PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by ***11:59 pm on April 3, 2026.***

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Form Type: Grant Application

Application Type: Environmental Project

General Project Information

Project Title	**RTP ID#**	**Lead Agency**
East Valley Highway Widening	5716	City of Auburn
Partner Agencies	**Certification Acceptance**	**CA Sponsor**
	Yes	N/A

Contact Information

Primary Contact Name	**Alternate Contact Name**
James Webb	Jacob Sweeting
Primary Contact Phone	**Alternate Contact Phone**
253-804-5040	253-804-3118
Primary Contact Email	**Alternate Contact Email**

jwebb@auburnwa.gov	jsweeting@auburnwa.gov

Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. yes

The project will improve E Valley Highway (EVH) from 1,300 feet south of the East Valley Access Road (EVAR) intersection in Pierce County, to the north of the Lakeland Hills Way (LHW) intersection in King County. This section of the corridor does not currently have illumination, storm drainage infrastructure, and non-motorized facilities, with the exception of 800 feet of recently completed street frontage improvements on the east side that matches the planned improvements.

The project will improve the LHW, Terrace Drive, and EVAR signalized intersections, add a separated non-motorized trail along the east side of the roadway (the west side fronts the BNSF railroad mainline), widen the roadway from a two/three lane cross section to four/five lanes including a center turn lane to support access to/from existing and future development. The project also includes the addition of illumination, storm drainage improvements including replacement of a roadside ditch with a closed stormwater system, relocation of utility poles, and installation of a dynamic message sign, and installation of an approximately 71' long fish passage crossing under the roadway.

If TAP funds are awarded to the project they will be used to fund the construction of the fish passage (an approximately 71' long, 6' deep, and 10' wide box culvert).

Project Location

County/Counties	**Location**
King, Pierce	East Valley Highway

Beginning Crossroad/Landmark	**Ending Crossroad/Landmark**

800 feet north of Lakeland Hills Way	1,300 feet south of East Valley Access Rd

Please Identify the center the project is supporting.

The project directly supports the Auburn Regional Growth Center, Sumner-Pacific MIC, and the Lakeland Hills Center of Local Importance. Improving access to Auburn Station (located in the Auburn RGC) and to SR 167 and SR 18 will provide a secondary benefit to additional Regional Centers located along these corridors, and accessible by transit service operating from Auburn Station, including Sounder Commuter rail service. These include the Lakewood, Tacoma, Puyallup, Sumner, Kent, Tukwila and Seattle.

Federal Functional Classification

Please select the appropriate functional classification.

Principal Arterial

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

No current pedestrian or bicycle features in project area

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Sidewalks, Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The project is included in the 2026-2031 City of Auburn Transportation Improvement Program as

project R-26. The project is also included in the PSRC Regional TIP and WSDOT STIP as project AUB-75, and the Regional Transportation Plan (#5716).

