY

Sebastian is the editor of Ars Technica UK. He usually writes about low-level hardware, software, and transport, but it is *emerging* science and the *future* of technology that really get him excited.

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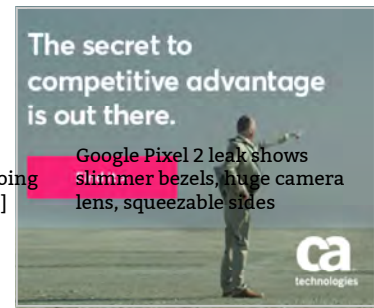
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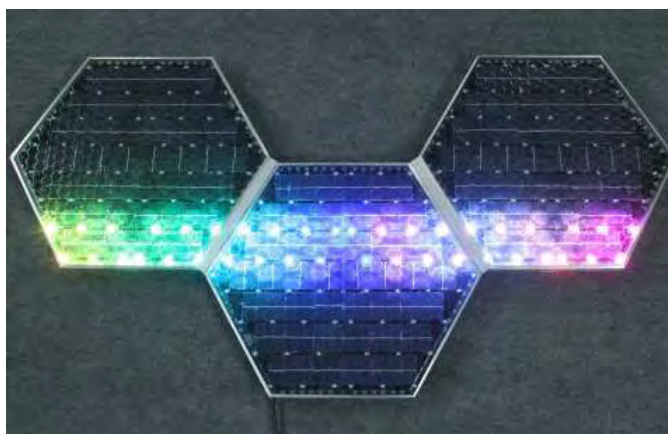
Snow-melting solar roads are being tested publicly for the first time in the US



DANA VARINSKY
OCT. 5, 2016, 11:28 AM

A public square in Sandpoint, Idaho now has what looks like a light-up dance floor — 30 hexagonal tiles with flashing LEDs.

But each tile is actually a solar panel, and collectively, the tiles will soon power a nearby fountain and restroom, according to Spokane-based news station [KREM 2](#).



Solar Roadways



Solar Roadways

Follow

The installation, which debuted October 3, is the first public test of solar roadway technology in the US.

[Solar Roadways](#), the company that developed the technology being demonstrated in Idaho, was founded in 2006 by husband-wife team Scott and Julie Brusaw. Their vision is to create solar panel tiles that can be installed on top of existing asphalt.

The trial in Sandpoint is meant to test the company's newest prototype, called SR3 since it's the third iteration. Julie Brusaw tells Business Insider that the team is planning six or seven pilots like this one.

"We need to find any glitches or problems which need to be addressed in order to get ready for mass manufacturing next year," she wrote in an email.

Each SR3 tile contains a 44-watt solar panel. The tiles are designed to heat themselves so the hardware doesn't freeze when temperatures drop, ensuring the panels can generate energy year round (and eliminating the need for a snow plow on roads that use the tiles).



A rendering of a solar road

Solar Roadways

The tempered glass that coats the panels is durable; according to [Northwest Public Radio](#), it can withstand the weight of a semi truck. And the LED lights actually serve a purpose as well — they're designed to replace painted lane markers, making it easier to change a road's design if it undergoes construction.

Brusaw says the company hopes to swap out the tiles in the Sandpoint pilot fairly often and replace them with new iterations that they want to test.

"We had a manufacturing equipment failure which caused some of the LEDs and solar cells to fail so we are going to have to swap them out for the first time as soon as we make new panels," she said.

Because of that issue, the tiles in Sandpoint aren't yet generating power (only the LEDs are working). But once the faulty ones are swapped out and the installation is hooked up, Brusaw estimates that the set of 30 could produce 5.28 kilowatt-hours daily (based on the assumption that the panels will get four hours of good sunlight in a day.)

To put that into perspective, an average of approximately [170 tiles](#) would be needed to fully power a household. At a little over 4 square feet each, that means roughly 745 square feet would need to be covered in tiles to power a single home — though the numbers change based on the amount of sunlight in a given area.

Once this initial trial is functioning well, Brusaw says the team plans to install similar pilots in Baltimore and Missouri by the end of the year.



SR3 panels in the sun

Solar Roadways

The company has received several grants from the US Department of Transportation, and raised an impressive \$2.2 million in an Indiegogo campaign. In addition to helping end dependence on fossil fuels, Scott and Julie Brusaw also envision a future in which Solar Roadways tiles could be used in solar parking lots that charge electric cars.

