

Section VI.a. 2012 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

- ❖ Smaller Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
 - ❖ Rural Area Program
 - ❖ Preservation Program

This application is available on the King County Department of Transportation website at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCF.P.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 27d.

Attach your completed application to an email and send it to 2012KCGrantCompetition@KingCounty.gov. All applications must be submitted by **5:00 p.m. Friday, May 11, 2012**.

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, *signal* coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Peter Heffernan at 206-684-1812 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION

<p>1</p>	<p>Project title: South 223rd Street Overlay Project (Des Moines Marina to 24th Avenue South)</p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
<p>2</p>	<p>Transportation 2040 ID#: N/A</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region’s long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate “n/a” in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
<p>3</p>	<p>a. Sponsoring agency: City of Des Moines</p> <p>b. Co-sponsor(s) if applicable:</p> <p>For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p>
<p>4</p>	<p>Project contact person: Dan Brewer, PE</p> <p>Address: 21650 11th Avenue South, Des Moines, WA 98198</p> <p>Phone: (206) 870-6581</p> <p>Email: dbrewer@desmoineswa.gov</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this 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.</p> <p>This project will overlay approximately one mile of roadway on South 223rd Street, an Urban Arterial, between the Des Moines Marina and 24th Avenue South. Specific items of work will include pavement patches and minor repairs, pavement planing and pulverizing as needed, HMA overlay, replace curb ramps with ADA compliant ramps, and roadway re-channelization.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>This roadway has deteriorated and is in desperate need of rehabilitation in order to adequately meet the demands of the City.</p> <p>South 223rd Street is a key connection to the downtown central business district (CBD), and serves as a key transportation routes for many public services. South King Fire and Rescue is located on South 223rd Street near 24th Avenue South and this corridor serves as a primary emergency response route to the Des Moines CBD and other parts of the City.</p> <p>It is also the most heavily traveled school route in the City, serving Mt. Rainier High School, Midway Elementary, and Pacific Middle School. King County Metro provides essential transit service on this roadway - Routes 122 and 132. In addition to the King County Metro busses using this roadway, there are dozens of school bus trips each day impacting this roadway.</p> <p>Other services located along this arterial roadway include the City of Des Public Works Service Center and the Des Moines Food Bank. This roadway provides key access from SR99/Pacific Highway South to the Des Moines Marina, the Des Moines Creek Trail, and the Des Moines Beach Park. Rehabilitating the roadway to handle the heavy traffic demands will restore this key corridor and provide a substantial benefit to the citizens of South King County and many essential public services.</p> <p>This project was selected by the King County Project Evaluation Committee (KPEC) in 2010 for funding as part of a potential Federal Stimulus bill.</p>
<p>6</p>	<p>Project location: South 223rd Street (Des Moines Marina to 24th Avenue South)</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): South 223rd Street & Cliff Avenue South</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): South 223rd Street & 24th Avenue South</p>
<p>7</p>	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>

8 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

Rural Functional Classifications "Under 5,000 population"	Urban Functional Classifications "Over 5,000 population"
(Outside federal-aid urbanized and federal-aid urban areas)	(Inside federal-aid urbanized and federal-aid urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input checked="" type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9 The questions in this section must be answered by all applicants. Information on the current certification status of a local plan is available on the PSRC’s web site at www.psrc.org/growth/planreview/statusreportppr/.

a. Is the project specifically identified in a local comprehensive plan?

Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

The S. 223rd Street overlay project is part of the City's Pavement Management Program and would be funded through this program in the Transportation Capital Fund.

The Pavement Management Program is identified in the City's Transportation Improvement Plan (TIP) as the Number 1 Priority. It is also identified in the City's Comprehensive Transportation Plan (CTP) - refer to pages 4-47-48, which is adopted by reference as part of the City's Comprehensive Plan.

The Pavement Management Program supports the Transportation Element of the City's Comprehensive Plan Goal TR 1 and Goal TR 2.

No. Describe how the project is consistent with the applicable local comprehensive plan, citing 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.

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaiddmap.pdf for more information.)

The project is located within the designated urban growth area.

The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers or see Section VII for a copy of the PSRC regional centers map).

COUNTYWIDE PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Countywide Project Evaluation Criteria for PSRC's FHWA Funds" (Section IV.a. of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application. Note that "Centers" are those identified in local jurisdiction/agency comprehensive plans and transit agency plans.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, C or D.
- Part 2: For all projects except Preservation Projects, complete all three sections in Part 2 (sections E, F, and G). For Preservation Projects, complete sections F and G in Part 2.

Part 1: Category Specific Questions

10. Select one of the following categories that best fits your project and follow the corresponding instructions:

Regional or Locally Designated Center: Complete section A and proceed directly to Part 2.

Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center.

Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated centers.

Preservation Project: Complete section D and proceed directly to Part 2.

A. Designated Centers

Instructions: Complete this section (questions 11-13) if you selected “Regional or “Locally Designated Center” in question 10, and then proceed directly to Part 2. Do not complete Sections B, C or D.

11. Regional or Locally Designated Center Development. Please address the following:

- Describe how the project will support the existing and planned housing/employment densities in the center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation and copy of the corresponding policies in a subarea plan or in the comprehensive plan.
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

12. Project’s Benefit to the Regional or Locally Identified Center. Please address the following

- Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Regional or Locally Identified Center. Please address the following.

- Describe how the project improves safe & convenient access to major destinations within the center.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.

- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (questions 14-15) if you selected “Manufacturing/Industrial Center” in question 10, and then proceed directly to Part 2. Do not complete Sections A, C or D.