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The project directly supports the Auburn Regional Growth Center, located to the north, and the Sumner-Pacific MIC located immediately adjacent to East Valley Highway to the west and south. The East Valley Hwy/A Street corridor connects directly to the Auburn Regional Growth Center located approximately three miles north of the project location. The project will directly support ongoing residential and commercial development and redevelopment in the Center, including approximately 1,050 multi-family residential units that have either been recently completed, are currently in construction, or are actively pursuing permits. The improvements will also support ongoing development associated with Multicare Auburn Medical Center (a Level 3 Trauma Center) and surrounding medical uses.
Auburn Station is also located in the Auburn Regional Growth Center. The Station provides local and regional transit service, including Sounder commuter rail service, which directly connects to the centers in Lakewood, Tacoma, Puyallup, Sumner, Kent, Tukwila and Seattle.
For the communities located in northeast Pierce County, Auburn Station represents the most direct connection to regional transit service to travel to/from the north. To help meet demand for transit at the Station, Sound Transit is currently constructing a second parking garage approved by voters as part of ST2 and expansion of Sounder service included in ST3.
The East Valley Hwy/A Street corridor also provides direct access to SR 18 which connects to the Federal Way Regional Growth Center and Sound Transit Light Rail Service to the west, and to the Issaquah Regional Growth Center to the east. SR 18 also provides access to the SR 167 and I 5 corridors which connect to multiple Centers to the north and south. King County Metro is also currently working on the conversion of one of the existing transit routes serving the station into the RapidRide I Line. This will create frequent premium transit service between the Auburn RGC, Kent RGC and MIC, and Renton RGC.
The completion of the project will provide additional roadway capacity and complete a gap in the non-motorized facilities. The additional roadway capacity will reduce travel times for vehicles and improve the speed and reliability of the Route 497, and improve access to an existing park and ride located at the Lakeland Hills Way/EVH intersection. The active transportation improvements will provide enhanced access to the Route 497 and encourage a shift away from vehicles. The improvements will enhance the connection between the Auburn RGC and northeast Pierce County, improving access for residents in the Center to employment opportunities in the Sumner-Pacific MIC, and improve access to regional transit and employment opportunities in the Regional Center for residents in northeast Pierce County. As housing costs continue to increase, more

people are either choosing to, or are forced to, live further away from where they work. The areas of South King and North Pierce Counties directly served by these improvements are experiencing significant residential growth as people seek affordable places to live. This results in increased travel times between home and work. By enhancing the connection between affordable housing and employment opportunities the project supports ongoing employment development in multiple growth centers.

The project connects directly to the Sumner-Pacific Manufacturing Industrial Center [MIC] that has an estimated 15,000 jobs and room for approximately 21,000 jobs at full build-out. The Sumner-Pacific MIC has long been home to regional and even national distribution centers for Amazon, Costco, Keurig Green Mountain and Simmons Mattress, and is now the U.S. headquarters for Helly Hansen and Penny's Salsa. The corridor connects housing in Auburn to the north including in the Regional Growth Center and Lakeland Hills COLI to the MIC and to SR 167. This will help to support ongoing growth and encourage future development of underutilized portions of the Sumner-Pacific MIC. Over 3.5 million square feet of industrial space is planned or under construction in the area of the MIC adjacent to the project.

Most of these industrial properties have a significant trucking component associated with them. As such, transportation infrastructure is the key component that governs the development and occupancy decisions of these properties. The additional capacity along this portion of the corridor will improve freight access to the MIC from the north, and provides an alternate route for SR 167 to the MIC at times when the freeway system is heavily congested. This is consistent with policies SPMIC-4, SPMIC-5, and SPMIC-7 in the Sumer-Pacific MIC Subarea Plan, and with the freight policies in the Auburn Comprehensive Transportation Plan.

Completing the missing trail gap provides a critical link for commuters to access the MIC from the north, and the trail connection ties to the Sumner Link Trail, running the length of the MIC and providing commuters direct access to many of the industrial employment centers. The trail also connects to the Lake Tapps Parkway trail up to the Lakeland Hills COLI, connecting that large residential population and retail commercial area as well, and with the Interurban Trail to the west, and meet adopted level of traffic street standards for active transportation users of the corridor.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

Auburn RGC: The project will support existing and ongoing development in the Center by improving access to employment opportunities in the Center from the residential neighborhoods located in the Lakeland Hills neighborhood and in northeast Pierce County.

The project will provide improved vehicle access, improved transit access, and improved non-motorized access to the Center. Similarly, the project will improve access from residential uses in the Center to employment opportunities located to the south of the project in the Sumner-Pacific MIC.

The project will similarly support growth in other Centers and MICs located throughout the region, but specifically those located along the SR 167 and SR 18 corridors with which the East Valley corridor connects directly, and those connected via transit service provided from the Center.

