

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 2012KCGGrantCompetition@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: Woodinville-Duvall Road Widening Project (~400 feet west of 156th Avenue NE to 171st Place NE), Woodinville, WA 98072</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#: Application Pending</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 Woodinville</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 type="checkbox"/> Yes <input checked="" 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>WSDOT – Northwest Region, Sam Schuyler</p>
<p>4</p>	<p>Project contact person: Thomas E. Hansen, P.E.</p> <p>Address: 17301 133rd Avenue NE, Woodinville, WA 98072</p> <p>Phone: 425-877-2291</p> <p>Email: thomash@ci.woodinville.wa.us</p>

5	<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>The NE Woodinville-Duvall Road will be widened to provide a center turn lane, and bike lanes, curb, gutter, and sidewalks on both sides. The project will include storm drainage improvements, traffic signal improvements including signal interconnect, the addition of a new signal at one intersection, street lighting, landscaping improvements, and the installation of planted medians and curbing to implement turn restrictions at two intersections.</p> <p>This portion of NE Woodinville-Duvall Road is a two-lane road with paved shoulders and no pedestrian or bicycle facilities. The route serves as the main arterial access to 4 schools and as a principle connection between the cities of Woodinville, Duvall and rural northeast King County providing access for this area to the state highway network. It has become heavily congested and accident prone due to tremendous growth in all communities and turning movements into/out of over 35 driveways/private roads.</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>The addition of a center turn lane to separate left turning movements from through traffic, signal improvements and interconnect, and the implementation of turn restrictions at several intersections will increase capacity, relieve traffic congestion, and improve safety. The addition of bike lanes and sidewalks will increase safety and connectivity to adjacent residences, 4 schools, businesses, and transit facilities for other modes of transportation.</p>
6	<p>Project location: NE Woodinville-Duvall Road</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): ~400 feet west of 156th Avenue NE</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): ~50 feet east of 171st Place NE</p>
7	<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/functionclass.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 checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input 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:

City of Woodinville's 2009 Transportation Master Plan, Capacity Projects, page 83

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/fedaidmap.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.

This project supports urban development in the downtown area by increasing capacity and improving safety along this route. NE Woodinville-Duvall Road is the principal access from northeast King County to centers in Bothell and Redmond. This road is the only principal arterial providing access from the east, the City of Duvall and unincorporated King County, to the City of Woodinville's downtown and commercial center. Capacity and safety improvements include the addition of a center turn lane, signal improvements at the two existing signals, and the addition of a third signal and signal interconnect. The project also enhances non-motorized access to the downtown area through the addition of sidewalks and bicycle lanes. Woodinville Duvall Road Widening project will create or maintain 113 jobs, and provide labor income of \$5.6 million, and an overall economic output of \$14.6 million. The jobs will be spread across the following industries: 60% construction and manufacturing, 20% consumer services, 10% retail and wholesale trade, 10% other. These categories generally do not require substantial education or training so are more easily filled quickly. The project is listed as a high priority capacity improvement project and the new signal at 160th Avenue NE to be included in the project is listed as a high priority safety project in the City's Transportation Master Plan.

The Woodinville-Duvall Road Widening Project will widen the existing two-lane roadway to three-lanes to provide an additional center turn lane and will improve pedestrian and bicycle facilities along the route. The project will also include improvements to drainage facilities, traffic signals, street lighting, and landscaping. These improvements will improve the quality of living and working environments by reducing traffic congestion. The reduction in traffic congestion will improve accessibility to adjacent residences and businesses, and improve the efficiency and reliability in the transport of workers, goods, and services including transit between the Seattle/Bellevue metropolitan areas and northeast King County. The improved bicycle and pedestrian facilities will have a positive impact on community life and will improve existing transportation choices by enhancing the non-motorized connection between the adjacent residences, schools, businesses, and transit stops.

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.

Tremendous growth in population over the last two decades of both communities and the rural area between, the roadway has become heavily congested and accident-prone due to turn movements into and out of the more than two dozen driveways and private access roads. Over fifty percent of the traffic on this roadway comes from outside the City of Woodinville. This is a regionally significant corridor for the entire northeast corner of King County, providing arterial access from NE King County to three major centers: Bothell, Totem Lake and Redmond. This road is identified for access to these areas in the PSRC 2040 Transportation Plan.

