

King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title

W Main Street Multimodal Corridor and ITS Improvements

Transportation 2040 ID#

N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Auburn

Co-Sponsoring Agency

-

Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

No

If not, which agency will serve as your CA sponsor?

-

Contact Information

Project Contact Name

James Webb

Project Contact Phone

253-804-5040

Project Contact Email

jwebb@auburnwa.gov

Project Description

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.

This project, adjacent to the City's Environmental Park District, will repurpose the existing W Main St corridor and construct Intelligent Transportation System (ITS) improvements to serve Auburn's designated Regional Growth Center. Roadway improvements include converting the existing four-lane road section to a three-lane section with center two-way left turn lane, new bike lanes, new sidewalks, new LED street lighting, and streetscape improvements between West Valley Highway and the Interurban Trail (3,600ft). ITS Improvements include interconnecting and coordinating traffic signals From C St NW along W Main St to W Valley Highway south to 15th St SW including two interchanges with SR-18 and one with SR-167.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

The intent of the project is to improve access to the Auburn Regional Growth Center from the west. This will be accomplished through both the physical improvements to the W Main Street corridor and the ITS improvements. The W Main Street improvements will enhance access for alternate travel modes through the provision of new bike lanes, enhanced pedestrian facilities, and the removal of barriers. Safety along the corridor will also be improved through the provision of the center two-way left-turn lane which will provide a refuge for vehicles (especially trucks) turning to/from businesses located along the corridor. The ITS improvements will reduce intersection delays and improve travel times between W Valley Highway and SR 167 and SR 18 and the regional growth center. This will also help to reduce vehicle emissions.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

W Main Street

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

W Valley Highway

Crossroad/landmark nearest to the end of the project:

Interurban Trail

Please identify the center(s), regional and local, the project is located in or supports.

Refer to PSRC's [centers page](#) for more information on the regional centers.

City of Auburn Regional Growth Center

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Urban Functional Classification (Population over 5,000)

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

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You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

17 Collector

Plan Consistency

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 [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

Yes

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

The project is identified in the City of Auburn Transportation Plan, Chapter 3, page 3-25 and Figure 3-5. The project is also identified in the City of Auburn 2014-2019 Transportation Impact Program as project #55 on page 36.

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

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

Corridor Serving Center(s)

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.
- Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry

clusters identified in the adopted Regional Economic Strategy.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

- Describe how the project remedies 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)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

A3. Circulation Within the Regional or Local Center

Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- 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.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances 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, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from 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, seniors, people with disabilities

and/or areas experiencing high levels of unemployment or chronic underemployment.

- **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

The project will benefit both existing and proposed residential and commercial uses in the adjacent Regional Growth Center by enhancing access to/from the Center from the west. W Main Street, and the corridors identified for ITS infrastructure provide direct access to/from the Regional Growth Center. The proposed improvements will improve safety and reduce travel times and emissions for vehicle travel, and will provide additional opportunities for non-motorized travel through the provision of dedicated bike lanes, complete pedestrian facilities, and the removal of existing barriers.

The W Main Street improvements are identified in the City of Auburn Transportation Impact Program as project#55. The ITS improvements identified along the West Valley Highway and 15th Street SW corridors are identified on Figure 2-7 in the City of Auburn Comprehensive Transportation Plan and the bike lanes along W Main Street are identified in Figure 3-4 in the Comprehensive Transportation Plan.

The project will benefit existing and future residents within the Regional Growth Center including low income residents in two King County housing projects, commuters to/from the Regional Growth Center, Boeing, GSA and other areas, freight uses through the provision of the center two-way left-turn lane along W Main Street and the ITS improvements, commercial users within the Regional Growth Center and the Outlet Collection, the Auburn School District (bus barn), transit users by reducing travel times and improving non-motorized connectivity to the Auburn Transit Center, seniors (one of the new projects in the Regional Growth Area is a senior housing project), and people with disabilities through the removal of barriers and provision of ADA facilities.

The proposed project will support existing development both along the W Main Street corridor and in the adjacent Regional Growth Center and will encourage additional development in both areas by providing enhanced access to/from and between the two areas, reducing travel times for commuters and freight, improving access to regional highway, trail facilities and transit, and enhancing safety and mobility for all users.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.**
- **Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.**
- **Describe how the project fills in a missing link or removes barriers to/from a center.**

- Describe how this project will relieve pressure or remove a bottleneck on the 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.