Sumner MIC: The project will support the growth and development of the MIC to realize full build-out and job potential. Key industrial lands in the northeast area of the MIC have been vacant or underutilized due to the bottleneck remaining on the East Valley Highway corridor, which continues to outweigh even the area's close proximity to SR 167 and deter further development.

This East Valley Highway widening project supports City of Sumner Comprehensive Plan Goal 8, Maintain the Sumner-Pacific MIC as a primary hub for regional goods movement and as a gateway to national and overseas markets.
- Support the integrated development and operation of trucking and rail terminals to enhance the freight transportation system and strengthen the Cities' economic base.
- Consider the needs for delivery and collection of goods at local businesses by truck.
- Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses.

Category-Specific Criteria: Environmental Projects

Describe the relationship of the project to the transportation system.

The fish passage is a critical environmental component integrated into the transportation infrastructure to restore natural stream connectivity.

The project will replace aging, restrictive culverts—which act as physical barriers for migrating fish—with a modern, fish-passable structure under the roadway. To minimize public impact, fish passage work is "bundled" with road widening activities. This "get-in/get-out" approach reduces the overall duration of construction-related traffic delays and road closures.

Upgrading these structures prevents potential roadway washouts. Older, undersized culverts can fail during heavy storms, leading to emergency road closures. Larger structures better manage 100-year peak flows and debris.

Identify the population groups within the project area and describe the level of public access to the project.

The East Valley Highway corridor serves residents and jobs located in the Auburn RGC, the Sumner-Pacific MIC, the Lakeland Hills Center of Local Importance, the area located between them, and communities to the south and east who use the corridor as an alternate to SR 167 when the freeway is congested.

Within the population in the Auburn RGC has the following characteristics:
- People of color: between 38% and 44% of total population; above the regional average 35.9%
- People with low incomes: between 24% and 49% of total population; above the regional average 20.7%
- People with disabilities: between 13% and 29% of total population; above the regional average 11%
- Older adults: up to 23% of total population; above the regional average 13.4%
- Youth: up to 18% of total population; above the regional average 15.4%
- Limited English proficiency: up to 13% of total population; above the regional average 8.5%

It should be noted that the information provided above is for the period between 2015-2019. It is likely that the intersectional populations of older adults, people with disabilities, and people with low incomes in the Auburn RGC has increased with the completion of 166 additional low income senior housing units during 2022.The Auburn RGC also has a very low/low opportunity index, and is identified as an air quality focus community.

The proposed improvements will serve these populations by improving access to employment opportunities in the Sumner-Pacific MIC, by increasing the capacity of the roadway and by completing the gap in the active transportation between the two centers. The project will also improve access to the Lakeland Hills COLI, improving access to employment opportunities and retail/service opportunities. Completion of the gap in the active transportation network and connection to the existing trail system will also provide alternative travel options and improved recreational opportunities and associated health benefits for these populations.

Within the Sumner-Pacific MIC the population has the following characteristics:

- People with low incomes: 32% of total population; above the regional average 20.7%
- People with disabilities: 19% of total population; above the regional average 11%
- Older adults: 14% of total population; above the regional average 13.4%
- Youth: 18% of total population; above the regional average 15.4%

The MIC also has a low opportunity index.

The proposed improvements will serve the populations located in the MIC by encouraging the continuing development of the MIC resulting from improved access to the northeast portion of the MIC which is not currently fully developed. This will create additional employment opportunities for these populations. The project will also improve access to the Auburn RGC, improving access to employment, health services, and retail opportunities for these populations. Access to regional transit will also be greatly enhanced through improved access to Auburn Station, especially for non-motorized users, supporting other regional centers served by transit operating from Auburn Station, and along the SR 167/I 405 and SR 18.