The City's Transportation Master Plan identifies NE Woodinville-Duvall Road as one of four main corridors serving the City's downtown and commercial center. This project encourages the infill/densification of residential/commercial development by improving existing capacity issues at intersections and along this route that would otherwise limit future infill due to level of service (LOS) compliance requirements (see attached Buildable Lands map). In addition, development is currently restricted within the unincorporated King County area east of the project (see attached King County Transportation Concurrency Map). With the completion of the project, the LOS of the 156th Ave NE intersection is projected to improve by 1 level (from LOS E to LOS D) and the 167th Ave NE intersection by 3 levels (from LOS E to LOS B) over no-improvement conditions in 2030.

The addition of designated bicycle lanes and sidewalks on both sides of NE Woodinville-Duvall Road will enhance non-motorized access between adjacent residences, schools, businesses, and transit stops along this route. These pedestrian facilities are also within the 1-mile radius of Wellington Elementary and Leota Jr High School where busing is not provided, and two private schools. Under existing conditions students are being driven to school due to lack of adequate pedestrian facilities (see attached photos of school dismissal traffic at the intersection of NE Woodinville-Duvall and 168th Avenue NE). In addition, NE Woodinville-Duvall Road serves as a principle connection from the surrounding neighborhoods, the City of Duvall, and NE King County to the City of Woodinville's town center, park and ride, connections to numerous King County Metro bus routes, and a Sound Transit Express route.

The design is anticipated to include a number of other sustainable elements, including the use of low-impact development techniques, the latest stormwater treatment options, and the use of recycled materials. The existing roadway pavement will be rehabilitated rather than being removed and replaced.

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 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.

- 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.
 - 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.

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.

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	Average or 2010 PCI = 50 to 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	47		Average or 2010 PCI = 49 or Less
North Bend	45		
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>)

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

- 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 - ≥ 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.
- 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 63 - 51
- Systemwide PCI of 50 - 0

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

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)

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.

The Woodinville-Duvall Road Widening Project will include the addition of a center turn lane and improvements to the existing traffic signals. These improvements will significantly reduce traffic congestion along this route improving the energy efficiency of transporting workers, goods, and services. The improved bicycle and pedestrian facilities will improve existing transportation choices by enhancing the non-motorized connection between the adjacent residences, schools, businesses, and transit stops. Together the added efficiency of motorized transportation including more reliable and efficient transit service along this corridor and the enhancement of non-motorized transportation choices will help to reduce energy use and greenhouse gas emissions.

Woodinville-Duvall Road is classified as a principal arterial with significant traffic volumes. A June 2008 traffic count on Woodinville-Duvall Road east of 160th measured 25,300 ADT (dual direction). It serves as local access to the adjacent residential neighborhoods, schools, and businesses as well as regional connection for the City of Duvall and northeast King County to access the State Route 522 and the Seattle/Bellevue metropolitan areas. It is a primary commute route for an area covering more than 48 square miles with a population of approximately 31,600 people. Within the project limits, from 156th Avenue NE to 168th Avenue NE, Woodinville-Duvall Road is currently a two-lane road with widened shoulders. No formal bicycle or pedestrian facilities currently exist, with the exception of the recent commercial

development at the west end of the project limits. During peak hours, left-turning movements for local residents accessing adjacent driveways and residential roads create backups and congestion. Due to high opposing traffic volumes, these left turns are difficult to make and significantly decrease operational safety and efficiency of this road.

The Woodinville-Duvall Road Widening Project will widen the existing two-lane roadway to three-lanes to provide an additional center turn lane and will improve pedestrian and bicycle facilities along the route. The project will also include improvements to drainage facilities, traffic signals, street lighting, and landscaping. These improvements will improve the quality of living and working environments by reducing traffic congestion. The reduction in traffic congestion will improve accessibility to adjacent residences and businesses, and improve the efficiency and reliability in the transport of workers, goods, and services including transit between the Seattle/Bellevue metropolitan areas and northeast King County. The improved bicycle and pedestrian facilities will have a positive impact on community life and will improve existing transportation choices by enhancing the non-motorized connection between the adjacent residences, schools, businesses, and transit stops.

