



## **PUBLIC WORKS COMMITTEE AGENDA**

**July 9, 2025**

**5:00 PM**

**Sedro-Woolley Municipal Building**

**Council Chambers**

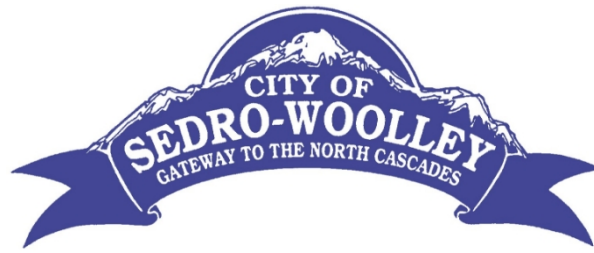
**325 Metcalf Street**

- a. Call to Order**
- b. Roll Call**
- c. Unfinished Business**
- d. New Business**
  - 1. Active Project Updates
  - 2. Public vs. Private Streets: Proposed Code Change
  - 3. WWTP Solids Belt Press Replacement Update
  - 4. Good of the Order
- e. Adjournment**

### **Next Meeting Public Works Committee - October 8, 2025**

The City of Sedro-Woolley complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, limited English proficiency, age, disability, or sex. The City of Sedro-Woolley doesn't exclude people or treat them differently because of race, color, national origin, limited English proficiency, age, disability, or sex.

The City of Sedro-Woolley also complies with applicable state laws and doesn't discriminate on the basis of creed, gender, gender expression or identity, sexual orientation, marital status, religion, honorably discharged veteran or military status, or the use of a trained dog guide or service animal by a person with a disability.



**Public Works Committee Agenda Item**

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**Agenda Item No.:** d.1.

**Date:** July 9, 2025

**From:** Bill Bullock, Public Works Director, Peter Lane, City Engineer

**Subject:** Active Project Updates

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**RECOMMENDED ACTION:**

No Action

**BACKGROUND/SUMMARY INFORMATION:**

Construction Projects:

**2025 Olmsted Park Site Improvements and Structures**

Construction Start: May 19, 2025

Est Construction End: November 2025

Construction Cost: \$3,130,000

Contractor: Excavation West

- Status: 15% complete.
- Working on concrete foundations for structures, earthwork and utilities.

**Public Works Vehicle Storage Building**

Construction Start: April 28, 2025

Est Construction End: November 2025

Construction Cost: \$890,000

Contractor: Western Refinery Services

- Status: 35% complete.
- Working on exterior framing and sheathing.

**SR 9/John Liner Roundabout**

Construction Start: June 30, 2025

Est Construction End: October 2025

Construction Cost: \$2,300,000

Contractor: SRV Construction

- Status: 5% complete.
- Working on clearing and grubbing, demolition and earthwork.
- Issues:
  1. Zipl relocation not completed. Onsite and working
  2. Comcast relocation not completed. Waiting on schedule.

**2025 Street Improvement Program**

Construction Start: July 7, 2025

Est Construction End: August 30, 2025

Construction Cost: \$1,085,870

Contractor: Excavation West

- Status: 0% complete.

Preliminary Engineering:

**John Liner Arterial Improvements Project**

Engineering Firm: Reichhardt & Ebe

PE Start: August 2024

Est Completion: January 2027

PE/ROW Cost: \$261,400 (ROW TBD)

**Jone/John Liner RR Undercrossing Project**

Engineering Firm: David Evans and Associates

PE Start: March 2025

Est PE Completion: January 2026

PE/ROW Cost: \$ 445,000

**SR 20 Cascade Trail West Extension Phase 2A**

Engineer Firm: Facet Engineering

PE Start: July 2025

Est PE Completion: November 2025

PE/ROW Cost: \$ 315,500

**2025 WWTP Facility Plan/Engineer Report**

Engineer Firm: RH2 Engineering

PE Start: February/March 2025

Est Completion: January 2026

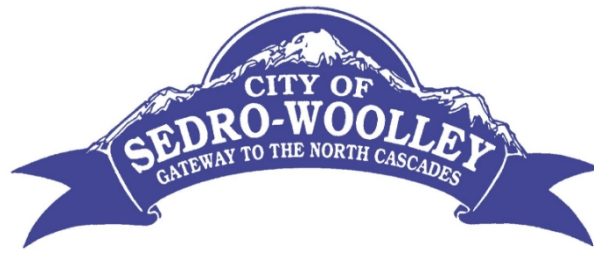
PE/ROW Cost: \$ 500,000

**FISCAL IMPACT, IF APPROPRIATE:**

None

**ATTACHMENTS:**

None



**Public Works Committee Agenda Item**

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**Agenda Item No.:** d.2.

**Date:** July 9, 2025

**From:** Bill Bullock, Public Works Director

**Subject:** Public vs. Private Streets: Proposed Code Change

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**RECOMMENDED ACTION:**

Discussion only.

**BACKGROUND/SUMMARY INFORMATION:**

The City has allowed the designation of "Private Street" in several areas of the City. All of these streets are actually privately maintained public streets as they provide open and unencumbered access for public use (residential, utility service, delivery, pedestrian, limited transit, etc.). This option to establish a "private street" is most often chosen as a method to gain relief from designing to full design standards.

