



City of Cashmere

101 Woodring Street

Cashmere, WA 98815

Ph (509) 782-3513 Fax (509) 782-2840

Website www.cityofcashmere.org

CASHMERE CITY COUNCIL MEETING MONDAY, MAY 9, 2016 6:00 P.M., CITY HALL

AGENDA

CALL TO ORDER

FLAG SALUTE

EXCUSED ABSENCE

- April's Financial Report is on the website

ANNOUNCEMENTS & INFORMATION

PUBLIC COMMENT PERIOD (For Items Not on the Agenda)

APPROVAL OF AGENDA

CONSENT AGENDA

1. Minutes of April 25, 2016 Regular Council Meeting
2. Payroll and Claims Packet Dated May 9, 2016

BUSINESS ITEMS

1. Sheriff Brian Burnett – Annual Report
2. Resolution No. 1-2016 establishing the days the Cashmere Pool will be open each season
3. Ordinance No. 1248 Repealing Chapters 3.44 and 3.48 of the Cashmere Municipal Code
4. Review the Engineering Options for Angier Bridge

PROGRESS REPORTS

ADJOURNMENT

TO ADDRESS THE COUNCIL, PLEASE BE RECOGNIZED BY THE MAYOR AND STATE YOUR NAME WHEN YOU BEGIN YOUR COMMENTS
Americans with Disabilities Act (ADA) accommodations provided upon request (48-hour notice required)

MINUTES OF THE CASHMERE CITY COUNCIL MEETING
MONDAY, APRIL 25, 2016 AT CASHMERE CITY HALL

OPENING

Mayor Gomes opened the regular city council meeting at 6:00 p.m. at City Hall. Clerk-Treasurer Kay Jones took minutes.

ATTENDANCE

	<u>Present</u>	<u>Not Present</u>
Mayor:	Jeff Gomes Skip Moore Jim Fletcher	Dave Erickson
	Kameon Smith Derrick Pratt	
Staff:	Kay Jones, Clerk-Treasurer Mark Botello, Dir. of Planning/Building	Chuck Zimmerman, City Attorney

FLAG SALUTE

EXCUSED ABSENCES

MOVED by Councilor Fletcher and seconded by Councilor Moore to excuse the absence of Council Erickson. Motion carried

PROCLAMATIONS

Mayor Gomes proclaimed April 27, 2016 as Arbor Day.

PUBLIC COMMENT PERIOD

No comments from the public.

ANNOUNCEMENTS & INFORMATION

Mayor Gomes asked for two volunteers to review the annual financial report for 2015. Councilors Fletcher and Smith volunteered to be the financial report committee.

APPROVAL OF AGENDA

MOVED by Councilor Fletcher and seconded by Councilor Moore to approve the agenda as presented. Motion carried

CONSENT AGENDA

Minutes of March 28, 2016 Regular Council Meeting
April 11, 2016 Regular Council Meeting was cancelled
Payroll and Claims Packet Dated April 11, 2016
 Claim Check Nos. #36679 and #36682 through #36725 totaling \$262,334.06
 Payroll Check #36674 through #36678 totaling \$111,467.12
 Manual Check #36680 and #36681
Payroll and Claims Packet Dated April 25, 2016
 Claim Check Nos. #36726 through #36761 totaling \$485,930.79

MOVED by Councilor Moore and seconded by Councilor Smith to approve the consent agenda as amended with the addition of the March 28th minutes. Motion carried

SELECTION OF CONTRACTOR FOR WWTP ASPHALT DRYING PAD

The City utilized the Small Works Roster for the Wastewater Treatment Plant drying pad. Three bids from interested contractors were received. Central Washington Asphalt was the apparent low bidder at \$42,325.

The project will include the installation of a security fence and ecology blocks. The project including the fencing will require a budget amendment to the Wastewater Capital Fund in the amount of \$60,000.

MOVED by Councilor Fletcher and seconded by Councilor Pratt to approve the selection and Agreement for Central Washington Asphalt and authorize Mayor Gomes to sign the documents, including purchase of the ecology blocks and installation of security fence. Motion carried.

AGREEMENT WITH WSDOT FOR STRIPING CITY STREETS

The Washington Department of Transportation paint stripes the city streets annually. The cost for striping the city streets this year is \$4,025.

MOVED by Councilor Moore and seconded by Councilor Smith to approve the Agreement between the City and WSDOT for paint striping city streets and authorize the mayor to sign. Motion carried.

AMENDMENT NO. 1 TO TASK AUTHORIZATION NO. 15 WASTEWATER CONTINUING SERVICES

Over the last eight months RH2 has provided the City with on-call operational support for the Wastewater Treatment Plant. The original Task Authorization No 15 in the amount of \$42,684 is almost expended.

RH2 has projected and proposed Amendment No. 1 to Task Authorization No. 15 in the amount of \$31,200 over the next six month period. The Scope of Work is to provide support services for the operation of the City's Plant and the operation of the sewer system. This service will be provided as needed and as requested by City staff. An estimate of the current support is based on average monthly billing rate of \$5,200 per month.

MOVED by Councilor Pratt and seconded by Councilor Smith to approve Amendment No. 1 to task Authorization No. 15 Wastewater Continuing Services. Motion carried.

ADJOURNMENT

Mayor Gomes adjourned the meeting at 6:50 p.m.

Jeff Gomes, Mayor

Attest:

Kay Jones, Clerk-Treasurer

RESOLUTION NO. 1-2016

A RESOLUTION ESTABLISHING THE DAYS THE CASHMERE SWIMMING POOL WILL BE OPEN EACH SEASON.

WHEREAS, the Cashmere City Council desires to repeal Resolution No. 10-2007 and to establish a new policy to regulate the season the Cashmere swimming pool will be open to the public; and

WHEREAS, public attendance at the City Pool decreases to a level that makes it costly to keep the pool open when the school year starts, and

WHEREAS, the Cashmere City Council has determined it is in the best interest of the City due to cost and unavailability of lifeguards, to close the City Pool at the beginning of the school year, **NOW, THEREFORE,**

THE CITY COUNCIL OF THE CITY OF CASHMERE HEREBY RESOLVES AS

FOLLOWS:

Section 1. The City of Cashmere swimming pool shall be open to the public from the first day following the last day of school for students in the Cashmere School District until the day prior to the first day of school for students in the Cashmere School District.

Section 2. The Mayor may decide to close the pool earlier than the day identified in Section 1 if the number of available and qualified life guards necessary to safely staff the pool is inadequate.

Section 3. Resolution 10-2007 is hereby repealed.

Section 4. This Resolution shall be effective immediately upon passage by the City Council.

PASSED by the Cashmere City Council and approved by the Mayor this 9th day of May, 2016.

CITY OF CASHMERE, WASHINGTON

Jeff Gomes, Mayor

Attest:

Kay Jones, City Clerk-Treasurer

ORDINANCE NO. 1248

AN ORDINANCE OF THE CITY OF CASHMERE, WASHINGTON, REPEALING CHAPTERS 3.44 AND 3.48 OF THE CASHMERE MUNICIPAL CODE, REPEALING THE RIVERSIDE PARK CONSTRUCTION FUND AND THE COMMUNITY ECONOMIC REVITALIZATION BOARD FUND.