The W Main Street corridor currently has excess capacity for vehicular traffic, but limited or missing non-motorized facilities. The excess capacity is not required to serve future forecast traffic volumes. The provision of the center two-way left-turn lane will improve safety and efficiency along the corridor by providing a refuge for turning vehicles and reducing the number of lanes turning vehicles are required to cross at intersection and driveways. The provision of bike lanes, and the enhancement and completion of sidewalks will promote usage by other travel modes. The ITS component of the project will reduce vehicle delays and travel times for vehicle traffic improving efficiency and reducing emissions.

The W Main Street corridor provides a direct connection to the regional growth center from the west, with connections to West Valley Highway, Peasley Canyon Road, and SR 18. The corridors identified for ITS improvements provide direct access between the Regional Growth Center and SR-18 and SR-167. These corridors also provide connections between the Regional Growth Center and significant retail and commercial areas located adjacent to the Center.

The W Main Street corridor crosses the Interurban Trail. Bike lanes currently exist along W Main Street to the east of the trail, and along W Valley Highway to the west. The proposed bike lanes would complete the missing link between these existing facilities and provide a new connection to the trail from the West. The proposed pedestrian improvements would complete gaps in the existing sidewalk system, and would remove ADA barriers along the corridor. This will provide enhanced access to the trail, the Auburn Transit Center, Auburn Environmental Park, and the Regional Growth Center.

The ITS improvements will allow the signals along West Valley Highway and 15th Street SW to be retimed and coordinated. This includes the interchanges with SR-18 and SR-167. The coordination will reduce travel times between these regional facilities and the Regional Growth Center and other retail and commercial uses served by these corridors including The Outlet Collection, Boeing, and GSA.

The improvements to signal coordination and operations will help to improve vehicle safety along the corridors through reduced congestion. The improvements to W Main Street will improve pedestrian and bicycle safety through the provision of improved and dedicated facilities. The provision of the center two-way left-turn lane will improve safety along the W Main Street corridor by providing a refuge for turning vehicles, especially trucks.

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

Please 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). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- Roadway Capacity (general purpose and high occupancy lanes): 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. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. 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. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including 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). Does the facility connect to transit? What is

the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?

- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using 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)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: 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 proposed bike lanes along W Main Street will extend for approximately 3,600 feet. They will connect the existing bike lanes along W Main Street to the east and along West Valley Highway to the west. They will provide a dedicated bike connection to the Interurban Trail, Auburn Environmental Park, Auburn Transit Center and the Regional Growth Center from the west.

The ITS component will interconnect closely spaced intersections along West Valley Highway including Peasley Canyon Road and the SR-18 ramp intersections. The ability to coordinate these intersections would alleviate existing congestion and queuing issues during the peak hours when traffic volumes on West Valley Highway are highest owing to its use as a parallel corridor to SR-167. The benefits of reducing delays and managing vehicle queues through these intersections will improve safety (a reduction in rear-end collisions is anticipated), reduce travel times through this section of the corridor, and reduce vehicle emissions associated with intersection delays. W Valley Highway currently carries approximately 23,000 vehicles per day, of which 11 percent are trucks.

The ITS improvements along 15th Street SW would interconnect and coordinate eight signalized intersections, including the closely spaced SR-167 ramps. The improvements would again improve safety and travel times along the corridor and would reduce emissions. 15th Street SW provides direct access from SR-167 to The Outlet Collection, Boeing, GSA and Safeway’s regional distribution center. It currently carries approximately 20,000 vehicles per day, of which 8 percent are trucks.

The ITS improvements along C Street SW would interconnect and coordinate five signalized intersections, including the closely spaced SR-18 ramps. The improvements would again improve safety and travel times along the corridor and would reduce emissions. C Street SW provides direct access from SR-18 to Boeing, GSA and Safeway’s regional distribution center. It currently carries approximately 21,000 vehicles per day, of which 9 percent are trucks.

All three ITS corridors are served by transit. The improvements to signal timing and ability to coordinate the signalized intersections along these corridors are expected to improve transit speed and reliability.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- STP
 CMAQ

| Phase | Year | Amount Requested |
|--------------------------------|------|------------------|
| Preliminary Engineering/Design | 2015 | \$ 804,100 |
| Construction | 2016 | \$ 2,970,240 |

Total PSRC Funding Request:

\$ 3,774,340

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecured. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
|----------------|----------------|----------------|

Total Planning Phase Cost:

\$ 0

Actual or estimated date of completion (month and year):

-

Preliminary Engineering/Design Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
|----------------|----------------|----------------|

| | | |
|-------------|---------|------------|
| Local Funds | Secured | \$ 141,900 |
|-------------|---------|------------|

| | | |
|----------|-----------|------------|
| FHWA STP | Unsecured | \$ 804,100 |
|----------|-----------|------------|