The planning process that was used to establish the 20-year Transportation Plan and the 6-year Transportation Improvement Program was closely coordinated with the land-use planning process. Community participation was encouraged and numerous opportunities for community input were provided. The City of Woodinville continues to encourage a high level of community involvement in all aspects of their operations.

The design will include a number of other sustainable elements, including the use of low-impact development techniques, the latest stormwater treatment options, and the use of recycled materials. The existing roadway pavement will be rehabilitated rather than being removed and replaced.

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 lbarris@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	\$1.5 million	2013
[select phase]		
[select phase]		

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

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? No
- 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.
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval?
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. 85% PS&E completed and ready for submission to TIB

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.)? 15% commercial, 85% residential

- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. No need or possibility for condemnation
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? 2012
- 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
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

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. SEPA (DNS obtained 4/12), JARPA (Submitted 4/12), HPA (Scheduled 6/12)
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad? Jan 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.

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.

Section VI.b. 2012 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at

http://www.kingcounty.gov/transportation/kc_dot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCF.P.aspx

****Please read all of the text in this section before completing this application.****

Important notice: 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 funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2012 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 3, 2012. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to 2012KCCGrantCompetition@KingCounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by 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.**

PROJECT DESCRIPTION INFORMATION

1	Project Title: <i>(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)</i>
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2	<p>Sponsoring Agency:</p> <p>Also identify any co-sponsor(s):</p>			
3	<p>Project Contact Person:</p> <p>Address:</p> <p>Phone:</p> <p>Fax:</p> <p>E-Mail:</p>			
4	<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>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p>			
5	<p>Project Location:</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: <i>(Identify landmark if no crossroad)</i></p>			
6	<p>Map: Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>			
7	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> </td> <td style="width: 5%; vertical-align: middle; text-align: center;"> </td> <td style="width: 45%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> </td> </tr> </table>	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p>		<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p>
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- 01 Principal Arterial - Interstate
- 02 Principal Arterial
- 06 Minor Arterial
- 07 Major Collector
- 08 Minor Collector
- 09 Local Access
- 21 Proposed Principal Arterial – Interstate
- 22 Proposed Principal Arterial
- 26 Proposed Minor Arterial
- 27 Proposed Major Collector
- 28 Proposed Minor Collector
- 29 Proposed Local Access

- 11 Principal Arterial – Interstate
- 12 Principal Arterial – Expressway
- 14 Principal Arterial
- 16 Minor Arterial
- 17 Collector
- 19 Local Access
- 31 Proposed Principal Arterial – Interstate
- 32 Proposed Principal Arterial – Expressway
- 34 Proposed Principal Arterial
- 36 Proposed Minor Arterial
- 37 Proposed Collector
- 39 Proposed Local Access

NOTE: Federally Funded Projects. 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 which are 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.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

Project is located within a Center

> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*

Connecting Corridors

> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a "Centers" project, then proceed to Part 2.

A. 1. Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a "Connecting Corridors" project, then proceed to Part 2.

[select phase]

[select phase]

[select phase]

2.2 Identify the project phases that will be fully completed if requested funding is obtained:

2.3 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>

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.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? [yes/no]
- 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.
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval?
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need?
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- 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
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

4. If funds are requested for Construction:

4.1 Complete sections 2.1 and 2.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available.

- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

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.

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.