WHEREAS, Chapters 3.44 (Riverside Park Construction Fund) and 3.48 (Community Economic Revitalization Board Fund) codify funds in the City Municipal Code that have been unused for a period in excess of ten (10) years and those funds are not likely to be used in the future; and

WHEREAS, the City Clerk/Treasurer has determined that continuing to identify these funds as existing funds of the City is potentially confusing to the public and the State Auditor's Office as those funds continue to be reported as zero balance funds; and

WHEREAS, the City Clerk/Treasurer recommends repeal of these funds and the respective Chapters in the City Municipal Code and deletion of the funds as funds of the City by passage of this Ordinance and the Mayor and City Council concur with the recommendation of the City Clerk/Treasurer; NOW, THEREFORE,

**THE CITY COUNCIL OF THE CITY OF CASHMERE, WASHINGTON DO
ORDAIN AS FOLLOWS:**

Section 1. Chapter 3.44 of the Cashmere Municipal Code is hereby repealed.

Section 2. Chapter 3.48 of the Cashmere Municipal Code is hereby repealed.

Section 3. This Ordinance shall take effect and be in full force five (5) days after this Ordinance or a summary thereof consisting of the title is published.

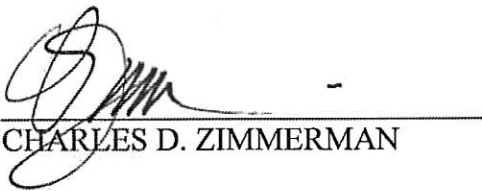
APPROVED:

MAYOR JEFF GOMES

ATTEST/AUTHENTICATED:

KAY JONES, CITY CLERK

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

BY: 

CHARLES D. ZIMMERMAN

FILED WITH THE CITY CLERK	:	<u>4/21/16</u>
PASSED BY THE CITY COUNCIL	:	_____
PUBLISHED	:	_____
EFFECTIVE DATE	:	_____
ORDINANCE NO.	:	<u>1248</u>



RH2 TECHNICAL

Memorandum

Client: City of Cashmere

Project: Angier Bridge Options

Project File: CA 211.038.14.1401 **Project Manager:** Erik Howe, P.E.

Composed by: Olga Martyusheva, Staff Engineer

Reviewed by: Erik Howe, P.E.

Subject: Angier Bridge Improvement Options

Date: May 4, 2016



Signed:
05/04/2016



Signed:
05/04/2016

The purpose of this technical memorandum is to document and describe the five different improvement options for the Angier Bridge project in the City of Cashmere (City). The five improvement options for the bridge are: (1) a new pedestrian-only bridge, (2) removal of the existing bridge, (3) retrofit existing bridge to accommodate pedestrians only, (4) a new vehicular bridge, and (5) retrofit the existing bridge to accommodate pedestrians and limited vehicular use. All options would include improvements to landscaping of the surrounding area.

The existing bridge was built in 1960 and consists of an 825 square feet (SF) concrete deck, utilizing concrete girders and a concrete abutment. There are two traveled lanes and a sidewalk on the south side. Due to recent bridge inspection reports and concerns of limited sight distance for vehicles, the bridge was closed to vehicular traffic. **Photo 1** is a picture taken from one of those reports, and shows the deterioration and exposed rebar in one of the concrete girders. There are also numerous cracks in the girders, bridge deck, and approach slabs.

The most recent 2014 bridge inspection report noted the following:

1. Based on the bridge rating and a visual inspection, the bridge could continue to be used for pedestrian traffic for a few years. It is not anticipated that the bridge will experience a catastrophic failure, except in the event of a significant flood event. The bridge should be inspected yearly to determine the extent of loss of the section of the exposed reinforcing. The City should anticipate that the bridge will need to be replaced within the next 10 years due to continued deterioration.
2. Modifications to bridge, including no structural improvements: Planters could be added that span across the bridge to narrow the walking area to provide more of a pedestrian corridor. The exterior fence could be removed for aesthetics.
3. The bridge inspector would not recommend removal of some of the inverted u-shaped girders (spanning members) to create a narrower bridge. That would require attaching a handrail to the existing girders, and there is not a guarantee that these girders could be drilled and bolted without rendering them unusable.
4. Structural Restoration: The bottom edges of the girders could be repaired. This would entail removing the spalled concrete to sound concrete, sandblasting the steel, and then replacing the concrete. It would likely be necessary to add a layer of fiberglass to hold everything together. Cathodic protection would be recommended to help prevent further deterioration. This restoration could cost hundreds of thousands of dollars, and would not result in a better traffic rating. It might buy 10 years of life to the existing structure.



Photo 1 - Existing Girder Deterioration

Option 1 proposes to remove the existing Angier Bridge and replace it with a new pedestrian bridge. The new pedestrian bridge would be a prefabricated-type bridge. This option should consider a speed limit reduction on Angier Street to 15 miles per hour to address sight distance concerns and tight intersection radii. Sidewalks on Angier Street would tie in with the sidewalks on Paton Street just south of the Angier Bridge. A crosswalk and Americans with Disabilities Act (ADA)-compliant ramps would provide passage for pedestrians to cross the street. Paton Street would come to a cul-de-sac just north of the proposed pedestrian bridge. Vehicle access behind the school tennis courts would remain the same.

Option 2 proposes to remove the existing Angier Bridge entirely, providing no access from Angier Street to Paton Street. Other improvements for this option would be similar to those described in Option 1. The speed limit on Angier Street should again be reduced to 15 miles

per hour. Sidewalks on Angier Street would tie in with the sidewalks on Paton Street just south of the Angier Bridge, and a pedestrian crosswalk and ADA-compliant ramps would provide passage for pedestrians to cross the street. Paton Street would end in a cul-de-sac just north of the proposed pedestrian bridge, and vehicle access would remain as-is behind the tennis courts.

Option 3 proposes to retrofit and make improvements to the existing bridge in order to accommodate pedestrian access only. This option would provide the same non-bridge related improvements as described in Option 1. Non-structural modifications could be completed as previously noted by the bridge inspection report. It should be noted that bridge retrofits are difficult to estimate costs. During the retrofit, unknown defects could be found. The City should budget contingencies accordingly.

Option 4 proposes to remove the existing Angier Bridge and replace it with a new vehicular bridge. The new vehicular bridge would be prefabricated-type bridge. Vehicle access behind the tennis courts would remain the same. The sidewalks from Angier Street and Paton Street would tie in with the sidewalks on the bridge, and crosswalk configurations would be restored to the existing layout.

Option 5 proposes to retrofit the existing bridge for pedestrians and limited vehicular use. Vehicles types would be restricted, based on height through the use of an over-height cross bar, located on the approach to each side of the bridge. The cost for this option is similar to Option 3 with the addition of the two height-restriction bars and additional retrofit work for vehicular traffic. This option, however, comes with additional liability in that the height does not necessarily equate to weight. Even with a height restriction, over-weight vehicles could still end up using the bridge.

Upon consideration of the recent bridge report, a full structural restoration is not recommended. These types of restorations are difficult to scope, tend to overrun initial estimates, and still do not provide the same design life of a new bridge. New bridges are typically given a design life of 75 years, therefore, spending hundreds of thousands of dollars to gain an estimated 10 to 20 years of service with limited vehicular use may not be considered a good use of public dollars.