The neighborhoods located between the Auburn RGC and the Sumner-Pacific MIC which use the corridor to connect to the Centers have the following demographics:

- People of color: between 44% and 66% of total population; above the regional average 35.9%
- People with low incomes: between 25% and 45% of total population; above the regional average 20.7%
- People with disabilities: between 13% and 15% of total population; above the regional average 11%
- Youth: between 18% and 25% of total population; above the regional average 15.4%
- Limited English proficiency: between 11% and 20% of total population; above the regional average 8.5%

This area also has a very low/low opportunity index, and is identified as an air quality focus community.

The proposed improvements will serve these populations by improving access to employment opportunities in the MIC, by increasing the capacity of the roadway and by completing the gap in the active transportation between these neighborhoods and the two Centers. The project will also improve access to the Lakeland Hills COLI, improving access to employment opportunities and retail/service uses. Completion of the gap in the active transportation network and connection to the existing trail system will also provide alternative travel options and improved recreational opportunities and associated health benefits for these populations.

The areas to the south and east, located along the SR 410 and SR 162 corridors, which use the East Valley Highway corridor as an alternative to the SR 167 corridor have the following

demographics:
- People with low incomes: up to 22% of total population; above the regional average 20.7%
- People with disabilities: up to 14%of total population; above the regional average 11%
- Older adults: up to 15% of total population; above the regional average 13.4%
- Youth: between 16% and 26% of total population; above the regional average 15.4%
The proposed improvements will serve the communities located in northeast Pierce County, to the south and east of the MIC. The project will improve access for these populations to the Auburn RGC, improving access to employment, health services, and retail opportunities. Access to regional transit will also be greatly enhanced through improved access to Auburn Station, especially for non-motorized users, supporting other regional centers served by transit operating from Auburn Station, and along the SR 167/I-405 and SR 18.

Describe how well the project goes over and above normally required environmental mitigation.

The City of Auburn's East Valley Highway Widening project goes beyond standard environmental mitigation by adopting a balanced solution that integrates proactive ecological restoration with modern roadway design. This includes minimizing the width of the roadway cross section, and only providing the full five-lane cross section where needed to support access to adjacent lane uses along the east side of the corridor. Additionally, the separated trail facility is only proposed to be provided along the east side of the roadway. The Burlington Northern Santa Fe railroad mainline parallels the corridor along the west side.

The project includes multiple environmental enhancements including stream restoration, wetland preservation and restoration, the fish passable culvert. The specific enhancements are in the process of being developed incoordination with regulatory agencies and the Puyallup and Muckleshoot Indian Tribes.

Describe the long-term maintenance plans for the project.

The City commits to the long-term maintenance of the fish passage culvert through a structured program of annual inspections, routine upkeep, and corrective repairs carried out by the Public Works Department. Each year, a qualified City Engineer or designee will conduct a comprehensive inspection of the culvert barrel, inlet and outlet, fish passage features, wingwalls, embankment, and surrounding riparian vegetation, with additional targeted inspections following major storm events. Routine maintenance tasks — including debris removal, sediment clearing, baffle and weir upkeep, and invasive vegetation control — will be performed on a regular schedule, with corrective actions prioritized and completed within defined timeframes based on severity. All work will be performed in compliance with applicable federal, state, and local permits, ensuring the culvert continues to provide functional fish passage and maintains structural stability for the life of the structure.

A draft of the specific maintenance document for the culvert is attached. As the design of the culvert progresses the maintenance document will be updated to match the maintenance requirements for the proposed design.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g.,

development or other economic pressure.

If the project is not awarded TAP funding for the cost of the fish passage, the City would either need to delay the project until funding can be secured, reduce the project scope to remove the need to replace the existing fish barrier culvert with a fish passage culvert, or defer other roadway, pedestrian, and bicycle safety projects that are funded with local funds and bring those local funds into this projects. All of these scenarios would either delay the environmental mitigation and enhancements being constructed with this project or delay or cancel safety projects at other locations.

Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

f-151-616-21570562_BLiYUuAu_Fish_Passage_Culvert_Maintenance_Plan.docx

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?
No

Is preliminary engineering/design complete?
No

If not complete, which best describes the CURRENT status of the project's engineering/design?