- 14. Development and Users Benefit.** Please address the following:
- Describe how the project will benefit or support the development of the manufacturing/industrial center.
 - Describe how the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.
 - Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- 15. Mobility and Accessibility Benefit.** Please address the following:
- Describe how the project provides opportunities for freight movement.
 - Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
 - Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
 - Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
 - Describe how the project promotes Commute Trip Reduction (CTR) opportunities.

C. Corridors Serving Centers

Instructions: Complete this section (questions 16-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A, B or D.

- 16. Benefit to Center.** Please address the following:
- Describe how this project will benefit or support the housing and employment development in a Regional or Locally Designated center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?

- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

17. System Continuity/Long-Term Benefit and Sustainability. Please address the following:

- How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

D. Preservation Project

Instructions: Complete this section (questions 18-25) if you selected “Preservation Project” in question 10, and then proceed directly to Part 2. Do not complete Sections A, B or C.

Transportation 2040 commits, as a top priority, to funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state. These highly cost-effective investments help to ensure that current assets continue to function properly to sustain mobility for both people and goods. Pavement represents one of the largest capital investments by local governments. Investing in arterial preservation programs at the appropriate time in an asset’s lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

The PSRC’s Transportation Policy and Executive Boards recognized the importance of preservation and recommended that 25% of the total estimated amount of STP funds be set aside for preservation grant program. The Boards directed that these funds be distributed through the countywide processes. The purpose of this preservation set-aside is to address emergent issues of declining revenue for local jurisdictions and increased project costs. The recommendation includes regional guiding principles to be followed by each countywide process, to address among other things maintenance of effort and fairness. The impact of this new preservation set aside will be reviewed by the PSRC for its effectiveness and its impact on the overall pavement conditions of the region’s arterials.

A total of \$13.5 million is available in King County for the Preservation program. Agencies are limited to three proposals per agency and a maximum request size of \$1.5 million per proposal.

Projects will be evaluated and scored based on the information provided by the project sponsor to the following questions

Level of Effort

18. Level of Effort. Each agency that chooses to submit a proposal into the Preservation Program must provide information on its “Level of Effort” to maintain and improve its system wide Pavement Condition Index (PCI) scores¹. The information to be provided by a project sponsor will be based on the averaging of project sponsor’s reported PCI for 2006, 2008, and 2010.

The PCI Table shows the average PCI scores for the jurisdictions in King County and groups the scores into three categories:

- A system-wide average PCI score of 70 – 100 indicates the overall arterial system is in good condition
- A system-wide average PCI score of 50 to 69 indicates the overall arterial system in a average condition
- A system-wide average PCI score of 49 or less indicates an overall arterial system in poor condition

Using the PCI table below, select the category your agency’s system-wide PCI falls within and provide the requested information.

- 1) If your jurisdiction’s average PCI score is between 70 – 100, your overall arterial system is in good condition and you are not required to provide any documentation on your “level of effort” in maintaining your arterial system.
- 2) If your jurisdiction’s average PCI score is in the range of 50 – 69, your overall arterial systems is in average condition and you are required to provide a short narrative (2 page maximum) on your agency’s efforts to maintain or improve your jurisdiction’s average PCI. Examples of information to be included are:
 - A short narrative on your jurisdiction’s preservation efforts.
 - Existing and forecasted preservation budget information.
 - Policy support for your city’s preservation program.
 - If you have a pavement management program², please provide a short description of your program. If you use a pavement management software package, please provide a name of the software package you use.
- 3) If your jurisdiction’s average PCI score is 49 or less, it is an indication that the overall condition of your arterial system is in poor condition and you are required to provide a short narrative (2 page maximum) on how you will improve your jurisdiction’s average PCI. Examples of information to be included are:
 - A short narrative on your jurisdiction’s preservation efforts.
 - Existing and forecasted preservation budget information.

¹ The average city PCI information is derived from three *Washington’s City Arterials Condition Reports* published in 2006, 2008, and 2010. The Washington State Department of Transportation (WSDOT) Highways and Local Programs Division publishes this report on a biennial basis. RCW 46.68.113 requires cities and towns to report to the state, city arterial preservation rating information on a biennial basis.

² A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist the decision makers in finding optimum strategies for maintaining pavements in serviceable condition over a given period of time for the least cost.

- Policy support for your city's preservation program.
- If you have a pavement management program, please provide a short description of your program. If you use a pavement management software package please provide a name of the software package you use.

King County PCI Scores By Jurisdiction

Jurisdiction	2006, 2008, 2010 Average PCI	
Hunts Point	91	Average or 2010 PCI = 70 to 100
Duvall	81	
Beaux Arts Village	81	
Kent	80	
Federal Way	80	
Sammamish	79	
Redmond	79	
Kenmore	78	
SeaTac	78	
Medina	77	
Bellevue	77	
Mercer Island	76	
Des Moines	74	
King County	74	
Maple Valley	73	
Bothell	72	
Clyde Hill	71	
Auburn	69	
Shoreline	69	
Issaquah	69	
Burien	69	
Seattle	68	
Normandy Park	64	
Tukwila	64	
Algona	63	
Kirkland	62	
Renton	62	
Lake Forest Park	61	
Yarrow Point	61	
Black Diamond	61	
Covington	60	
Newcastle	59	
Woodinville	57	
Enumclaw	55	
Skykomish	37	Average or 2010 PCI = 49 or Less
North Bend	49	
Snoqualmie	47	
Milton	45	
Pacific	44	
Carnation	none available	