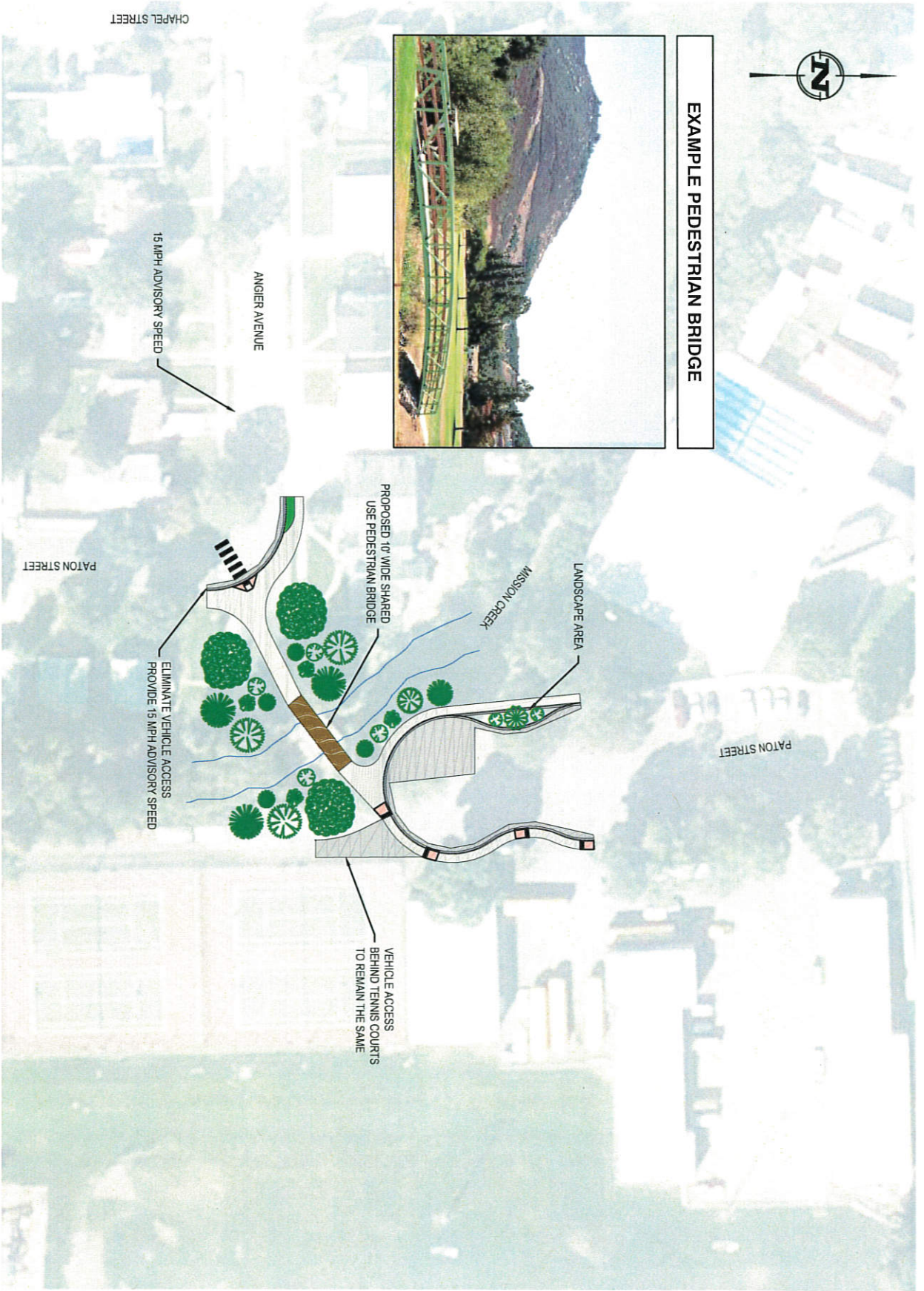
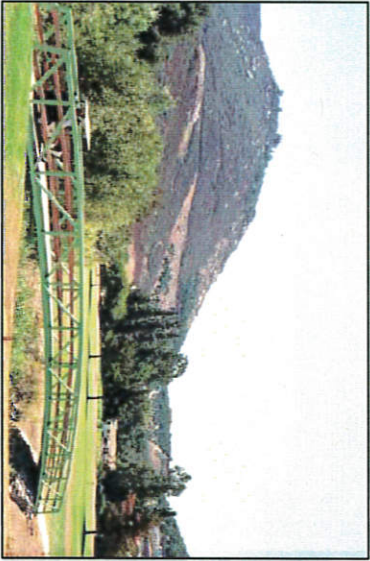
Based on the preliminary estimates, Option 4 is the most cost-deterrent alternative to the Angier Bridge improvements. The cost estimate totals for the four other options are as follows in decreasing order: Option 1- new pedestrian bridge, Option 5 – retrofitting existing bridge for pedestrian and limited vehicular use, Option 3 - retrofitting existing bridge for pedestrian use only, and Option 2 - removing the Angier Bridge entirely.

Attachments:

- (1) Angier Bridge Estimate and Option Exhibits



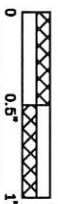
EXAMPLE PEDESTRIAN BRIDGE



OPTION 1

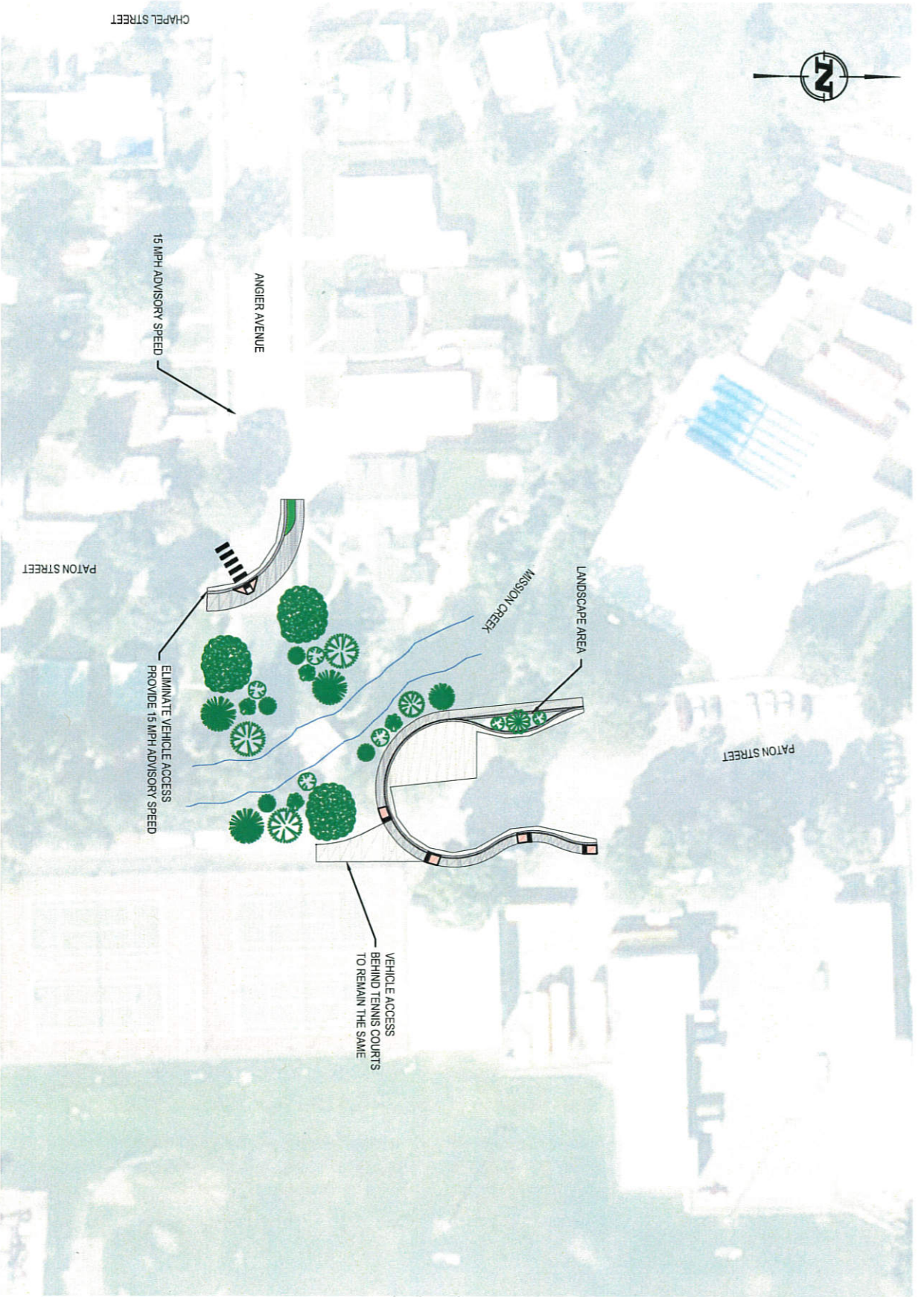
ANGIER PEDESTRIAN BRIDGE

1" = 80'



DRAWING IS NOT TO SCALE
IF BAR IS NOT 1' LONG

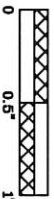




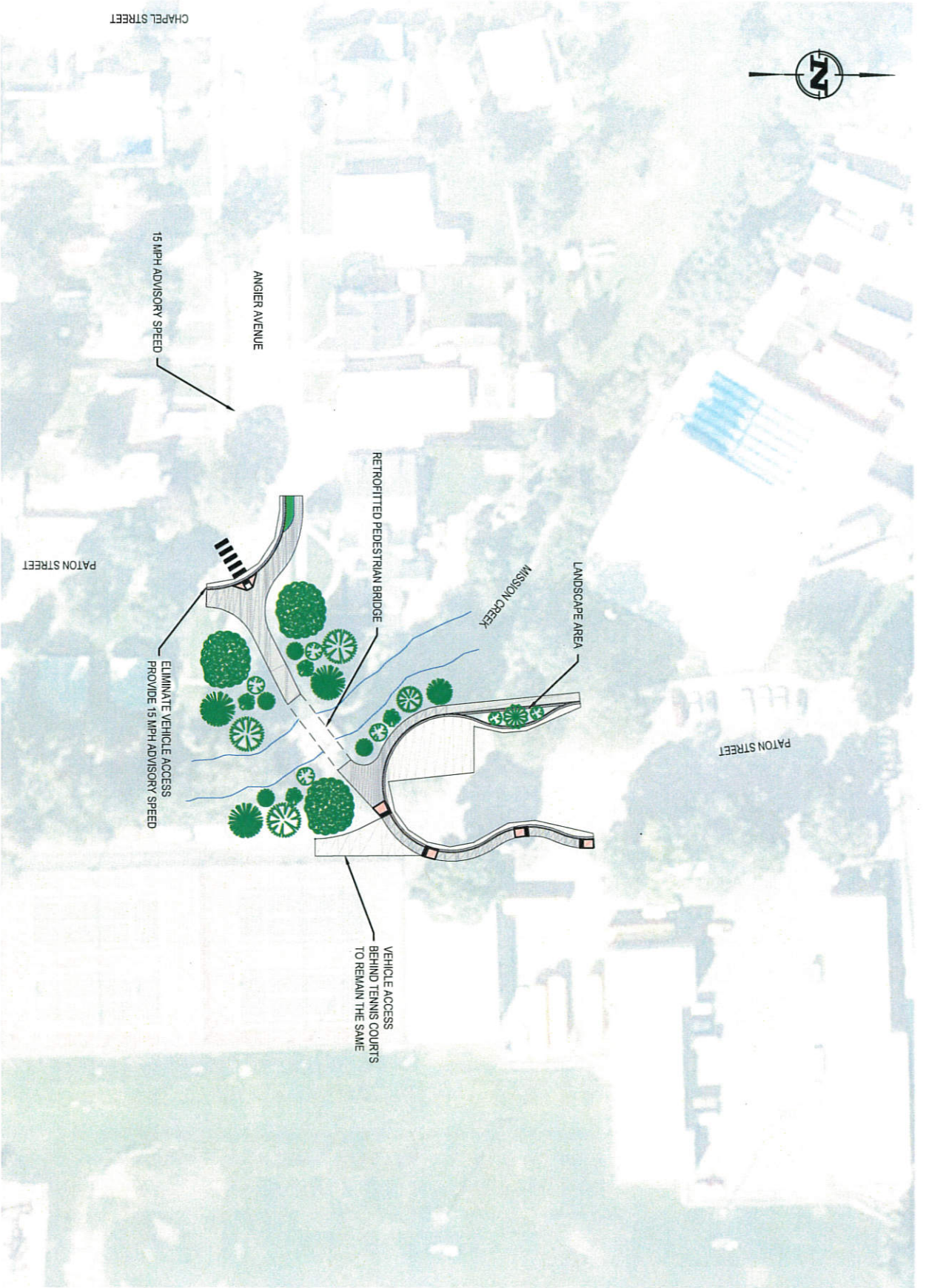
OPTION 2

ANGER BRIDGE REMOVED

1" = 80'



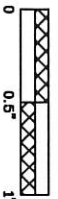
DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG



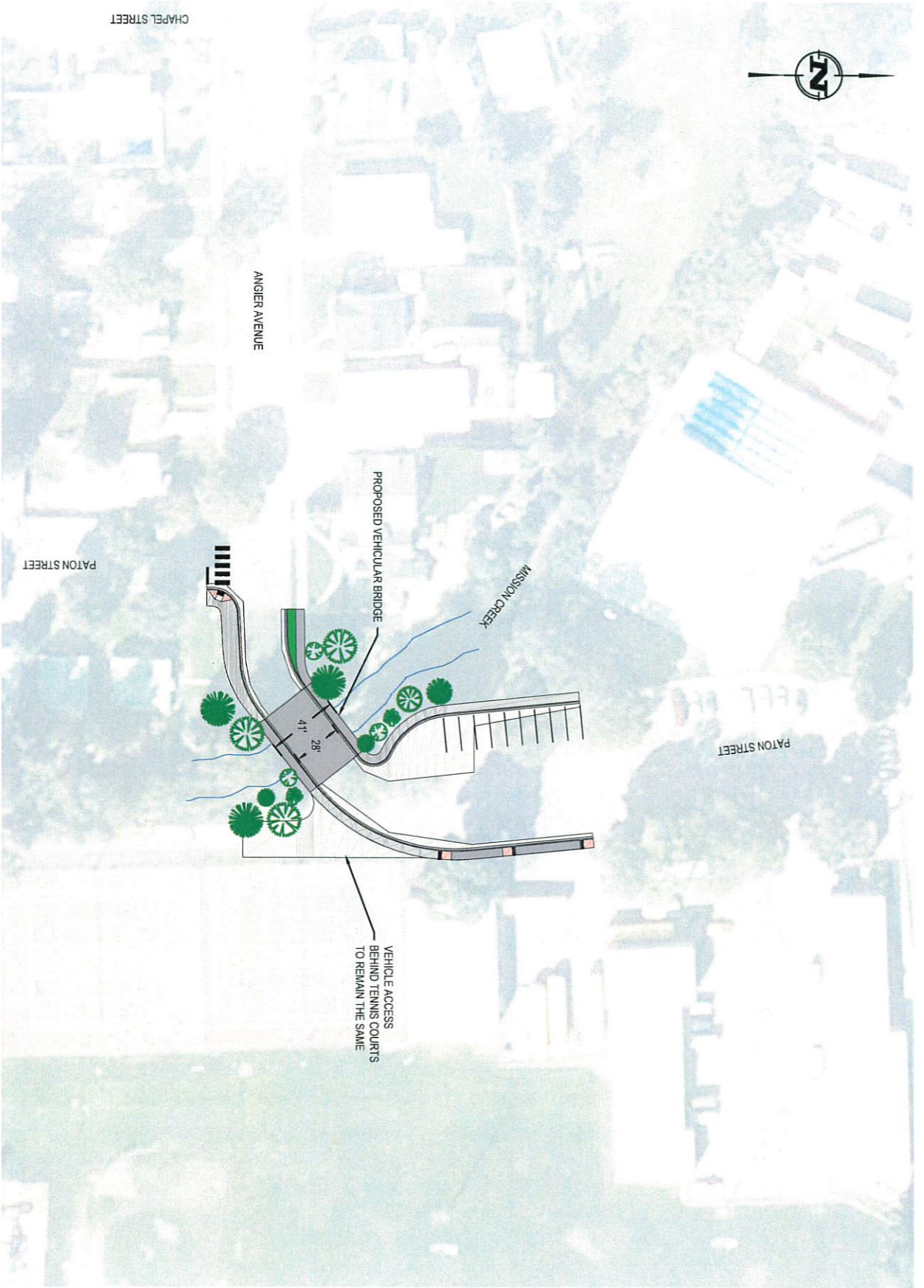
OPTION 3

ANGIER RETROFITTED PEDESTRIAN BRIDGE

1" = 80'



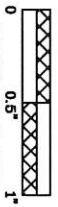
DRAWING IS NOT TO SCALE
IF BAR IS NOT 1" LONG



OPTION 4

ANGIER VEHICULAR BRIDGE

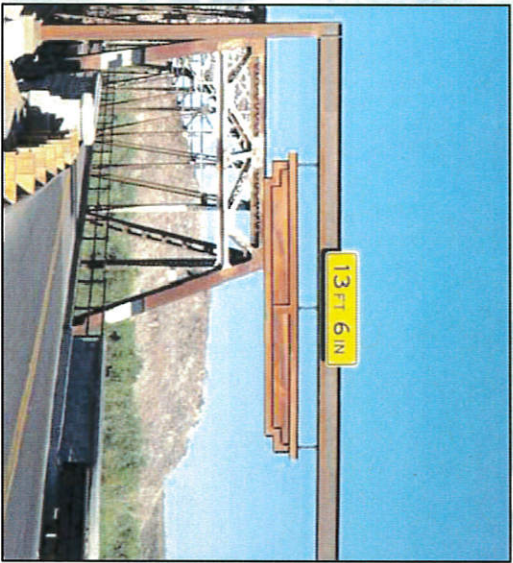
1" = 80'