30% complete

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.
November, 2027

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?
Documented Categorical Exclusion (DCE)

Has NEPA documentation been approved?
No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
April, 2028

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

Yes

If yes, is a formal Endangered Species Act (ESA) consultation expected?

Yes

Right of Way

Will Right of Way be required for this project?
Yes

What is the actual or estimated start date for right of way (month and year)?
December, 2024

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

September, 2026

Has right of way certification been completed?

No

If not, what is the estimated ROW certification date (month and year)?

February, 2028

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

Strip acquisitions are needed from five parcels. Full parcel acquisition is not anticipated. In addition temporary construction easements are anticipated to be required to accommodate the reconstruction of ADA ramps, and driveway connections.

Construction

Are funds being requested for construction?
Yes

Do you have an engineer's estimate?
Yes

Please attach the engineer's estimate.
f-151-540-21570562_UOunFoK2_CP2311_-_Cost_Est_Fish_Culvert.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

SEPA - 10/2026
NEPA - 4/2028
Critical area report (CAR) and Habitat impact assessment - 7/2026
Biological Assessment - 9/2026
Section 106 Cultural/Historical Report - 2/2028
Joint Aquatic Resources Permit Application (JARPA) - 5/2028

Are Plans, Specifications & Estimates (PS&E) approved?
No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?
November, 2027

When is the project scheduled to go to ad (month and year)?
June, 2028

Other Considerations

If the project milestone dates specified above are less than PSRC's Project Phase Milestone Minimum Timelines, please explain the project characteristics that justify the planned schedule.

The project is currently on schedule to meet the 2028 obligation deadline for the FHWA STP funds awarded for the construction phase through the 2024 Regional Competition. The requested TAP funds would be obligated at the same time.

PSRC Funding Request

Phase	Year	Amount
Construction	2028	$1814000

Total PSRC Funding Request: $1814000

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	AUB-75

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
		$
		$
		$
		$
		$

Total Preliminary Engineering/Design Phase Cost: $0
Expected year of completion for this phase:

,

Right of Way Phase

Fund Source	Funding Status	Amount
		$
		$
		$
		$
		$

Total Right of Way Phase Cost: $0
Expected year of completion for this phase:

,

Construction Phase

Fund Source	Funding Status	Amount
		$
		$
Local	Secured	$283170
TAP(PSRC)	Unsecured	$1814500
		$

Total Construction Phase Cost: $2097670
Expected year of completion for this phase:

September, 2030

Other Phase

Fund Source	Funding Status	Amount
		$
		$
		$
		$

		$

Total Other Phase Cost: $0
Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	**Estimated Project Completion Date (month and year):**
$2097670	September, 2030

Financial Documentation

Please enter a description of your financial documentation in the text box below.
The construction phase is currently fully funded with a mix of federal, state and local funding. If TAP funds are awarded to the project they would replace a portion of the local funds. The FMSIB funding for the construction phase in the the 2027-29 biennium is pending legislative approval (the project was awarded design funds in the previous biennium).

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.
N/A

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
N/A

Please upload any relevant documents here, if they have not been uploaded previously in this application.
N/A

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.

LONG-TERM MAINTENANCE PLAN

Fish Passage Culvert

East Valley Highway Widening Project

City of Auburn

---

1. Purpose and Scope

This Long-Term Maintenance Plan (LTMP) establishes the commitment and procedures of City of Auburn (the City) to maintain the fish passage culvert constructed as part of the East Valley Highway Roadway Improvement Project. The culvert is designed to provide safe and unobstructed passage for migratory and resident fish species and must be maintained in a condition that fulfills that function over the life of the structure.