Missing data for 1 or more years

Weighted PCI 70 - 100

Weighted PCI 50 - 69

Weighted PCI 0 - 49

1. Cities' Arterial PCI data from 2006, 2008, and 2010 *Washingtons City Arterials Condition Reports*
2. County Data from CRAB report submissions for 2007, 2008, and 2010

Roadway Characteristics

19. Pavement Condition Index (PCI): Select the PCI range for the specific roadway segment for which you are requesting funds. Please use the most recent information available to you. **Clarification: if the project has more than one PCI score along the length of the segment, please provide the weighted PCI average for the total project segment. The weighted average formula is show below. Please use the ‘Weighted PCI Calculator’ at the following link to calculate the weighted PCI of multiple segments, and include the completed calculator worksheet with your application.**

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

$$\frac{(\text{Segment A length} \times \text{Segment A PCI}) + (\text{Segment B length} \times \text{Segment B PCI}) + \text{etc.}}{\text{Total Length of all Segments}}$$

See the attached spreadsheet showing the roadway segments on S. 223rd Street, and the calculation of the weighted average PCI for the project.

- PCI 70 to 100
- PCI 60 to 69
- PCI 50 to 59
- PCI 40 to 49
- PCI 39 to 0
- Don't know

20. Truck route Classification: The Washington State Freight and Goods Transportation System (FGTS) is a classification of state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. WSDOT's most recent update of the FGTS occurred in 2009.

Select the FGTS classifications for the roadway segment for which you are requesting funds. If the roadway segment has more than one FGTS classification, please use the FGTS Classification that has most lane miles. The following link will take you to the current FGTS maps <http://www.wsdot.wa.gov/Freight/FGTS/Maps.htm>.

- T-1 – More than 10 million tons per year
- T-2 – 4 million to 10 million tons per year
- T-3 – 300,000 to 4 million tons per year.
- T-4 – 100,000 to 300,000 tons per year.
- T-5 – at least 20,000 tons in 60 days.
- Not classified

21. Transit Service Characteristics: Number of daily weekday transit trips on the roadway segment for which funds are being requested (one direction).

Select the category based on the number of daily weekday transit trips on the specific roadway segment where funding is being requested.

- High transit service - \geq 85 daily trips per weekday
- Medium transit service – 20-84 trips per weekday
- Low transit service – 8-19 trips per weekday
- None

If you need assistance on determining the transit trips on the specific roadway segment where funding is being requested, please contact Paul Takamine at paul.takamine@kingcounty.gov or at (206) 684-1417.

22. Support for Centers: Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC’s federal funds. The PSRC Executive Board elected to maintain the policy focus of support for centers and the corridors that serve them. The countywide processes definition of centers is defined as regional growth and manufacturing/industrial centers, and town centers and other locally identified centers. (See Section VII. for the regional growth and manufacturing/industrial centers map)

Select one of the following categories that best fits your project.

- Within or connecting to a designated Regional Growth Center/ Manufacturing/Industrial Center. Refer to the PSRC Regional Centers Map in Section VII.
- Within or connecting to a designated local center as identified in your adopted local comprehensive plan.

23. Jurisdiction’s Pavement Preservation Level of Effort:

- a. Does your agency have a pavement management program? Yes No
 - If yes, provide a short description (two page maximum) of your jurisdiction’s pavement management program.
 - A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist decision makers in finding optimum strategies for maintaining pavement in serviceable conditions over a given period of time for the least cost.
 - If you use a pavement management software package to support your pavement management program, please provide the name of the software package you use.

City of Des Moines Pavement Management Program

Many years ago, the City of Des Moines saw the importance of regular and strategic investments in maintaining its street pavement. It is without question the City's most valuable and most costly asset to replace. In order to ensure that the City is spending its limited financial resources in a way that would maximize the overall benefit, the City developed a Pavement Management System, with the help of Paul Sacs, a consultant with extensive expertise in pavement management systems.

All City streets are regularly rated to determine the pavement condition. This pavement condition survey is one of the most important steps in implementing a comprehensive Pavement Management System. The Des Moines pavement management system divides the pavement network into logical segments, and trained engineering staff regularly and systematically inspects and records descriptive segment inventory data, and collect pavement performance information relating to each of these segments. This process provides the critical information needed for analysis to determine maintenance and rehabilitation requirements, conduct long-term planning, and, most importantly, to establish priorities that maximize the use of the City's limited financial resources.

Using the data collected during field surveys, the City selectively targets roadways for preventative maintenance where the recommended treatments are relatively low in cost, but provide the biggest return in the investment. The City has found that maintaining our roads when the average PCI is in the "sweet spot" provides the biggest rate of return for the investment. This is a proven strategy given the City of Des Moines overall average PCI derived from the three *Washington's City Arterials Condition Reports* published in 2006, 2008, and 2010 that are referenced in this application.

Along with roadway PCI values, we also consider several other factors that help determine the best candidate for street investments, but are not limited to the following:

- Condition/Effectiveness of existing surface drainage system.
- Candidate for chip seal
- Percentage of roadway requiring patching
- Percentage of roadway requiring pavement repair.
- Percentage of roadway requiring reconstruction.
- Geographic area "zone" compared to other projects in the same year for economy of scale.
- Dead-end street or cul-de-sac.
- Available State and City funding.
- Neighboring projects on adjacent roadways.
- Major redevelopment/development within the City.
- Received public comments.

b. Using the PCI Table provided in the Level of Effort section, select the Systemwide Pavement Condition Index category for your jurisdiction

- Systemwide PCI greater than 70
- Systemwide PCI of 65 - 69
- Systemwide PCI of 60 - 64
- Systemwide PCI of 53 - 51
- Systemwide PCI of 50 - 0

c. Check below if your agency has dedicated revenues for pavement and maintenance projects in your

jurisdiction.