DRAWING IS NOT TO SCALE
IF BAR IS NOT 1' LONG

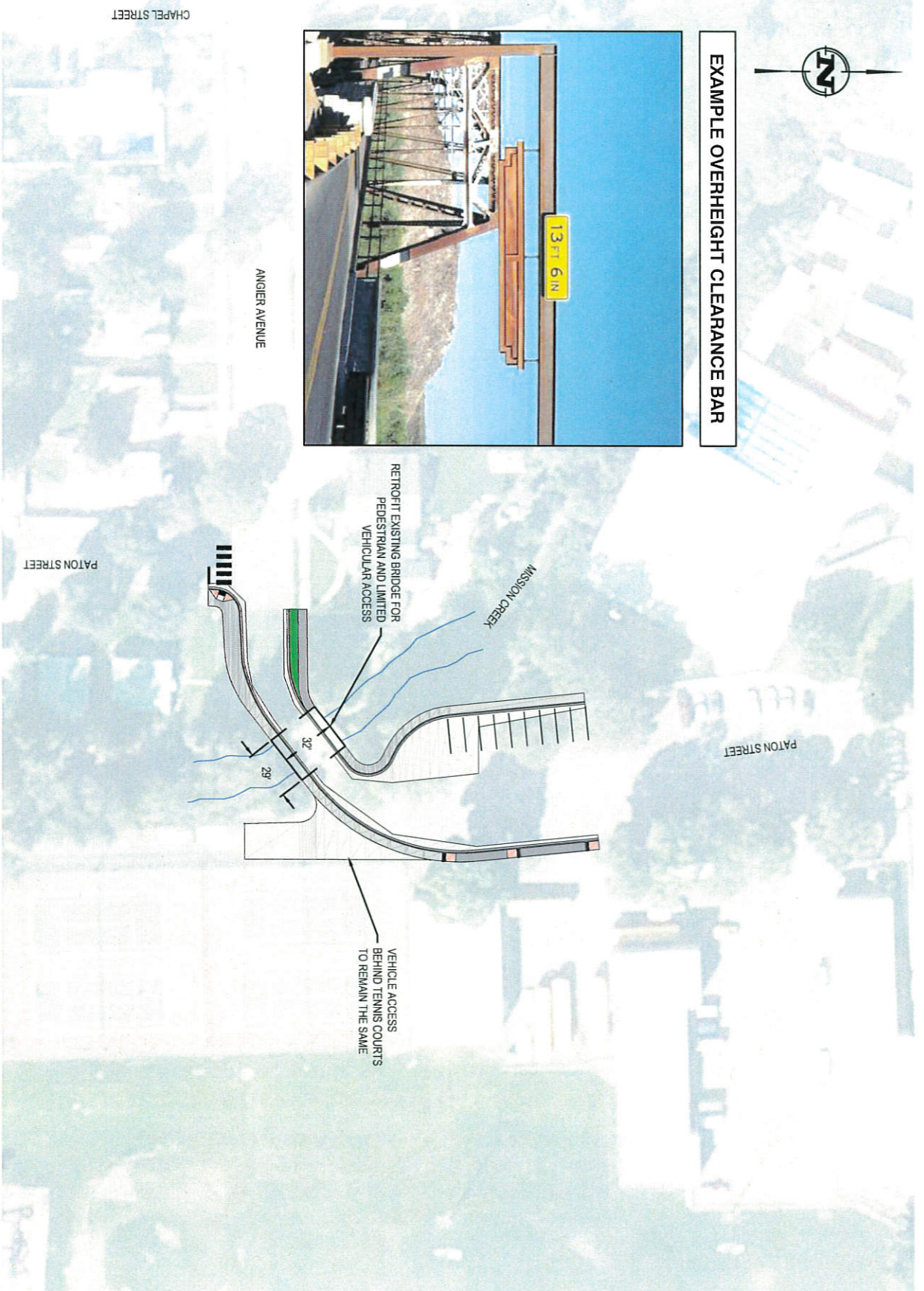


EXAMPLE OVERHEIGHT CLEARANCE BAR



ANGER AVENUE

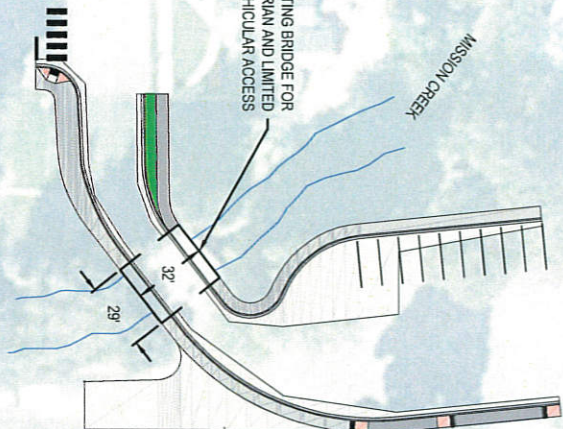
CHAPEL STREET



RETROFIT EXISTING BRIDGE FOR PEDESTRIAN AND LIMITED VEHICULAR ACCESS

MISSION CREEK

VEHICLE ACCESS BEHIND TENNIS COURTS TO REMAIN THE SAME



PATON STREET

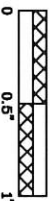
PATON STREET



OPTION 5

ANGER RETROFITTED PEDESTRIAN AND VEHICULAR BRIDGE

1" = 60'



DRAWING IS NOT TO SCALE IF BAR IS NOT 1" LONG

Angier Bridge Estimate

Item No.	Item	Unit	Unit Cost	Option 1 - New Pedestrian Bridge		Option 2 - Remove Bridge		Option 3 - Retrofit Existing Bridge for Pedestrians		Option 4 - New Pedestrian/Vehicular Bridge		Option 5 - Retrofit Existing Bridge for Pedestrians and limited Vehicular use	
				Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
PREPARATION													
1	MOBILIZATION (8%)	L.S.	\$ 1.00	27972	\$ 27,972.00	17160	\$ 17,160.00	21752	\$ 21,752.00	62180	\$ 62,180.00	21752	\$ 21,752.00
2	REMOVAL OF STRUCTURES AND OBSTRUCTION	L.S.	\$ 1.00	20000	\$ 20,000.00	20000	\$ 20,000.00	20000	\$ 20,000.00	20000	\$ 20,000.00	20000	\$ 20,000.00
3	REMOVING EXISTING BRIDGE	L.S.	\$ 1.00	50000	\$ 50,000.00	50000	\$ 50,000.00	0	\$ -	50000	\$ 50,000.00	0	\$ -
4	STORMWATER MODIFICATIONS	L.S.	\$ 1.00	15000	\$ 15,000.00	15000	\$ 15,000.00	15000	\$ 15,000.00	20000	\$ 20,000.00	15000	\$ 15,000.00
GRADING													
5	ROADWAY EXCAVATION INC. HAUL	C.Y.	\$ 20.00	70.00	\$ 1,400.00	50.00	\$ 1,000.00	70.00	\$ 1,400.00	200	\$ 4,000.00	70.00	\$ 1,400.00
STRUCTURE													
6	BRIDGE	L.S.	\$ 1.00	114000	\$ 114,000.00	0	\$ -	0	\$ -	460000	\$ 460,000.00	0	\$ -
7	BRIDGE APPROACH SLAB	S.Y.	\$ 150.00	0	\$ -	0	\$ -	0	\$ -	200	\$ 30,000.00	0	\$ -
8	RETOFITTING CURRENT BRIDGE	DOL	\$ 1.00	0	\$ -	0	\$ -	100000	\$ 100,000.00	0	\$ -	200000	\$ 200,000.00
9	HEIGHT RESTRICTION BAR	L.S.	\$ 1.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	30000	\$ 30,000.00
SURFACING/PAVING													
9	CRUSHED SURFACING BASE COURSE	TON	\$ 50.00	20.00	\$ 1,000.00	20.00	\$ 1,000.00	20.00	\$ 1,000.00	690.00	\$ 34,500.00	20.00	\$ 1,000.00
10	CRUSHED SURFACING TOP COURSE	TON	\$ 50.00	60.00	\$ 3,000.00	50.00	\$ 2,500.00	60.00	\$ 3,000.00	230.00	\$ 11,500.00	60.00	\$ 3,000.00
11	UTILITY CASING	L.F.	\$ 75.00	50.00	\$ 3,750.00	0	\$ -	0	\$ -	50.00	\$ 3,750.00	0	\$ -
HOT MIX ASPHALT													
12	HOT MIX ASPHALT CL. 1/2" PG 64-28	TON	\$ 100.00	40.00	\$ 4,000.00	40.00	\$ 4,000.00	40.00	\$ 4,000.00	300.00	\$ 30,000.00	40.00	\$ 4,000.00
13	COMMERCIAL HMA	TON	\$ 200.00	30.00	\$ 6,000.00	30.00	\$ 6,000.00	30.00	\$ 6,000.00	30.00	\$ 6,000.00	30.00	\$ 6,000.00
EROSION CONTROL AND PLANTING													
14	SILT FENCE	L.F.	\$ 5.00	500.00	\$ 2,500.00	500.00	\$ 2,500.00	500.00	\$ 2,500.00	500.00	\$ 2,500.00	500.00	\$ 2,500.00
15	EROSION/WATER POLLUTION CONTROL	DOL	\$ 5,000.00	1.00	\$ 5,000.00	1.00	\$ 5,000.00	1.00	\$ 5,000.00	1.00	\$ 5,000.00	1.00	\$ 5,000.00
TRAFFIC													
16	SIGNING AND STRIPING	L.S.	\$ 1.00	5000	\$ 5,000.00	5000	\$ 5,000.00	5000	\$ 5,000.00	5000	\$ 5,000.00	5000	\$ 5,000.00
17	CEMENT CONC. TRAFFIC CURB AND GUTTER	L.F.	\$ 25.00	460	\$ 11,500.00	460	\$ 11,500.00	460	\$ 11,500.00	600	\$ 15,000.00	460	\$ 11,500.00
18	ILLUMINATION SYSTEM	L.S.	\$ 1.00	20000	\$ 20,000.00	20000	\$ 20,000.00	20000	\$ 20,000.00	20000	\$ 20,000.00	20000	\$ 20,000.00
19	PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	\$ 1.00	5000	\$ 5,000.00	5000	\$ 5,000.00	5000	\$ 5,000.00	10000	\$ 10,000.00	5000	\$ 5,000.00
OTHER ITEMS													
20	ROADWAY SURVEYING	L.S.	\$ 1.00	15000	\$ 15,000.00	5000	\$ 5,000.00	5000	\$ 5,000.00	15000	\$ 15,000.00	5000	\$ 5,000.00
21	CEMENT CONC. SIDEWALK/ DRIVEWAY	S.Y.	\$ 50.00	390	\$ 19,500.00	260	\$ 13,000.00	390	\$ 19,500.00	400	\$ 20,000.00	390	\$ 19,500.00
22	CEMENT CONC. SIDEWALK RAMP TYPE PERPENDICULAR A	EA	\$ 2,000.00	1	\$ 2,000.00	1	\$ 2,000.00	1	\$ 2,000.00	0	\$ -	1	\$ 2,000.00
23	LANESCARNING/IRIGATION	L.S.	\$ 1.00	15000	\$ 15,000.00	15000	\$ 15,000.00	15000	\$ 15,000.00	15000	\$ 15,000.00	15000	\$ 15,000.00
24	WETLAND MITIGATION/TESC	L.S.	\$ 1.00	10000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00
25	UNKNOWN UTILITY REPAIR	DOL	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00
26	ROADSIDE CLEANUP	DOL	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$ 10,000.00
27	SPCC PLAN	L.S.	\$ 1.00	1000	\$ 1,000.00	1000	\$ 1,000.00	1000	\$ 1,000.00	1000	\$ 1,000.00	1000	\$ 1,000.00
Subtotal				\$ 377,622.00	\$ 231,660.00	\$ 293,652.00	\$ 870,430.00	\$ 423,652.00					
20% Contingency				\$ 75,524.40	\$ 46,332.00	\$ 58,730.40	\$ 174,086.00	\$ 84,730.40					
20% Design & Construction Engineering				\$ 75,524.40	\$ 46,332.00	\$ 58,730.40	\$ 174,086.00	\$ 84,730.40					
15% Permitting				\$ 56,643.30	\$ 34,799.00	\$ 44,067.80	\$ 130,564.50	\$ 63,547.80					
Right of Way				\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00					
Total				\$ 585,314.10	\$ 359,073.00	\$ 455,160.60	\$ 1,349,166.50	\$ 656,660.60					