Total Preliminary Engineering/Design Phase Cost:

\$ 946,000

Actual or estimated date of completion (month and year):

12/2015

Right of Way Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
|----------------|----------------|----------------|

Total Right of Way Phase Cost:

\$0

Actual or estimated date of completion (month and year):

-

Construction Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
| Local Funds | Secured | \$ 524,160 |
| FHWA STP | Unsecured | \$ 2,970,240 |

Total Construction Phase Cost:

\$ 3,494,400

Actual or estimated date of completion (month and year):

12/2016

Other Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
|----------------|----------------|----------------|

Total Other Phase Cost:

\$ 0

Actual or estimated date of completion (month and year):

-

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

\$ 4,440,400

Estimated Project Completion Date (month and year):

12/2016

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[Uc7Pq0QV_W_Main_TIP_55.xlsx](#)

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Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's [financial constraint guidance](#).

Local (City of Auburn) funds for the project are secure.

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 be obligated. The questions in this section 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 following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

No

Is preliminary engineering for the project complete?

Yes

No

What was the date of completion (month and year)?

-

Have preliminary plans been submitted to WSDOT for approval?

Yes

No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

N/A

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

-

Project Readiness

What is the current or anticipated 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?

Yes

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

7/2015

Project Readiness

Will right of way be required for the project?

Yes

No

How many parcels do you need?

-

What is the zoning in the project area?

-

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?

Yes

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

-

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:

- True cost estimate of right of way
- Right of way plans (stamped)
- Relocation plan
- Right of way certification
- Right of way acquisition
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

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Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

Please upload a copy of your engineer's estimate below.

[W03WQ3zo_Main_St - WVH to Interurban Estimate Updated.xlsx](#)

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

SEPA 6/2015

NEPA 7/2015

Are Plans, Specifications & Estimates (PS&E) approved?

Yes

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

12/2015

When is the project scheduled to go to ad (month and year)?

2/2016

Other Considerations

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.

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File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

[q9FgpYqX_White Paper W_Main_St - Graphics Only.pdf](#)

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Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

ARTERIAL STREET FUND (102)

Six Year Transportation Improvement Program, 2015-2020

Project Title: **W Main Street Multimodal Corridor and ITS Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

TIP # 55

LOS Corridor ID# 11

Description:

This project will repurpose the existing W Main St corridor within Auburn's designated Regional Growth Center and will construct Intelligent Transportation System (ITS) improvements serving local and regional transportation networks and a major commercial retail center. Improvements include converting the existing four-lane roadway section to a three-lane section including center two-way left turn lane with new bike lanes, new sidewalks, new LED street lighting, and streetscape improvements between West Valley Highway and the Interurban Trail. ITS Improvements include interconnecting and coordinating traffic signals From C St NW along W Main St to W Valley Highway south to 15th St SW including two interchanges with SR-18 and one with SR-167.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

| Activity: | 2014 YE | Budget | | | Forecast Project Cost | | | | Total Project Cost | |
|------------------------------------|---------|---------------|----------------|------------------|-----------------------|------|------|------|--------------------|------------------|
| | | Prior to 2014 | Estimate | 2015 | 2016 | 2017 | 2018 | 2019 | | 2020 |
| Funding Sources: | | | | | | | | | | |
| <i>Unrestricted Street Revenue</i> | - | - | 56,490 | 209,650 | - | - | - | - | - | 266,140 |
| <i>Grants (Fed,State,Local)</i> | - | - | 804,100 | 2,970,240 | - | - | - | - | - | 3,774,340 |
| <i>REET</i> | - | - | - | - | - | - | - | - | - | - |
| <i>Traffic Impact Fees</i> | - | - | - | - | - | - | - | - | - | - |
| <i>Other</i> | - | - | 85,410 | 314,510 | - | - | - | - | - | 399,920 |
| Total Funding Sources: | - | - | 946,000 | 3,494,400 | - | - | - | - | - | 4,440,400 |
| Capital Expenditures: | | | | | | | | | | |
| <i>Design</i> | - | - | 946,000 | - | - | - | - | - | - | 946,000 |
| <i>Right of Way</i> | - | - | - | - | - | - | - | - | - | - |
| <i>Construction</i> | - | - | - | 3,494,400 | - | - | - | - | - | 3,494,400 |
| Total Expenditures: | - | - | 946,000 | 3,494,400 | - | - | - | - | - | 4,440,400 |

Grants / Other Sources: FHWA STP Grant / City Fund 105 - Arterial Preservation Funds