Public Works would like to open the dialogue to discuss the pros and cons surrounding the primarily negative impacts this code is having on development administration, street network, perceived rights and responsibilities, public safety, and risks to the City.

**FISCAL IMPACT, IF APPROPRIATE:**

None

**ATTACHMENTS:**

1. SWMC 15.40.040

**15.40.040 Streets and sidewalks—Classifications.**

The following classifications and standards applicable thereto are established for all streets, existing and future. Classification of specific streets shall be as stated in the comprehensive plan, transportation element, except that where such streets have not been so classified, classification shall be the responsibility of the director of public works.

A. Other Principal Arterial. Other principal arterials consist of the major thoroughfares to, from, and through the city. As such, they are subject to the highest traffic volumes and speeds. Direct service to abutting properties is discouraged.

B. Minor Arterials. Minor arterials serve the top hierarchy of traffic generators within the city, including the central business district, major industrial areas, major residential areas, and the high school. Secondary arterials provide direct as well as through service and form long continuous streets with strong linkage to the primary arterial system.

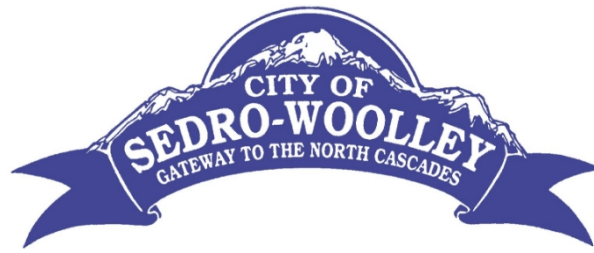
C. Major Collector. Major collectors collect local traffic from abutting properties and from access streets and transmit it to the primary and secondary arterial system. At least, collector arterial service is usually needed for such traffic generators as apartment complexes, grade schools, churches and parks. Collector arterials need not be long or continuous.

D. Local Access Streets. Local access streets provide direct access to abutting properties and may terminate in cul-de-sacs. Through traffic is discouraged. Most single-family residential streets are in this classification.

E. **Private Streets.** Private streets may be allowed, as approved by the city, as an alternative to an access street or individual side-by-side driveways within a multifamily, commercial or industrial subdivision, binding site plan, or short plat, for access for up to six lots, in a residential subdivision, binding site plan, or short plat including single-family lots for access up to four single-family lots, and in the R-15 zone for zero side setback developments subject to the following conditions:

1. The proposed street is not needed to create access to adjoining areas or properties beyond the lots being served, or for circulation as indicated in the city’s comprehensive plan.
2. Owners of all lots served by the private road shall participate in the maintenance of the road through a private maintenance agreement approved by the city, said agreement to include certain provisions for maintenance, repairs and replacement as identified by the director of public works and shall be recorded at the Skagit County auditor’s office.

3. The length of the road will not exceed three hundred feet, except where topographic features or shape of lot requires a longer road, and such road is approved by the city fire department.
4. Appropriate provisions shall be made for fire access and maneuvering area.
5. The road shall be improved in accordance with the standards adopted for **private streets** by the director of public works prior to approval of any subdivision, binding site plan, or planned unit development with access provided by the private road, and prior to a building permit being issued for any structure on lots with access provided by the private road; provided, the applicant may elect to substitute a bond equal to one hundred twenty percent of the cost of the improvements as determined by the city engineer in lieu of construction, to guarantee construction of the improvements prior to issuance of a building permit.
6. **Private streets** shall not be allowed in a subdivision, binding site plan, or planned residential development, if the **private street** is intended to serve more than four single-family residential lots; provided, that nothing in this section shall prohibit **private streets** within a mobile or manufactured home park created under an approved binding site plan or for approved zero side setback developments in the R-15 zone. (Ord. [1871-17](#) § 3, 2017; Ord. [1603-08](#) § 1, 2008; Ord. [1486-04](#) § 1, 2004; Ord. [1248-95](#) § 1, 1995; Ord. [1105](#) § 1 (part), 1990; Ord. [952](#) § 4(A), 1981)



**Public Works Committee Agenda Item**

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**Agenda Item No.:** d.3.

**Date:** July 9, 2025

**From:**

**Subject:** WWTP Solids Belt Press Replacement Update

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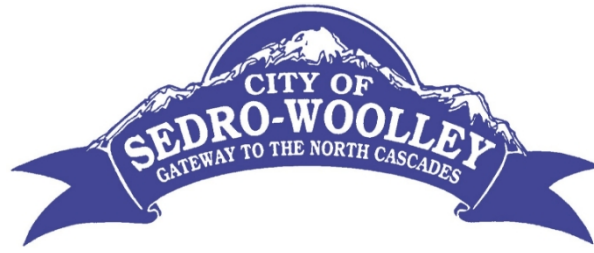
**RECOMMENDED ACTION:**

**BACKGROUND/SUMMARY INFORMATION:**

**FISCAL IMPACT, IF APPROPRIATE:**

**ATTACHMENTS:**

None



**Public Works Committee Agenda Item**

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**Agenda Item No.:** d.4.

**Date:** July 9, 2025

**From:**

**Subject:** Good of the Order

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**RECOMMENDED ACTION:**

**BACKGROUND/SUMMARY INFORMATION:**

**FISCAL IMPACT, IF APPROPRIATE:**

**ATTACHMENTS:**

None