The City of Des Moines has a Transportation Benefit District (TBD) that generates about \$400,000 per year. Revenues from the TBD funds operations, preservation, and maintenance of the City's arterial street system as part of the Street Fund. Approximately 25% of the TBD revenue is applied to maintenance of the City's pavement.

24. Local Match Percentage: Select the local match percentage category that matches the local contribution for specific project for which funds are being requested. The minimum local match required is 13.5%.

- Local match - 13.5% to 18%
- Local match - 19% to 24%
- Local match - 25% to 30%
- Local match - 31% to 35%
- Local match - 36% to 40%
- Local match - 41% to 44%
- Local match - 45% to 49%
- Local match \geq 50%

25. Incentive/Innovation - Project sponsors are encouraged to provide information in this application if their projects include any incentives or innovative elements. The Incentive/Innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovation include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset Management Plan
- Fund swap (federal for local dollars)

The South 223rd Street Overlay Project will allow for the use of recycled HMA tailing from the paving milling process in HMA production or crushed rock backfill for pavement repair.

The city also analyzes projects based on geographic "zones" for economies of scale to help distribute more funds across a wider selection of projects.

The City is also willing to partner with other jurisdictions on a larger overlay bid project in order to achieve an overall efficiency and reduction in cost of these Federal Funds.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, C, or D in Part 1 has been completed, complete all of Part 2 (questions 26-30). For Preservation Projects, do not complete Section E.

E. Air Quality and Climate Change

26. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment included in the project, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes (e.g. HOVs) or types of vehicles (e.g. transit buses or freight trucks)?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

F. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's financial plan and readiness to obligate PSRC funds. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lburris@psrc.org.

27. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

27a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

27b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	\$1,068,275	2013

27c. Identify the project phases that will be fully completed if requested funding is obtained:

The design for the South 223rd Street Overlay project is completed and all permits have been obtained. If the funding is obtained, we are ready to proceed to the construction, and the construction phase will be fully completed in 2013.

27d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

Attach the completed spreadsheet, along with this application, and submit via email to 2012kcgrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

28. Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

28A. If funds are requested for Right of Way:

28 A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? Yes
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE)

- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 2/15/2010 Approval
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No.
 - If not, when is this milestone scheduled to be complete? Fall 2012.
 - When are Preliminary Plans expected to be approved? Fall 2012.
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. No additional milestones.

28A-2: What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Commercial/Residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way N/A
 - Right of Way Plans (stamped) N/A
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification N/A
 - Right of Way Acquisition N/A
 - Certification Audit by WSDOT Right of Way Analyst N/A
 - Relocation Certification, if applicable N/A

29. If funds are requested for Construction:

Complete sections 28A-1 and 28A-2 above.

29B-1: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. We are not aware of any permits that would be required for this project.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. Fall 2012
- When is the project scheduled to go to ad? Jan./Feb. 2013

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

G. Other Considerations

30. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

If the City does not receive these Federal Funds for Preservation, the NEPA approval for this project will likely expire.

Also, this is a scalable project, and given the relatively limited amount of funds set aside for preservation, that City would be willing to cooperate with other jurisdictions in the selection process and scale this project back as needed.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

2012 KING COUNTY COUNTYWIDE STP/CMAQ Preservation Application Vicinity Map



City of Des Moines
S223RD STREET
Rehabilitation Project

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Des Moines
Project Title:	South 2233rd Street Overlay Project (Des Moines Marina to 24th Avenue South)

Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount		Schedule
Planning					Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Planning					
Planning					
Planning TOTAL: \$				-	
Preliminary Engineering / Design					Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Preliminary Engineering / Design					
Preliminary Engineering / Design					
Preliminary Engineering / Design TOTAL: \$				-	
Right of Way					Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Right of Way					
Right of Way					
Right of Way TOTAL: \$				-	
Construction	City of Des Moines	Secured	\$ 166,725		Estimated Phase Completion Date: <input style="width: 100%; text-align: center; border: 1px solid black;" type="text" value="Summer 2013"/>
Construction	PSRC	Requested	\$ 1,068,275		
Construction					
Construction					
Construction					
Construction TOTAL \$				1,235,000	
Other					Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Other					
Other TOTAL: \$				-	
TOTAL Estimated Project Cost, All Phases: \$				1,235,000	Summer 2013

Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

The City's Capital Pavement Management Program is the City's No. 1 Priority. The City's adopted 6-year CIP can be viewed at http://www.desmoineswa.gov/dept/pub_works/pdf/TIP_2012-2031.pdf. The local match for this project would come from the City's Transportation Benefit District (TBD) which the City established on November 20, 2008. Also, this project was selected by the King County Project Evaluation Committee (KPEC) in 2010 for funding as part of a potential Federal Stimulus bill.

Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Weighted Average PCI Calculation - S. 223rd Street Overlay

Street ID	Section ID	Name	Begin Location	End Location	Length	Width	PCI Inspection Date	PCI	L x PCI
002231	000010	South 223rd Street	Cliff avenue South	6th avenue South	200	26	3/17/2007	39	7800.00
002231	000020	South 223rd Street	6th avenue South	7th avenue South	350	26	3/17/2007	31	10850.00
002231	000030	South 223rd Street	7th avenue South	Marine View Drive South	350	26	9/17/2010	85	29750.00
002231	000040	South 223rd Street	Marine View Drive South	8th avenue South	350	26	9/17/2010	10	3500.00
002231	000050	South 223rd Street	8th avenue South	9th avenue South	350	26	9/17/2010	10	3500.00
002231	000060	South 223rd Street	9th avenue South	10th avenue South	350	33	9/17/2010	13	4550.00
002231	000070	South 223rd Street	10th avenue South	10th place South	150	26	9/17/2010	12	1800.00
002231	000080	South 223rd Street	10th avenue South	11th place South	150	26	9/17/2010	10	1500.00
002231	000090	South 223rd Street	11th place South	13rd avenue South	650	33	9/17/2010	11	7150.00
002231	000100	South 223rd Street	13rd avenue South	15th avenue South	650	26	9/17/2010	92	59800.00
002231	000110	South 223rd Street	15th avenue South	16th avenue South	300	26	9/17/2010	95	28500.00
002231	000120	South 223rd Street	16th avenue South	19th avenue South	825	26	9/17/2010	8	6600.00
002231	000130	South 223rd Street	19th avenue South	Break Point - Mid Block	900	26	9/17/2010	16	14400.00
002231	000140	South 223rd Street	Break Point - Mid Block	24th avenue South	900	26	9/17/2010	14	12600.00
012000	000010	Cliff Avenue South	5th avenue South	South 223rd street	300	26	3/18/2007	74	22200.00
012000	000020	Cliff Avenue South	Beach Park	5th avenue South	900	26	3/18/2007	83	74700.00
Total Length:					7675	Sum of LxPCI's: 289200.00			

Weighted Average PCI: 37.68



Part 1 Project Description			
Federal Aid Project Number	Route 1220	Date 2/15/2009	Intent of Submittal <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Final <input type="checkbox"/> Re-Evaluate
Agency City of Des Moines		Federal Program Title <input checked="" type="checkbox"/> 20.205 <input type="checkbox"/> Other	
Project Title 223rd Street Rehabilitation Project			
Beginning MP _____	Townships <u>22 N</u>		
Ending MP _____	Ranges <u>4 E</u>		
Miles _____	Sections <u>8, 9</u>		
County King			
Project Description - Describe the proposed project, including the purpose and need for the project. Rehabilitate approx. one mile of roadway on 223rd Street, between Des Moines Marina and 24th Avenue. Existing pavement will be ground and pulverized, then re-used, graded, and compacted. A new layer of Asphalt Concrete Pavement will then be placed over this re-graded base. ADA ramps at sidewalks will be upgraded. See attached aerial with project layout.			

Part 2 Environmental Classification	
NEPA	SEPA
<input type="checkbox"/> Class I - Environmental Impact Statement (EIS) <input checked="" type="checkbox"/> Class II - Categorical Excluded (CE) CE Type (from 23 CFR 771.117) <u>d</u> <input type="checkbox"/> Projects Requiring Documentation (Documented CE) (LAG 24.22) <input checked="" type="checkbox"/> Programmatic CE MOU <input type="checkbox"/> Class III - Environmental Assessment (EA)	<input checked="" type="checkbox"/> Categorically exempt per WAC 197-11-800 <input type="checkbox"/> Determination of Non-Significance (DNS) <input type="checkbox"/> Environmental Impact Statement (EIS) <input type="checkbox"/> Adoption <input type="checkbox"/> Addendum <input type="checkbox"/> Supplemental (For informational purpose only)

NEPA Approval Signatures

Scott Hurd
Local Agency Approving Authority

2/15/10
Date

Trevin Taylor for Congers
Regional Local Programs Engineer

2/16/10
Date

[Signature]
Highways and Local Programs Environmental Engineer

2/16/10
Date

Prograwicki DEE
Federal Highway Administration

2/16/10
Date

Completed By (Print Official's Name) John C. Heinley, P.E.	Telephone (include area code)	Fax (include area code)
		E-mail johnatwidener@prodigy.net

Part 3 Permits and Approvals Required

Yes	No	Permit or Approval	Yes	No	Permit or Approval
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Corps of Engineers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Rights Permit
		<input type="checkbox"/> Nationwide Type	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Quality Certification - Sec. 401
		<input type="checkbox"/> Individual Permit No. _____			Issued by _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tribal Permit(s), (If any)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coastal Zone Management Certification			_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Critical Area Ordinance (CAO) Permit			_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Forest Practice Act Permit			_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hydraulic Project Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other Permits (List):
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Local Building or Site Development Permits			_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Local Clearing and Grading Permit			_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	National Pollutant Discharge Elimination System (NPDES) Baseline General for Construction			_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Shoreline Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROW Acquisition Required
<input type="checkbox"/>	<input checked="" type="checkbox"/>	State Waste Discharge Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is relocation required?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	TESC Plans Completed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is a detour required?

Part 4 Environmental Considerations

Will the project involve work in or affect any of the following? Identify proposed mitigation. Attach additional pages or supplemental information if necessary.

1. Air Quality - Identify any anticipated air quality issues.

Is the project included in the Metropolitan Transportation Plan? Yes No

If Yes, date Metropolitan Transportation Plan was adopted. _____

Is the project located in an Air Quality Non-Attainment Area or Maintenance Area (for carbon monoxide, ozone, or PM10)? Yes No

Is the project exempt from Air Quality conformity requirements? Yes No

If yes, identify

Included on the current regional transportation improvement plan.

2. Critical/Sensitive Areas - Identify any known Critical or Sensitive Areas as designated by local Growth Management Act ordinances.