SECTION D: JOINT OPPORTUNITIES
<p>4. Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency’s project. Be specific. <i>(E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.)</i> In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents. • Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

SECTION E: PLANNING

5. Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Woodinville
Project Title:	NE Woodinville-Duval Road Widening Project

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	n/a		\$ -	Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	Local	Secured	\$ 875,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; text-align: center; border: 1px solid black;" type="text" value="Dec-12"/>
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 875,000	
Right of Way	n/a			Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction	Local	Secured	\$ 2,000,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; text-align: center; border: 1px solid black;" type="text" value="Dec-13"/>
Construction	TIB	Secured	\$ 4,500,000	
Construction	FHWA	Unsecured	\$ 1,500,000	
Construction				
Construction				
Construction TOTAL:			\$ 8,000,000	
Other				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 8,875,000	Estimated Project Completion Date: <input style="width: 100%; height: 20px;" type="text"/>

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:

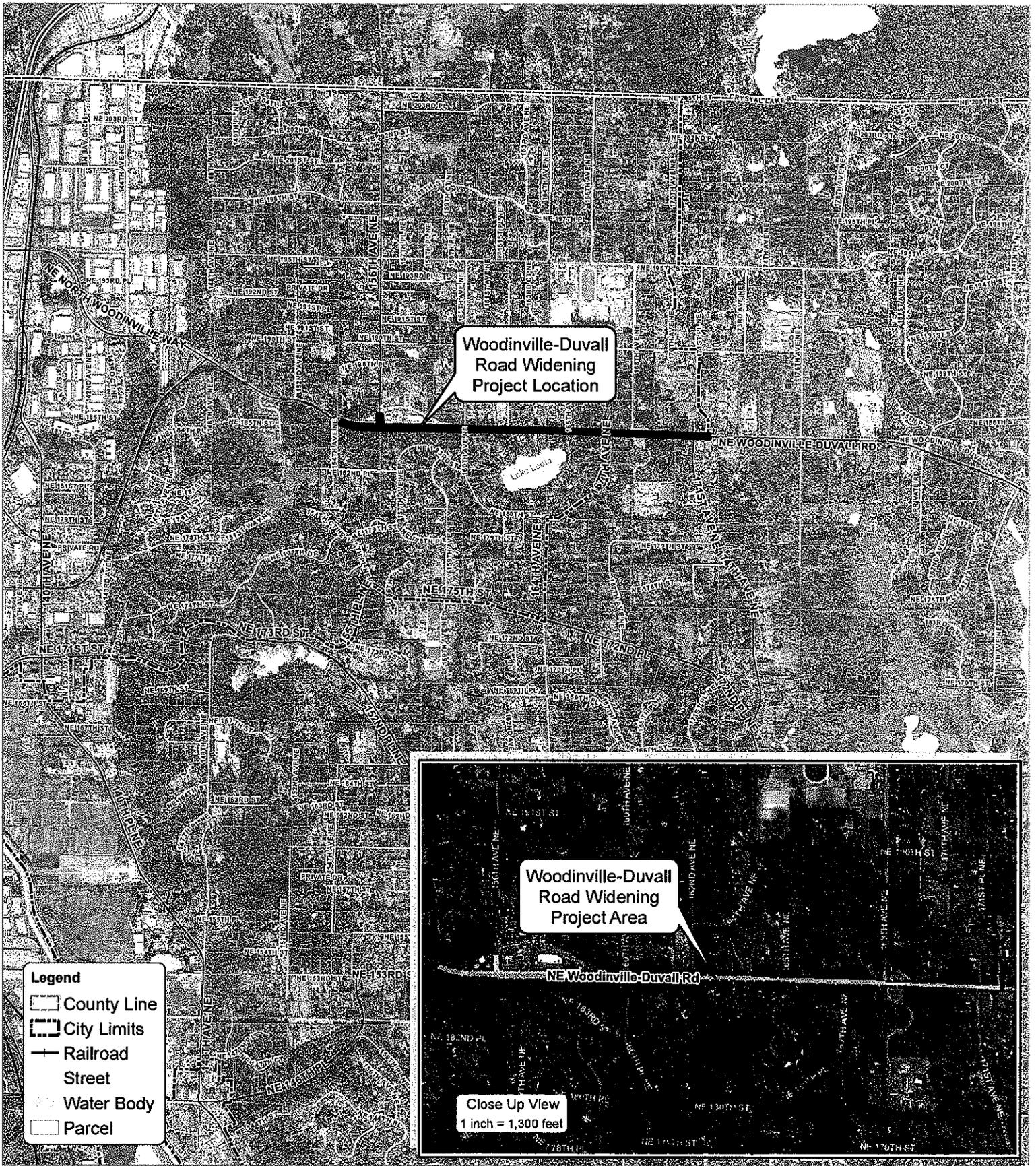
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