European countries have been experimenting with the technology for a little while now. The Netherlands has [installed a similar system](#) on a bike path near Amsterdam, and a solar road project is also being [developed in France](#).

If you're interested in checking out the solar road tiles for yourself (without traveling to Idaho), you can watch a [livestream](#) of the Sandpoint installation.



TECHNOLOGY

Would Solar Roadways Work? A Government Engineer Discusses the Controversial Technology

The DOT engineer who helped test a solar roadway prototype shares his thoughts on its viability.

by Stephen Lacey (<https://www.greentechmedia.com/authors/Stephen+Lacey>)
August 29, 2014



311

[//Articles/read/Department-](#)

Ever since Scott and Julie Brusaw went public with their idea for building solar-powered LED roadways, they've faced a constant barrage of skepticism and even outright hostility.

The reaction was expected given how technically difficult it would be to execute their vision of electrifying roads and highways with reinforced solar panels. Some questioned (<http://gigaom.com/2014/05/29/we-dont-need-solar-roadways-we-need-to-help-unleash-current-solar-panels/>) whether the application for solar is even necessary.

But one organization -- the most important agency governing America's roads -- was willing to give them a shot at proving the concept.

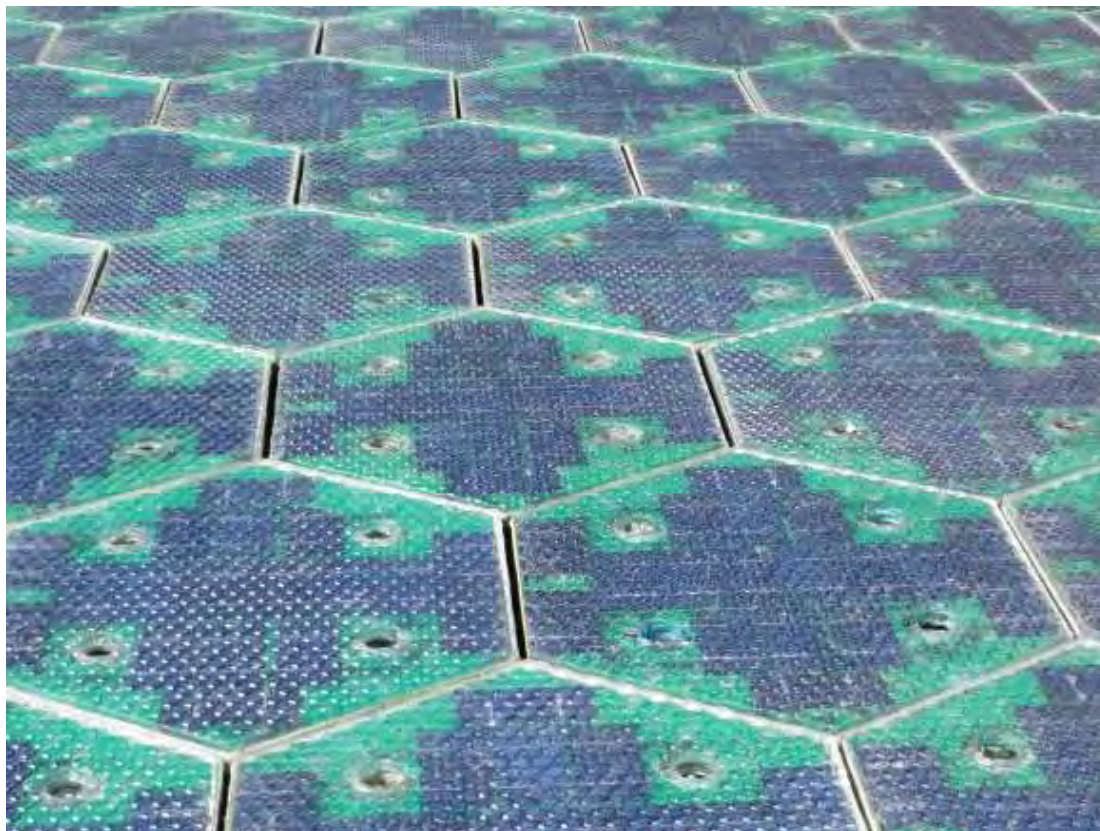
In 2009, after a couple years of tinkering in their driveway, the Brusaws secured a \$100,000 grant from the Department of Transportation for their company, Solar Roadways. The grant was supposed to be used for gathering information from engineering experts in a variety of fields and developing a concept paper based on the findings.