- a. Is this project within
- an aquifer recharge area Yes No
 - a wellhead protection area Yes No
 - a sole source aquifer Yes No

If located within a sole source aquifer, is the project exempt from EPA approval?

If yes, please list exemption _____

If no, date of EPA approval _____

b. Is this project located in a Geologically Hazardous Area? Yes No

If so, please describe

c. Will this project impact Species/Habitat other than ESA listed species? Yes No

Explain your answer

The project is occurring in areas that have previously been disturbed. No habitat will be removed.

Is the project within Bald Eagle nesting territories, winter concentration areas or bald eagle communal roosts?

Yes No

Will blasting, pile driving, concrete saw cutting, rock drilling, or rock scaling activities occur within one-mile of a bald eagle nesting area?

Yes No

Part 4 Environmental Considerations - Continued

d. Are wetlands present within the project area? Yes No If Yes, estimated area of impact in acre(s): _____
(Please attach a copy of the proposed mitigation plan)

3. Cultural Resources/Historic Structures - Identify any historic, archaeological, or cultural resources present with the project's area of potential effects.

Does the project fit into any of the exempt types of projects listed in Appendix C of the ECS Guidebook

Yes No

If Yes, note exemption below.

B-6; Construction of turning lanes and pockets, auxiliary lanes, sidewalks and shoulder widening within the demonstrated vertical and horizontal limits of previous construction or disturbance...

If No: Date of DAHP concurrence _____

Date of Tribal consultation(s) (if applicable) _____

Adverse affects on cultural/historic resources? Yes No

If Yes, date of approved Section 106 MOA _____

4. Flood Plains or Ways

Is the project located in a 100-year flood plain? Yes No

If yes, is the project located in a 100-year floodway? Yes No

Will the project impact a 100-year flood plain? Yes No (If Yes, describe impacts.)

5. Hazardous and Problem Waste - Identify potential sources and type.

Does this project require excavation below the existing ground surface? Yes No

Is this site located in an undeveloped area (i.e., no buildings, parking or storage areas, and agriculture (other than grazing), based on historical research? Yes No

Is this project located within a one-mile radius of a site of a Confirmed or Suspected Contaminated Sites List (CSCSL) maintained by Department of Ecology? Yes No

Is this project located within a 1/2-mile radius of a site or sites listed on any of the following Department of Ecology Databases? Yes No ; if yes, check the appropriate box(es) below.

Voluntary Cleanup Program (VCP)

Underground Storage Tank (UST)

Leaking Underground Storage Tank (LUST)

Has site reconnaissance (windshield survey) been performed? Yes No

If so identify any properties not identified in the database search that may affect the project (name, address and property use).

No additional properties have been identified that may affect the project.

Based on the information above and project specific activities, is there a potential for the project to generate contaminated soils and/or groundwater? Yes No

If yes, explain:

The project is not expected to generate any contaminated soils and/or groundwater, nor disturb any existing hazardous waste sites. See attached Facility Map for locations of sites near the project area.

If you answered yes to any of the questions in Section 5. Hazardous/Waste, contact your Region LPE for assistance before continuing with this form.

Part 4 Environmental Considerations - Continued

6. Noise

- Does this project involve constructing a new roadway? Yes No
- Is there a change in the vertical or horizontal alignment of the existing roadway? Yes No
- Does this project increase the number of through traffic lanes on an existing roadway? Yes No
- Is there change in the topography? Yes No
- Are auxiliary lanes extending 1-1/2 miles or longer being constructed as part of this project? Yes No

If you answered yes to any of the preceding questions, identify and describe any potential noise receptors within the project area and subsequent impacts to those noise receptors. (Please attach a copy of the noise analysis.)

If impacts are identified, describe proposed mitigation measures.

7. Parks, Recreation Areas, Wildlife Refuges, Historic Properties, Wild and Scenic Rivers/Scenic Byways, or 4 (f)/6 (f).

a. 4(f) Please identify any properties within the project limits and areas of impacts.

N/A

b. 6(f) Please identify any properties within the project limits and areas of impact.

N/A

c. Please list wild scenic rivers and scenic byways.

N/A

8. Resource Lands - identify any of the following resource lands within 300 feet of the project limits and those otherwise impacted by the project.

a. Agricultural Lands Yes No

Describe Impacts

If present, is resource considered to be prime and unique farmland? Yes No

If Yes, date of approval from Natural Resources Conservation Service (NRCS) _____

b. Forest/Timber Yes No

Describe Impacts

c. Mineral Yes No

Describe Impacts

Part 4 Environmental Considerations - Continued

9. Rivers, Streams (Continuous, Intermittent), or Tidal Waters

a. Identify all waterbodies within 300 feet of the project limits or that will otherwise be impacted.

Fisheries WA Stream No. _____ Ecology 303d Report No. _____
(if known) Reason for 303d listing _____
Date of Report _____

Waterbody common name N/A

b. Identify stream crossing structures by type.

There are no streams or stream crossings in the project area.

c. Water Resource Inventory Area (WRIA) No. & Name 8 Cedar/Sammamish

10. Tribal Lands - Identify whether the project will impact any Tribal lands. (This includes reservation, trust and fee lands.)

No Tribal lands will be affected by the project.

11. Visual Quality

Will the project impact roadside classification or visual aspects? Yes No (If Yes, Identify the impacts.)
(Such as aesthetics, light, glare and night sky impacts.)