TIB Grant # 8-1-198(003)-1

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

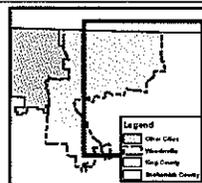
City of Woodinville



Woodinville-Duvall Rd Widening Project Vicinity Map



File Name: Vicinity Map - Wood-Duvall Rd Widening v2.mxd



NO	DESIGN/REVISION	DATE	BY
1	Project Location	05/11/10	BGS
2	Revision 1	05/09/12	BGS
3			
4			
5			



City of Woodinville
17301 - 132nd Ave NE
Woodinville, WA 98072
www.ci.woodinville.wa.us
425-469-2700

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NE Woodinville-Duvall Total Project Budget	
	Project Budget
Design	\$931,000
Construction	\$6,685,000
Construction Management	\$521,000
Contingency	\$612,000
TOTAL	\$8,749,000

City of Woodinville
Woodinville Duvall Road Widening Project
 Construction Cost Estimate - 85%
 Last Update: 10/27/2011

Item No.	Spec. Section	Item Description	Quantity	Unit	Unit Price	Amount
Schedule A - Roadway Improvements						
PREPARATION						
1	1-05	Roadway Surveying	1	LS	\$ 100,000.00	\$ 100,000.00
2	1-07	Spill Prevention, Control & Countermeasures Plan	1	LS	\$ 3,000.00	\$ 3,000.00
3	1-09	Mobilization	1	LS	\$ 468,000.00	\$ 468,000.00
4	2-01	Clearing and Grubbing	1	LS	\$ 30,000.00	\$ 30,000.00
5	2-02	Removal of Structure and Obstruction	1	LS	\$ 125,300.00	\$ 125,300.00
		Storm Pipe Removal	2,330	LF	\$ 12.00	
		Sidewalk, ACP and Conc. Pavement Removal	2,800	SY	\$ 6.00	
		Addl. Conc. Pavement Removal for Storm Trench	520	SY	\$ 15.00	
		Catch Basin Removal	30	EA	\$ 250.00	
		Retaining Wall Removal	1,600	SF	\$ 5.00	
		Sign Removal	41	EA	\$ 7.00	
		Concrete Barrier Guardrail	370	LF	\$ 8.00	
		Railing Removal	180	LF	\$ 2.00	
6	2-02	Sawcutting	13,000	LF	\$ 3.00	\$ 39,000.00
GRADING						
7	2-03	Roadway Excavation Including Haul	1,500	CY	\$ 20.00	\$ 30,000.00
		Sidewalk	1,230	CY		
8	2-03	Gravel Borrow Including Haul	6,900	TN	\$ 25.00	\$ 172,500.00
		Roadway Sidewalk	5,551	TN		
		Replacement of Unsuitable Wall Foundation	367	TN		
9	2-03	Unsuitable Foundation Excavation Incl. Haul (If Required)	300	CY	\$ 45.00	\$ 13,500.00
STORM DRAINAGE						
10	7-01	Drain Pipe 6 In. Diam.	500	LF	\$ 18.00	\$ 9,000.00
11	7-01	Underdrain Pipe 6 In. Diam.	300	LF	\$ 20.00	\$ 6,000.00
12	7-04	Corrugated Polyethylene Storm Sewer Pipe, 12 In. Diam.	4,400	LF	\$ 50.00	\$ 220,000.00
13	7-04	Corrugated Polyethylene Storm Sewer Pipe, 18 In. Diam.	1,520	LF	\$ 60.00	\$ 91,200.00
14	7-04	Corrugated Polyethylene Storm Sewer Pipe, 24 In. Diam.	180	LF	\$ 70.00	\$ 12,600.00
15	7-04	Corrugated Polyethylene Storm Sewer Pipe, 30 In. Diam.	450	LF	\$ 80.00	\$ 36,000.00