This plan documents:

- The City's institutional commitment to long-term maintenance
- Assigned responsibilities for inspection and repair
- A regular inspection and maintenance schedule
- Procedures for identifying and correcting deficiencies
- Recordkeeping and reporting requirements

2. Ownership and Responsible Party

The fish passage culvert and associated infrastructure will be owned and maintained by City of Auburn. Responsibility for implementation of this maintenance plan is assigned as follows:

Role	Title / Department	Contact
Plan Administrator	Public Works Director	[Name / Phone / Email]
Lead Inspector	City Engineer or designee	[Name / Phone / Email]
Maintenance Crew Lead	Stormwater Supervisor	[Name / Phone / Email]
Regulatory Liaison	Planning Dept.	[Name / Phone / Email]

In the event of personnel changes, the City will update this plan to reflect current responsible parties and will retain institutional knowledge through documented procedures and cross-training.

3. Description of the Facility

The fish passage culvert is located on the north side of the 60th St SE intersection with East Valley Hwy and consists of:

Component	Description
Structure Type	[e.g., Open-bottom arch culvert / embedded pipe]
Dimensions	[Width × Height × Length]
Material	[e.g., Corrugated steel, concrete]
Stream / Waterbody	[Stream name and basin]
Target Species	[e.g., Coho salmon, steelhead, cutthroat trout]
Year Constructed	[Year]
Design Life	[e.g., 75 years]

4. Inspection Schedule and Procedures

4.1 Annual Inspections

The City will conduct a comprehensive annual inspection of the culvert and associated components each year, preferably during late summer or early fall (August–October) when stream flows are low and fish passage activity is reduced. The annual inspection shall include assessment of the following:

Inspection Element	Items to Assess	Acceptable Condition
Culvert Inlet & Outlet	Debris accumulation, scour, bank erosion, headwalls	Clear, stable, no significant erosion
Culvert Barrel / Interior	Sediment deposition, structural deformation, corrosion, joint separation	No blockage; structure sound
Fish Passage Features	Baffles, weirs, substrate; flow depth and velocity (if measurable)	Functional per design specs
Streambed at Outlet	Scour pool, drop height, substrate, passage connectivity	No impassable outlet drop
Wingwalls & Aprons	Cracking, settlement, undermining, joint separation	Structurally intact

Embankment & Fill	Slope erosion, piping, seepage, settlement	Stable, vegetated, no seepage
Upstream Channel	Log jams, debris, channel migration	Clear of blocking debris
Riparian Vegetation	Bank cover, invasive species, revegetation establishment	Healthy cover, no dominance by invasives

4.2 Post-Storm Inspections

Following any storm event that produces flows estimated to exceed a 10-year recurrence interval, or any event that causes visible damage or reported concerns, the City will conduct a targeted post-event inspection within 72 hours. This inspection will focus on:

- Debris blockage at the inlet
- Scour or erosion at the outlet
- Structural integrity of wingwalls and headwalls
- Any change in outlet drop height that could impede fish passage

5. Maintenance Activities

5.1 Routine Maintenance

The following routine maintenance tasks will be performed on the schedule indicated:

Task	Frequency	Responsible Party
Remove debris from inlet and outlet	Annually / post-storm	Maintenance Crew
Remove accumulated sediment from culvert barrel	As needed per inspection	Maintenance Crew
Inspect and restore fish passage baffles/weirs	Annually	City Engineer / Crew
Stabilize eroded banks at inlet/outlet	As needed	Maintenance Crew
Control invasive vegetation along stream banks	Annually	Maintenance Crew
Maintain riparian revegetation plantings	Annually (first 3 years)	Maintenance Crew
Inspect wingwalls and headwalls for cracking	Annually	City Engineer
Verify outlet connectivity and scour pool depth	Annually	City Engineer

5.2 Corrective Maintenance

When inspection identifies a deficiency, the City will determine the priority level and respond accordingly:

Priority	Condition	Response Timeline
High	Inlet blocked, outlet drop impassable, structural failure risk	Within 5 days
Medium	Partial debris accumulation, minor erosion, baffle displacement	Within 60 days
Low	Surface cracking, vegetation encroachment, sediment deposition	Within 90 days or next scheduled maintenance

Any corrective work that may affect the stream channel, bank, or instream features will be coordinated with the Washington Department of Fish and Wildlife (WDFW), the Washington Department of Ecology, and any other applicable regulatory agencies prior to commencement of work, as required by applicable permits and regulations.