12. Water Quality/Storm Water

Has NPDES municipal general permit been issued for this WRIA? Yes No

Amount of existing impervious surface within project limits: 3.10 acres

Net new impervious surface to be created as a result of project: 0.10 acres

Will this project's proposed stormwater treatment facility be consistent with the guidelines provided by either WSDOT's HRM, DOE's western or eastern Washington stormwater manuals, or a local agency equivalent manual? Yes No

If no, explain proposed water quality/quantity treatment for new and any existing impervious surface associated with proposed project.

Part 4 Environmental Considerations - Continued

13. Commitments

a. Environmental Describe existing environmental commitments that may affect or be impacted by the project:
(For example, previous mitigation that may have been constructed within the project limits.)

There are no existing environmental commitments that may affect the project.

b. Long-Term Maintenance Commitments

Are long-term maintenance commitments necessary for this project above and beyond normal on-going maintenance? Yes No If so, please identify.

14. Environmental Justice

Does the project meet any of the exemptions, as noted in Appendix E of the ECS Guidebook Yes No
(If Yes, Please note exemption and appropriate justification in the space below.)

If no, are minority and/or low income populations located within the limits of the project's potential impacts?

Yes No (If no, attach appropriate data to support finding.)

If yes, describe impacts and attach appropriate supporting documentation.

Please see attached EJ memo.

Part 5 Biological Assessment and EFH Evaluations

1. Are there any listed or proposed species and/or designated or proposed critical habitat located within the proposed project's action area? Yes No (Please attach species listings.)

Affected ESA Listed Species	2. Will any construction work occur within 0.5 miles of any of the following:	3. Does the project involve blasting, pile driving, concrete sawing, rock drilling, or rock scaling activities within 1 mile of any of the following?
Spotted owl management circles or designated critical habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Marbled murrelet nest or occupied stand, or designated critical habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Western snowy plover designated critical habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Listed Marine Mammal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Canada lynx habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Gray wolf habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Grizzly bear habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Brown pelican night roosts?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Woodland caribou habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
A mature coniferous or mixed forest stand?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Part 5 Biological Assessment and EFH Evaluations - Continued

- | | |
|---|---|
| 4. Will the project involve any in-water work? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 5. Will any construction work occur within 300 feet of any permanent or intermittent waterbody, which either supports or drains into a listed fish supporting waterbody? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 6. Will any construction work occur within 300 feet of any wetland, pond, or lake that is connected to any permanent or intermittent waterbody? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 7. Does the action have the potential to directly or indirectly impact designated critical habitat for salmonids (including adjacent riparian zones)? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 8. Will the project affect the water regime of, or utilize any water from a waterbody, which supports or drains into a listed fish supporting waterbody; or any wetland, pond, or lake? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 9. Will construction work occur outside the existing pavement? If Yes, go to 9a. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 9a. Will construction activities occurring outside the existing pavement involve clearing, grading, filling, or modifications of vegetation or tree cutting? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 10. Are there any Federal threatened, endangered, proposed or candidate plant species located within the project limits?
(If so, please attach a list of plant species within the action area) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

Determination

If each of the questions in the preceding section resulted in a "no" response or if any of the questions were checked "yes", but adequate justification can be provided to support a "no effect" determination, then check "No effect" below. If this checklist cannot be used for ESA Section 7 compliance (i.e., adequate justification cannot be provided or a "may affect" determination is anticipated), a separate biological assessment document is required.

	NOAA Fisheries	USFWS
<input checked="" type="checkbox"/> No Effect	_____	_____
<input type="checkbox"/> NLTA Date of Concurrence	_____	_____
<input type="checkbox"/> LTAA Date BO Issued	_____	_____
Date of First 6 Mo. Update	_____	_____

Essential Fish Habitat Determination:

No Adverse Effect

Adverse Effect. Date of NOAA Concurrence _____

Analysis for No Effects Determination (Required if any item in Section 5 was checked Yes). (Please attach additional sheets if needed.)

In order to identify potential impacts to ESA listed species, the USFWS list for King County, revised November, 1 2007, (accessed January, 2010) was obtained, along with the NOAA Fisheries species list, last revised July 1, 2009 (accessed January, 2010).

Minor vegetation removal, grading, and paving will occur within the project area. Vegetation removal is not anticipated to impact terrestrial species in the City of Renton, as the area is highly disturbed. Vegetation to be removed is primarily roadside vegetation and is not suitable habitat. There are no rivers or waterbodies within 300 feet of the project area, therefore no suitable habitat exists for aquatic species.

Part 6 FHWA Comments

Use Supplement Sheet if additional space is required to complete this section.

City of Des Moines Public Works

South 223rd Street Rehabilitation Project
 Des Moines Marina to 24th Avenue South
 February 2010
 Construction Cost Estimate - BID

City of Des Moines
 Department of Public Works
 21650 11th Avenue South
 Des Moines, WA 98198-6317