16	7-05	Catch Basin Type 1	41	EA	\$ 1,200.00	\$ 49,200.00
17	7-05	Catch Basin Type 1L	11	EA	\$ 1,600.00	\$ 17,600.00
18	7-05	Catch Basin Type 2, 48 In. Diam.	7	EA	\$ 3,200.00	\$ 22,400.00
19	7-05	Storm Filter Catch Basin	10	EA	\$ 7,500.00	\$ 75,000.00
20	7-05	Catch Basin Type 2, 60 In. Diam.	5	EA	\$ 3,600.00	\$ 18,000.00
21	7-05	Catch Basin Type 2, 72 In. Diam.	1	EA	\$ 3,600.00	\$ 3,600.00
22	7-05	Connection to Drainage Structure	6	EA	\$ 700.00	\$ 4,200.00
23	7-05	Adjust Catch Basin or Manhole	10	EA	\$ 450.00	\$ 4,500.00
24	7-05	Stormwater Vault #1	1	LS	\$ 200,000.00	\$ 200,000.00
25	7-05	Stormwater Vault #2	1	LS	\$ 100,000.00	\$ 100,000.00
26	7-05	Sand Filter Vault	1	LS	\$ 100,000.00	\$ 100,000.00
27	7-08	Shoring or Extra Excavation Class B	1	LS	\$ 75,000.00	\$ 75,000.00
SURFACING AND PAVEMENT						
28	4-04	Crushed Surfacing Top Course	500	TN	\$ 30.00	\$ 15,000.00
29	4-04	Crushed Surfacing Base Course	7,800	TN	\$ 30.00	\$ 234,000.00
		Sidewalk, Ramps, and Driveway Entrances	1,306	TN		
		Curb & Gutter	803	TN		
		Roadway	1,357	TN		
		Driveways	138	TN		
		Wall Foundation	163	TN		
		Drainage Backfill of Native Unsuitable	3,366	TN		
30	5-04	HMA CL. 1/2" PG 64-22	7,400	TN	\$ 90.00	\$ 666,000.00
		Roadway	1,253	TN		
		Overlay	5,343	TN		
		Driveway	115	TN		
		Asphalt SW Ramps	11	TN		
31	5-04	Asphalt Treated Base	800	TN	\$ 80.00	\$ 64,000.00
32	5-04	Planing Bituminous Pavement	3,000	SY	\$ 10.00	\$ 30,000.00
STRUCTURES						
33	6-16	Shaft - 2'-0" Diameter	1,920	LF	\$ 110.00	\$ 211,200.00
34	6-16	Furnishing Soldier Pile - W12-26	1,785	LF	\$ 100.00	\$ 178,500.00
35	6-16	Lagging	6,350	SF	\$ 18.00	\$ 114,300.00
36	6-16	Prefabricated Drainage Mat	675	SY	\$ 15.00	\$ 10,125.00
37	6-16	Concrete Fascia Panel (Sculpted Shotcrete)	9,200	SF	\$ 26.00	\$ 239,200.00
SIDEWALK AND CURB						
38	8-04	Cement Concrete Traffic Curb and Gutter	10,670	LF	\$ 20.00	\$ 213,400.00
39	8-04	Cement Concrete Traffic Curb	1,590	LF	\$ 20.00	\$ 31,800.00
40	8-06	Cement Concrete Driveway Entrance Type 1	600	SY	\$ 70.00	\$ 42,000.00
41	8-06	Cement Concrete Driveway Entrance Type 3	200	SY	\$ 70.00	\$ 14,000.00
42	8-06	Cement Concrete Driveway	200	SY	\$ 70.00	\$ 14,000.00
43	8-14	Cement Concrete Sidewalk	5,800	SY	\$ 30.00	\$ 174,000.00
44	8-14	Cement Concrete Sidewalk Ramp Type Perpendicular A	4	EA	\$ 1,300.00	\$ 5,200.00
45	8-14	Cement Concrete Sidewalk Ramp Type Flared Parallel	7	EA	\$ 1,300.00	\$ 9,100.00
46	8-14	Cement Concrete Sidewalk Ramp Type Parallel A	12	EA	\$ 1,200.00	\$ 14,400.00