May 9th, 2016
City Council Meeting

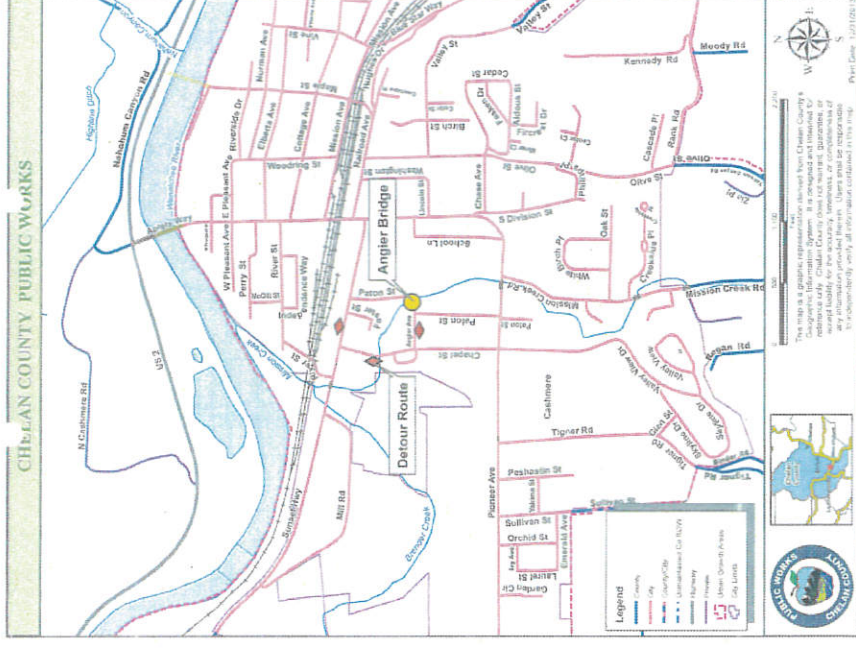


ANGIER STREET BRIDGE OPTIONS

Erik Howe, P.E.

ANGIER STREET BRIDGE - CASHMERE, WA

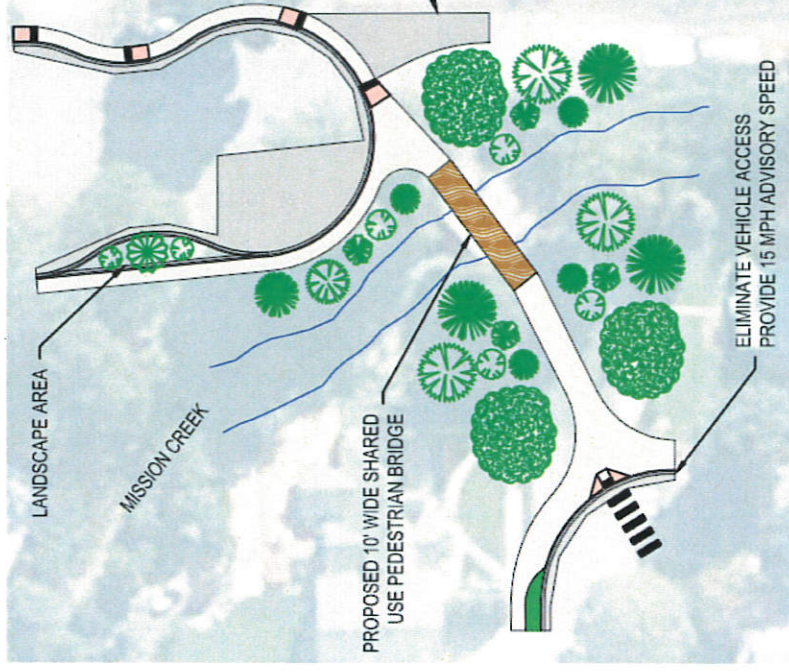
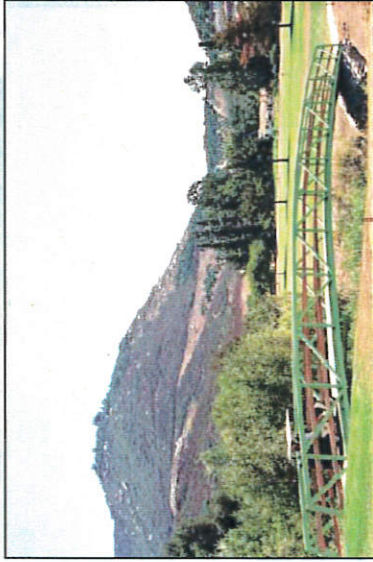
- Built in 1960
- Sufficiency rating 0 (worst) to 100 (best) - 24.95 in 2009
- Currently closed to vehicular traffic
- Four options considered
 - Remove and replace with pedestrian bridge
 - Remove bridge - no replacement
 - Retrofit for pedestrian use
 - Remove and replace with pedestrian/vehicle bridge
- Retrofit for pedestrian and limited vehicle use



