

Progress on Mason Transit park-and-rides

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Although the COVID-19 pandemic has affected the Mason Transit Authority's service, the MTA's progress toward upgrading and expanding its park-and-ride stations has proceeded according to plan, according to the MTA.

Cole & Pickering roads, Pear Orchard

MTA General Manager Danette Brannin noted that its existing park-and-ride locations at Cole and Pickering roads are due for upgrades starting after July 1, while its Pear Orchard park-and-ride improvements began in April 2019 before being temporarily shut down due to concerns about water contamination. Construction recently resumed.

The Cole Road park-and-ride is set for 25 working days of construction, to include pavement overlay, illumination, video surveillance, signing and striping, plus the addition of three parking stalls, for a total of 32 stalls, at a cost of \$115,500.

The Pickering Road park-and-ride is scheduled for 60 working days of construction, to include new pavement, pavement reconstruction, stormwater facilities, illumination, signs, striping and bus shelters, plus the addition of 42 parking stalls, for a total of 70 stalls, at a cost of \$720,362, and is expected to wrap up early in 2022.

The Pear Orchard park-and-ride is set for 75 working days of construction, to include new pavement, pavement reconstruction, stormwater facilities, illumination, signing, striping and a bus shelter, plus 32 parking stalls, at a cost of \$712,607, and is expected to end early in November.

"Because it's city property, the city of Shelton hired its own consultant to test the soil, and they found no contamination," Brannin said. "That area had already been informally used as a parking lot, and the city had previously planned to upgrade it, so by turning it into a park-and-ride, we're formalizing an existing, demonstrated need."

Shelton Matlock

"The Parsons-Scarsella Joint Venture collaborated with the Mason Transit Authority for the replacement of the existing 30-stall park-and-ride facility next to U.S. 101, along Shelton Matlock Road," Brannin said. "This replacement is required due to the realignment of the new U.S. 101 southbound off-ramp and the fish passage project."

The final configuration and location of the park-and-ride was coordinated with and approved by the MTA, and the Parsons-Scarsella Joint Venture is contractually obligated to provide the replacement of a 30-stall park-and-ride facility, at a cost of \$557,000, (note - this is the cost of constructing the 65 stalls.) as part of the original scope of the U.S. 101 Coffee Creek fish barrier removal project.

Brannin explained the MTA has since prepared plans, specifications and estimates package for a 65-stall

park-and-ride facility, with additional upgrades, and has provided approval and grant funding to pay for the additional work required to construct the facility.

This additional work includes grading, surfacing, hot mix asphalt paving, drainage structures, stormwater conveyance and treatment facilities, erosion control, cement concrete traffic curbs and gutters, concrete wheel stops, pavement markings, landscaping, permanent signing and illumination. The cost of the project is \$557,000, for which the MTA will reimburse WSDOT.

The park-and-ride's security equipment, bus shelters, light poles, mast arms, luminaires, service cabinet, wire and Public Utility District service will not be included in PSJV's portion of the work, and will instead be completed by the MTA once the rest of the park-and-ride is completed, and a cost of \$99,750.

The Shelton Matlock Road park-and-ride's 20 working days of construction began at the end of August and is due to end in October.

Log Yard Road in Belfair

The intersection of Log Yard Road and state Route 3 in Belfair will serve as the site of a new park-and-ride, transit building and bus canopy, with 227 working days of construction, from the start of the first phase near the end of September to the expected end of the second phase in January 2022.

The first phase will cover the park-and-ride, with 102 parking stalls and an electric vehicle charging station, at a cost of \$1.4 million. The second phase will cover the transit building and bus canopy, at a cost of \$1,595,000. The construction is set to include pavement, sidewalks, Americans with Disabilities Act-compliant accommodations, stormwater facilities, a septic system, illumination, signs and striping.

The transit building will include a new 3,000-square-foot single-story wood-framed structure constructed on a concrete slab, with new single-slope, single-ply roofing. The exterior walls will be a combination of wood and metal siding, with anodized aluminum windows and doors, while the interior will be wood-framed walls with gypsum and what Brannin described as "some ceramic tile, with minimal interior finishes."

Plans call for fire suppression systems for the transit building's lobby, offices, conference rooms and small kitchen, as well as for the bus canopy's single-story steel-framed canopy, which is open below its metal roof for the pass-through of buses.

The bus canopy's steel will be painted and its design includes sheet-metal gutters, downspouts and trim.

Brannin said the timeline between the first and second phases of construction is unclear because the funding for each phase is dispensed biennially basis.

Brannin cited the value of consolidating a number of disparate MTA resources into the Log Yard Road park-and-ride, transit building and bus canopy, so drivers will be closer to their vehicles, and the MTA's fleet will be more centralized and secure.

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