City of Woodinville
Woodinville Duvall Road Widening Project
 Construction Cost Estimate - 85%
 Last Update: 10/27/2011

Item No.	Spec. Section	Item Description	Quantity	Unit	Unit Price	Amount
TRAFFIC						
47	1-10	Project Temporary Traffic Control	1	LS	\$ 410,000.00	\$ 410,000.00
		Traffic Control Labor	4,800	HR	\$ 50.00	
		Temporary Construction Signage	200	SF	\$ 30.00	
		Portable Changeable Message Signage	5,760	HR	\$ 3.00	
		Other Temporary Traffic Control	1	LS	\$ 150,000.00	
48	8-21	Permanent Signing	1	LS	\$ 12,000.00	\$ 12,000.00
		Relocated Sign	6	EA	\$ 100.00	
		New Sign	56	EA	\$ 200.00	
49	8-07	Precast Dual Faced Sloped Mountable Curb	570	LF	\$ 15.00	\$ 8,550.00
50	8-22	Paint Line	10,500	LF	\$ 0.30	\$ 3,150.00
		Painted Lane Line	1,519	LF		
		Painted Double Centerline	2,751	LF		
		Painted Two Way Left Turn Centerline	6,150	LF		
51	8-22	Painted Wide Lane Line	1,000	LF	\$ 0.50	\$ 500.00
52	8-22	Profiled Plastic Wide Lane Line	11,000	LF	\$ 2.00	\$ 22,000.00
53	8-09	Raised Pavement Marker Type 2	7.70	HUND	\$ 450.00	\$ 3,465.00
54	8-22	Plastic Stop Line	310	LF	\$ 10.00	\$ 3,100.00
55	8-22	Plastic Crosswalk Line	2,300	SF	\$ 7.00	\$ 16,100.00
56	8-22	Plastic Traffic Arrow	40	EA	\$ 120.00	\$ 4,800.00
57	8-22	Plastic Bike Lane Symbol	70	EA	\$ 150.00	\$ 10,500.00
58	8-20	Traffic Signal System Complete Including Interconnect	1	LS	\$ 712,000.00	\$ 712,000.00
		15th Traffic Signal		LS	\$ 189,000.00	
		16th Traffic Signal		LS	\$ 151,000.00	
		16SH Traffic Signal		LS	\$ 224,000.00	
		Interconnect		LS	\$ 148,000.00	
59	8-20	Temporary Traffic Signal System	1	LS	\$ 102,000.00	\$ 102,000.00
60	8-20	Illumination System, PSE Pole Mount	1	LS	\$ 74,000.00	\$ 74,000.00
61	8-20	Radar Speed Sign System	1	LS	\$ 47,000.00	\$ 47,000.00
TESC AND PLANTING						
62	8-01	Inlet Protection	100	EA	\$ 65.00	\$ 6,500.00
63	8-01	Silt Fence	5,200	LF	\$ 5.00	\$ 26,000.00
64	8-01	Check Dam	200	LF	\$ 10.00	\$ 2,000.00
65	8-01	ESC Lead	100	DAY	\$ 100.00	\$ 10,000.00
66	8-01	Street Cleaning	400	HR	\$ 120.00	\$ 48,000.00
67	8-01	Plastic Covering	1,500	SY	\$ 3.00	\$ 4,500.00
68	8-01	High Visibility Fence	9,600	LF	\$ 3.00	\$ 28,800.00
69	8-01	Stabilized Construction Entrance	200	SY	\$ 16.00	\$ 3,200.00
70	8-01	Seeding, Fertilizing, and Mulching	1.0	ACRE	\$ 4,000.00	\$ 4,000.00
71	8-02	Course Bark Mulch	380	CY	\$ 35.00	\$ 13,300.00
72	8-02	Topsoil Type A	1,550	CY	\$ 35.00	\$ 54,250.00
73	8-02	PSIPE Trees	144	EA	\$ 125.00	\$ 18,000.00
74	8-02	PSIPE 2-gallon	82	EA	\$ 11.00	\$ 902.00
75	8-02	PSIPE 1 gallon	9,743	EA	\$ 7.00	\$ 68,201.00
76	8-02	PSIPE bulb	3,000.0	EA	\$ 0.75	\$ 2,250.00
77	8-03	Irrigation System ²	1	LS	\$ 50,000.00	\$ 50,000.00
OTHER ITEMS						
78	1-04	Minor Change	50,000	\$	\$ 1.00	\$ 50,000.00
79	8-02	Property Restoration	30,000	\$	\$ 1.00	\$ 30,000.00
80	8-13	Monument Case and Cover	7	EA	\$ 500.00	\$ 3,500.00
81	1-09	Project Identification Sign	3	EA	\$ 500.00	\$ 1,500.00
82	2-11	Trimming and Cleanup	1	LS	\$ 20,000.00	\$ 20,000.00
83	8-15	Quarry Spalls	10	TN	\$ 50.00	\$ 500.00
84	8-18	Mailbox Relocation	44	EA	\$ 300.00	\$ 13,200.00
85	8-24	Modular Block Wall	8,700	SF	\$ 35.00	\$ 304,500.00
86	8-12	Chainlink Fence	1,300	LF	\$ 35.00	\$ 45,500.00
87	8-26	Handrail	1,500	LF	\$ 80.00	\$ 120,000.00
88	8-20	Adjust Existing Utility Box to Finish Grade	20	EA	\$ 300.00	\$ 6,000.00
Total Construction Cost¹						\$ 6,684,693.00