ANGIER STREET BRIDGE - OPTION 1

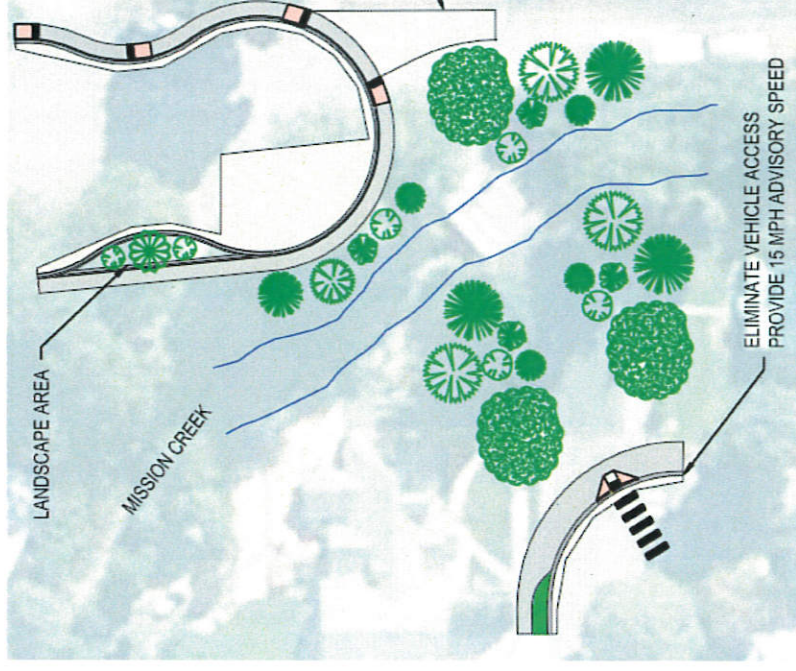
- Provides pedestrian/bicycle shared use access
- Approximate cost = \$600k

EXAMPLE PEDESTRIAN BRIDGE



ANGIER STREET BRIDGE - OPTION 2

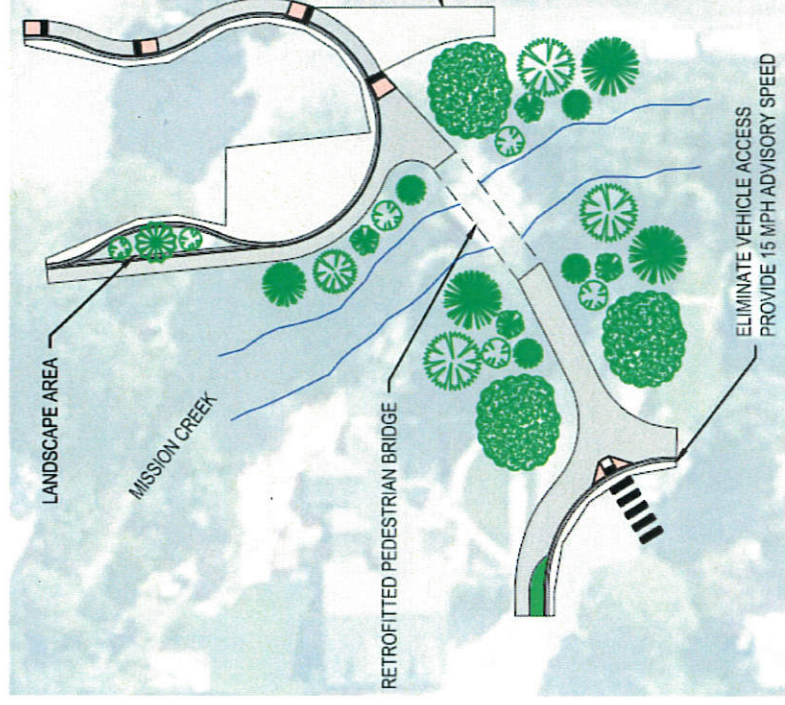
- Removes bridge
- Approximate cost = \$350k
- Eliminates future maintenance costs



ANGIER STREET BRIDGE - OPTION 3

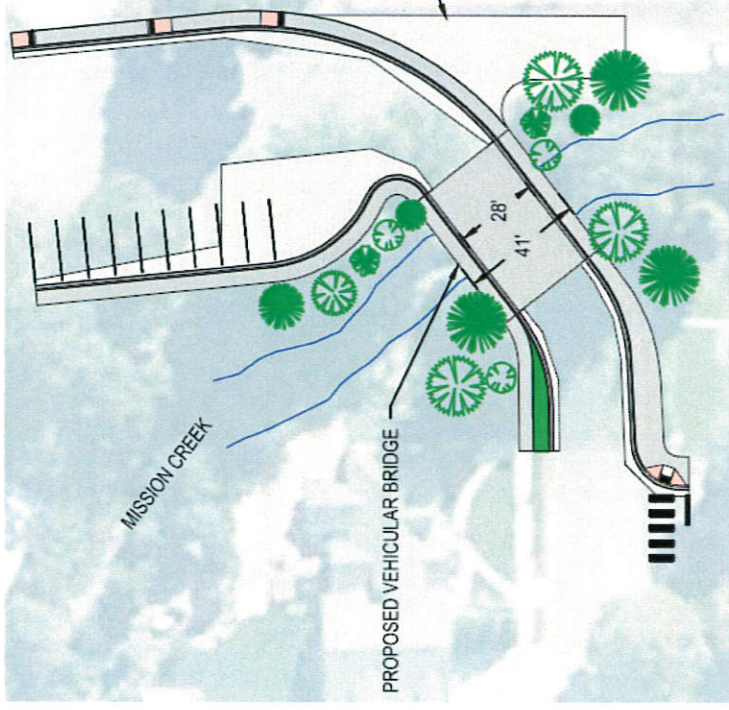
- Rehabilitate existing bridge for pedestrian/bicycle usage
- Approx. cost \$450k*

*Retrofits are difficult to estimate. Costs typically rise during construction due to unexpected findings



ANGIER STREET BRIDGE - OPTION 4

- Replace bridge with new unrestricted vehicular/pedestrian bridge
- Approximate cost = \$1,350k



ANGIER STREET BRIDGE - OPTION 5

- Rehabilitate existing bridge for limited vehicle and pedestrian usage
- Utilize height clearance bar to regulate truck traffic usage
- Approx. cost \$650k*
- Potential liability in that height does not necessarily equate to weight (low boy truck and trailer)

*Retrofits are difficult to estimate. Costs typically rise during construction due to unexpected findings



THANK YOU

Questions?





Wenatchee Valley Animal Care & Control
1474 S Wenatchee Avenue
Wenatchee, WA 98801
Phone: (509) 662-9577 ext. 1 Fax: (509) 665-7612

City of Cashmere - Quarterly Report 1st Quarter – 2016



Number of Investigated Incidents

January – 12
February – 12
March – 15

Total - 39

Investigations of Interest

Citations Issued – 0
Dangerous Dogs – 0
Potentially Dangerous Dogs – 0
Animal Bites – 1

Number of Animals Received

Intake/Outcome	Dogs	Cats	Other
ACO Pickup	3	0	0
Public Drop Off	2	6	0
Owner Surrender	1	0	0
Return to Owner	4	0	0
Adoptions	2	5	0