"I didn't need that much money to have a bunch of professors write a paper. So I asked [the DOT] if we could simply build a prototype," said Scott Brusaw.

In February 2010, the Brusaws built their first panels, a 12-foot by 12-foot array without solar cells, to test whether the underlying electronics would work.

That year, Solar Roadways won a \$50,000 community award through GE's Ecomagination challenge, giving it another pool of money to keep experimenting.

Then, in 2011, the DOT followed up its initial support with a \$750,000 grant to assist Solar Roadways in developing a second "parking lot" demonstration array (<http://www.solarroadways.com/prototypell.shtml>) with solar cells, LED lights, and a heating system built in.



An up-close image of the prototype solar roadway panels with heating elements and LEDs built

in. Photo credit: Solar Roadways.

The DOT's role wasn't just to hand out money. The department also helped test the arrays to figure out if they were actually safe, functional and able to withstand punishing road conditions.

Eric Weaver, a research engineer at the Federal Highway Administration's research and technology arm, took the lead on the testing. When asked what he thought of the plan to blanket America's roads with solar panels and LED lights after years of evaluating the concept, Weaver was blunt: "I'd say it's not very realistic to cover the entire highway system with these panels."

But Weaver was also quick to qualify his statement. "If you don't reach for something, you'll never get there. Just the effort of doing something new creates byproducts," he said.

Earlier this year, Scott Brusaw, himself an electrical engineer, decided he needed more financial resources beyond government grants in order to hire full-time materials experts and civil engineers to prove the concept. So Solar Roadways started an Indiegogo crowdfunding campaign and created a [hyped-up video \(https://www.youtube.com/watch?v=qlTA3rnpgzU\)](https://www.youtube.com/watch?v=qlTA3rnpgzU) to woo potential donors.

"We can't say that it would be safe for roadway vehicular traffic."

Eric Weaver, Department of Transportation

The campaign was wildly successful, bringing in \$2.2 million for Solar Roadways. The reaction to the fundraiser ranged from incredulity to loathing. Some were convinced it was [an outright scam \(http://wattsupwiththat.com/2014/06/04/solar-roadways-biggest-indiegogo-scam-ever/\)](http://wattsupwiththat.com/2014/06/04/solar-roadways-biggest-indiegogo-scam-ever/).

In an interview with Greentech Media, the DOT has opened up about the Solar Roadways testing process for the first time. Although the company made radical claims about the technology's potential in its Indiegogo video, Solar Roadways is not a "scam." The Brusaws continue to work on the technology with engineers from universities, and the product has gone through real-world testing with actual early-stage products to show for it.

But as DOT's Eric Weaver explained, it is very, very far from being proven as envisioned.

The biggest unknown is safety. Driving or walking on a textured glass surface is completely different than asphalt, which is designed specifically to increase traction. Weaver said that the DOT needs to go through more rounds of testing before it can weigh in.

"We can't say that it would be safe for roadway vehicular traffic," said Weaver. "Further field-traffic evaluation is needed to determine safety and durability performance."

Solar Roadways [says \(http://solarroadways.com/faq.shtml#faqTraction\)](http://solarroadways.com/faq.shtml#faqTraction) it has tested its wet textured glass surface at a university lab and has shown that it can stop a vehicle going 80 miles per hour within the required distance. However, getting approval from a university lab is much different from getting it from federal highway authorities.

Durability is also not fully proven, said Weaver. The DOT uses a weight deflectometer to test impact loads up to 16,000 pounds. But the department was not able to get its equipment up to Solar Roadways' testing headquarters (i.e., Scott and Julie's home) in northern Idaho. So they instead used a 3-D modeling analysis.

"We have no idea how it would hold up to wear under foot or car traffic," said Weaver.



Scott Brusaw drives a tractor over the prototype parking lot. This does not qualify as an official DOT test. Photo credit: Solar Roadways

Brusaw said he plans on taking up a new round of testing with universities or the DOT in order to get better simulations. Solar Roadways has an option to continue its relationship with the federal government for a third phase, or it could use some of the Indiegogo money to find additional methods of testing.