6. Recordkeeping and Reporting

The City will maintain a permanent maintenance record for this culvert, which will include:

- Completed annual inspection forms with photographs
- Post-storm inspection reports
- Maintenance work orders and completion records
- Corrective action reports
- Five-year structural evaluation reports
- Correspondence with regulatory agencies regarding any permitted maintenance work

Records will be maintained in both digital and physical formats and will be retained for a minimum of 20 years or the life of the structure, whichever is longer. Records are available for review by grant administrators and regulatory agencies upon request.

7. Regulatory Compliance

All maintenance activities will be conducted in compliance with applicable federal, state, and local laws and permits. Prior to undertaking any maintenance activity that involves disturbance to the stream channel, banks, or instream features, the City will consult with WDFW and other applicable agencies to determine whether a new or modified permit or approval is required.

8. Plan Review and Updates

This maintenance plan will be reviewed and updated as needed, but no less frequently than every ten years, or following any significant maintenance event, structural repair, or change in regulatory requirements. Updates will be approved by the Public Works Director.

CP2311: Eas Valley Highway Widening - Fish Passage

Bid Item No.	Reference Document	Section Number	Description	Quantity	Unit	Unit Price	Total Price
1	WSDOT	1-09	Mobilization	1	LS	$300,000	$300,000
2	WSDOT	1-10	Project Traffic Control	1	LS	$400,000	$400,000
3	WSDOT	2-01	Clearing and Grubbing	1	LS	$80,000	$80,000
4	COA	8-01	Water Pollution/Erosion Control	1	LS	$300,000	$300,000
5	WSDOT	2-09	Structure Excavation Incl. Haul	525	CY	$120	$63,000
6	COA	3-02	Roadway Excavation Incl. Haul	30	CY	$75	$2,250
7	WSDOT	2-02	Asphalt Concrete Pavement Removal	90	SY	$10	$900
7	WSDOT	7-09	Removal and Replacement of Unsuitable Material	525	CY	$90	$47,250
8	COA	3-05	Permeable Ballast	780	TON	$60	$46,800
9	PROJ	6-03	Box Culvert	1	LS	$400,000	$400,000
10	WSDOT	7-08	Shoring or Extra Excavation	2130	SF	$10	$21,300
11	WSDOT	9-03	Streambed Sediment	40	TON	$125	$5,000
12	WSDOT	9-03	Streambed Cobbles 6 In.	150	TON	$100	$15,000
13	PROJ	9-03	Aquitard Clay Barrier Installation	2	EA	$15,000	$30,000
14	WSDOT	3-07	Cofferdam	2,000	SF	$55	$110,000
15	COA	8-05	Dewatering System Well	1	LS	$100,000	$100,000
16	PROJ	7-09	Special Class 52 Ductile Iron Pipe for Water Main 16 In. Diam.	50	LF	$2,000	$100,000
17	PROJ	7-04	Ductile Iron Storm Sewer Forcemain Pipe, Special Class 52, 12 In. Diam.	50	LF	$150	$7,500
18	WSDOT	6-11	Retaining Wall	371	LF	$100	$37,100
19	WSDOT	9-03	Crushed Surfacing Top Course	42	TON	$85	$3,570
20	WSDOT	5-04	HMA Cl. 1/2-inch PG 58H-22	50	TON	$160	$8,000
21	WSDOT	8-02	Roadside Restoration	1	LS	$20,000	$20,000
						Total	**$2,097,670**