No.	Sect. No.	Item	Quantity	Unit	Unit Cost	Total Cost
Bid Schedule: Public Roadway Improvements						
A1	1-05	Roadway Surveying	1	LS	\$ 6,500.00	\$ 6,500.00
A2	1-07	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
A3	1-07	Pedestrian Control and Protection	1	LS	\$ 4,000.00	\$ 4,000.00
A4	1-08	Type B Progress Schedule (Minimum Bid \$5,000)	1	LS	\$ 3,000.00	\$ 3,000.00
A5	1-09	Mobilization	1	LS	\$ 45,000.00	\$ 45,000.00
A6	1-10	Project Temporary Traffic Control	1	LS	\$ 24,000.00	\$ 24,000.00
A7	1-10	Traffic Control Plans	1	LS	\$ 2,000.00	\$ 2,000.00
A8	2-01	Clearing and Grubbing	1	LS	\$ 4,000.00	\$ 4,000.00
A9	2-02	Removal of Structures and Obstructions	1	LS	\$ 6,000.00	\$ 6,000.00
A10	2-02	Removing Cement Concrete Sidewalk	240	SY	\$ 15.00	\$ 3,600.00
A11	2-02	Removing Cement Concrete Curb	200	LF	\$ 15.00	\$ 3,000.00
A12	2-02	Removing Pavement Markings	1	LS	\$ 1,000.00	\$ 1,000.00
A17	2-03	Roadway Excavation Including Haul	300	CY	\$ 30.00	\$ 9,000.00
A18	2-03	Unsuitable Foundation Excavation Including Haul	500	CY	\$ 40.00	\$ 20,000.00
A19	2-03	Gravel Borrow Including Haul	1,200	TON	\$ 12.50	\$ 15,000.00
A22	2-11	Trimming and Cleanup	1	LS	\$ 2,000.00	\$ 2,000.00
A23	4-04	Crushed Surfacing Top Course	600	TON	\$ 35.00	\$ 21,000.00
A24	5-04	HMA Class 1/2" PG 64-22	1,850	TON	\$ 100.00	\$ 185,000.00
A25	5-04	HMA For Overlay Class 1/2" PG 64-22	1,850	TON	\$ 90.00	\$ 166,500.00
A26	5-04	HMA For Pavement Repair Class 1/2" PG 64-22	300	TON	\$ 100.00	\$ 30,000.00
A27	5-04	Pavement Repair Excavation, Incl. Haul	400	SY	\$ 25.00	\$ 10,000.00
A27	5-04	HMA For Thickened Edge	300	SY	\$ 75.00	\$ 22,500.00
A29	5-04	Planing Bituminous Pavement	5,000	SY	\$ 6.00	\$ 30,000.00
A29	5-04	Pulverize/Rubbleize Pavement	15,500	SY	\$ 10.00	\$ 155,000.00
A45	7-05	Adjust Catch Basin	16	EA	\$ 400.00	\$ 6,400.00
A46	7-05	Adjust Manhole	24	EA	\$ 400.00	\$ 9,600.00
A48	8-01	Erosion / Water Pollution Control	1	LS	\$ 5,000.00	\$ 5,000.00
A49	8-01	Temporary Erosion / Water Pollution Control Plan	1	LS	\$ 1,000.00	\$ 1,000.00
A50	8-01	ESC Lead	60	Day	\$ 100.00	\$ 6,000.00
A51	8-01	Inlet Protection	16	EA	\$ 100.00	\$ 1,600.00
A53	8-02	Topsoil Type A	120	CY	\$ 50.00	\$ 6,000.00
A56	8-02	Property Restoration	1	FA	\$ 4,000.00	\$ 4,000.00
A75	8-04	Cement Concrete Traffic Curb and Gutter	200	LF	\$ 20.00	\$ 4,000.00
A77	8-04	Cement Concrete Extruded Curb	160	LF	\$ 15.00	\$ 2,400.00
A78	8-05	Miscellaneous Work	1	FA	\$ 10,000.00	\$ 10,000.00
A79	8-05	Potholing	1	FA	\$ 4,000.00	\$ 4,000.00
A81	8-06	Cement Concrete Entrance, 3-Day	500	SY	\$ 65.00	\$ 32,500.00
A82	8-09	Raised Pavement Marker Type 1	10.0	HUND	\$ 300.00	\$ 3,000.00
A83	8-09	Raised Pavement Marker Type 2	2.0	HUND	\$ 500.00	\$ 1,000.00
A87	8-13	Monument Case and Cover	6	EA	\$ 400.00	\$ 2,400.00
A88	8-14	Cement Concrete Sidewalk	240	SY	\$ 35.00	\$ 8,400.00
A89	8-14	Cement Conc. Sidewalk Ramp Type 1	4	EA	\$ 2,000.00	\$ 8,000.00
A90	8-14	Cement Conc. Sidewalk Ramp Type 2	16	EA	\$ 2,000.00	\$ 32,000.00
A91	8-18	Mailbox Support	15	EA	\$ 400.00	\$ 6,000.00
A96	8-21	Permanent Signing	1	LS	\$ 2,000.00	\$ 2,000.00
A97	8-22	Plastic Crosswalk Line	600	SF	\$ 10.00	\$ 6,000.00
A98	8-22	Plastic Stop Line, 18"	500	LF	\$ 10.00	\$ 5,000.00
A99	8-22	Paint Line, 4-Inch Wide	10,000	LF	\$ 0.25	\$ 2,500.00
A101	8-22	Plastic Traffic Arrow	6	EA	\$ 150.00	\$ 900.00
A102	8-22	Plastic Traffic Letter	24	EA	\$ 100.00	\$ 2,400.00
A103	8-23	Temporary Pavement Marking	5,000	LF	\$ 0.20	\$ 1,000.00
A104	8-23	Removing Temporary Pavement Marking	5,000	LF	\$ 0.10	\$ 500.00
A107	8-31	Edge Restoration	10,000	LF	\$ 4.50	\$ 45,000.00
Total Bid Schedule						\$ 987,700.00

SCHEDULE A - TOTAL ESTIMATED CONSTRUCTION COST \$ 987,700
CONSTRUCTION CONTINGENCY (10%): \$ 98,770
CE + CM (15%): \$ 148,155

Total Estimated Project Cost: \$ 1,234,625