The third limitation, said Weaver, was materials and equipment availability. Finding large circuits to put under the glass was very difficult since every company has worked to make circuits smaller, not bigger.

"They spent a lot of time trying to get the circuitry embedded in the glass. But issues with the prototype could be overcome with larger-scale automated production," said Weaver.

Brusaw admitted to supply challenges, but said many of them had been overcome.

"It wasn't necessarily a scarcity of materials; it was suppliers promising things they couldn't deliver," he said.

In one instance, it took two extra months to get plastics for the internal support structure because the supplier didn't have access to a dye color that it had suggested to Solar Roadways in the first place. In another, the winning bidder for the circuits only told the Brusaws afterward that its equipment couldn't support such large boards.

The circuits themselves are now broken down into four sections for easier manufacturing and then assembled onsite. "Anyone can do those four sections," said Brusaw. He said that LED lights have been the easiest thing to supply thus far.

There's one other very important technical detail that hasn't been officially verified: the performance of the solar cells themselves.

Brusaw has been comparing the embedded solar cells flat on the ground to conventional rooftop panels angled toward the sun. What he found surprised him: "We were within 5 percent of theoretical values."

Those results, monitored using Enphase microinverters, have not been independently verified. All the testing has been done onsite at the Brusaws' home, so it's hard to say exactly how the solar component of the road will perform over time.

"I need some more people under my roof. I want to put them in a room and figure out how to make it work."

Scott Brusaw, Solar Roadways

So with years of testing now done, is it possible to say whether Solar Roadways' long-term vision of paving highways and roads with solar actually makes sense?

Weaver said the DOT isn't even close to saying if it could be used for high-impact environments. But he did not dismiss the concept entirely.

"I believe the application can be used for smaller scale purposes -- potentially, pedestrian walkways and sidewalks that get lower load and have fewer safety considerations," he said. "For roads, there are so many unknowns."

Even if the DOT fully backed the technical possibility of swapping out pavement for solar panels and LEDs, the business case is still undeveloped.

"We haven't done the cost analysis just yet," admitted Brusaw, directly contradicting the claim in the company's promotional video that the panels "pay for themselves" by producing their own electricity.

He did say that Solar Roadways would not permit, install or service the paneling. The company would simply be a manufacturer and let service providers or governments figure out how to finance and build projects. Forget the current technical limitations; navigating the complicated network of private, state and federal rules for transportation planning would also be a major headache.

Brusaw has a couple short-term applications he's working on to get beyond the prototype phase.

The first is a project in downtown Sandpoint, Idaho, near where the inventors reside. The goal is to develop five pilot projects on non-critical applications such as downtown sidewalks, a train station and part of an airport tarmac. All the year-round data about performance will be streamed to the public for monitoring. The second application could be on tribal lands, which have their own rules governing roads. Brusaw envisions installing a parking-lot scale project at a casino, or outfitting a small residential road on a reservation.

At this point, the only solar "roadway" is a 12-foot by 36-foot grouping of panels in a barn in Idaho that is being driven over by tractors on a regular basis. It is not anywhere close to being suitable for real driving applications -- not now, and perhaps not ever.

Brusaw said the next step will be to hire more engineers full time with the new crowdsourced funds, supplanting the part-time graduate students that have been helping him and Julie. "I need some more people under my roof. I want to put them in a room and figure out how to make it work."

But Eric Weaver, who witnessed firsthand the limitations of the technology over years of testing, can't bring himself to side with the hardcore skeptics. He's open to the possibility that something will come of it.

"In terms of the long-term vision, I don't consider it to be realistic. But I enjoy the vision and appreciate it, and will try to support them to see what other benefits may present themselves," said Weaver.

In the meantime, a lot of eager armchair investors who donated to the company will have a long time to wait before knowing if anything will ever come of their investment.



Stephen Lacey

Editor-in-Chief
Greentech Media

Stephen Lacey is Editor-in-Chief of Greentech Media. He manages a team of writers focused on solar, storage, efficiency, mobility, and grid modernization. He's also host of the Energy Gang podcast, a weekly roundtable on the latest energy and environmental news.