City of Woodinville
Woodinville Duvall Road Widening Project
 Construction Cost Estimate - 85%
 Last Update: 10/27/2011

Item No.	Spec. Section	Item Description	Quantity	Unit	Unit Price	Amount
Schedule B - Water Improvements						
PREPARATION						
100	1-09	Mobilization	1	LS		\$ -
101	2-02	Remove and Dispose of Existing AC Water Main		LF		\$ -
102	2-02	Remove and Dispose of Existing Fire Hydrant		EA		\$ -
WATER SYSTEM						
103	7-09	Ductile Iron Pipe for Water Main 8 In. Diam.		LF		\$ -
104	7-09	Ductile Iron Pipe for Water Main 12 In. Diam.		LF		\$ -
105	7-09	Ductile Iron Fittings		LBS		\$ -
106	7-09	Connection to Existing Water System		EA		\$ -
107	7-09	Potholing for Utility Crossings and Connections		FA		\$ -
108	7-12	Gate Valve Assembly 8 In.		EA		\$ -
109	7-12	Gate Valve Assembly 12 In.		EA		\$ -
110	7-12	Adjust Existing Valve Box to Finish Grade		EA		\$ -
111	7-14	New Fire Hydrant Assmly		EA		\$ -
112	7-14	Resetting Existing Fire Hydrant		EA		\$ -
113	7-14	Reconnecting Existing Fire Hydrant		EA		\$ -
114	7-15	Reconnect Existing Near Side Service		EA		\$ -
115	7-15	Relocate and Reconnect Existing Near Side Service		EA		\$ -
116	7-15	Reconnect Existing Far Side Service		EA		\$ -
117	7-15	Relocate and Reconnect Existing Far Side Service		EA		\$ -
118	7-15	Customer Side Reconnection over 10 feet		LF		\$ -
Subtotal Construction Cost						\$ -
Sales Tax (9.0%)						\$ -
Total Construction Cost^{1,3}						\$ -

Item No.	Spec. Section	Item Description	Quantity	Unit	Unit Price	Amount
Schedule C - Wetland/Stream Mitigation						
PREPARATION						
200	8-02	Wetland/Stream Mitigation	1	LS	\$ 24,000.00	\$ 24,000.00
Subtotal Construction Cost						\$ 24,000.00
Sales Tax (9.0%)						\$ 2,160.00
Total Construction Cost¹						\$ 26,160.00

NOTE

- The total construction cost does not include a Design Contingency.
 Owner is tracking design and construction contingencies separate from this estimate.
 The total construction cost does not include cost for right-of-way and/or easement acquisition.
 Construction costs are based on 2011 unit prices.
- Optional cost to add drip line +\$7,500
- Quantities and unit prices to be coordinated with Woodinville Water District for Schedule B.