West Main Street Improvements - West Valley Highway to Interurban Trail

Prepared By: Jacob Sweeting

Last Update: 3/23/2014

Assumptions

Roadway construction limits are from Interurban trail to WVH improvements limits: 3230 feet

- New LED Street lighting will be installed.
- Roadway will be re-channelized from 4 lanes to 3 lanes with bicycle lanes
- New sidewalk, curb and gutter (7 foot wide sidewalk)
- New street trees in grates (spaced at 60 feet)

ITS Improvements: Main Street, West Valley Highway, 15th Street SW, C Street SW

- 288 Count Fiber
- Utilize existing conduits in Main Street (C St SW to Interurban)
- Utilize new conduits in Main Street (Interurban to West Valley Highway)
- Utilize existing conduits in Main Street (C St SW to Interurban)
- 20,000' New 288 Count Fiber loop including upgrading equipment at 11 traffic signals.

No stormwater treatment or detention is required.

No utility improvements.

Design Engineering

| | |
|---|---------------------|
| City Design Engineering (10% of Construction Costs) | \$315,000.00 |
| Consultant Design Engineering (20% of Construction Costs) | \$631,000.00 |
| Total Design Engineering Costs | \$946,000.00 |

Contractor Construction

| Description | Quantity | Unit | Unit Price | Total Price |
|---|----------|----------|------------|------------------------|
| Minor Changes | 1 | Eq. Adj. | 50,000.00 | \$ 50,000.00 |
| Mobilization | 1 | LS | 150,000.00 | \$ 150,000.00 |
| Traffic Control Labor | 1850 | HR | 50.00 | \$ 92,500.00 |
| Traffic Control Supervisor | 1 | LS | 50,000.00 | \$ 50,000.00 |
| Construction Signs Class A | 250 | SF | 25.00 | \$ 6,250.00 |
| Portable Changeable Message Sign | 650 | Day | 150.00 | \$ 97,500.00 |
| Sequential Arrow Sign | 150 | Day | 100.00 | \$ 15,000.00 |
| Roadway Excavation Including Haul | 6000 | CY | 30.00 | \$ 180,000.00 |
| Unsuitable Excavation Including Haul | 600 | CY | 30.00 | \$ 18,000.00 |
| Subgrade Preparation | 15000 | SY | 5.00 | \$ 75,000.00 |
| Drain Fabric for Unsuitable Soils | 4000 | SY | 3.00 | \$ 12,000.00 |
| Crushed Surfacing Base Course | 5000 | TON | 25.00 | \$ 125,000.00 |
| HMA Cl. 1/2 In. PG-64-22 | 1750 | TON | 85.00 | \$ 148,750.00 |
| HMA Cl. 1 In. PG-64-22 | 5000 | TON | 85.00 | \$ 425,000.00 |
| Asphalt Cold Patch | 75 | TON | 80.00 | \$ 6,000.00 |
| Commercial HMA | 150 | TON | 150.00 | \$ 22,500.00 |
| Cement Concrete Sidewalk | 5000 | SY | 35.00 | \$ 175,000.00 |
| Cement Concrete Curb and Gutter | 6500 | LF | 10.00 | \$ 65,000.00 |
| Adjust Catch Basin | 16 | EA | 500.00 | \$ 8,000.00 |
| Adjust Manhole | 10 | EA | 500.00 | \$ 5,000.00 |
| Adjust Watervlve | 20 | EA | 250.00 | \$ 5,000.00 |
| Temporary Water Pollution/Erosion Control | 1 | Eq. Adj. | 50,000.00 | \$ 50,000.00 |
| Temporary Pavement Markings | 13000 | LF | 1.50 | \$ 19,500.00 |
| Permanent Striping/Markings | 1 | LS | 50,000.00 | \$ 50,000.00 |
| Street Trees in Grates | 100 | EA | 2,000.00 | \$ 200,000.00 |
| Street Lighting Wiring, Junction Boxes, Service Cabinet | 1 | LS | 25,000.00 | \$ 25,000.00 |
| LED Cobra Head Street Light | 20 | EA | 2,000.00 | \$ 40,000.00 |
| Permanent Striping/Markings | 1 | LS | 50,000.00 | \$ 50,000.00 |
| Property Restoration | 1 | Eq. Adj. | 50,000.00 | \$ 50,000.00 |
| 288 Count Fiber Optic Cable Installation | 20000 | LF | 5.00 | \$ 100,000.00 |
| 3 Inch Conduit for ITS w/Restoration and Boxes | 2000 | LF | 40.00 | \$ 80,000.00 |
| Fiber Splice Connection | 15 | EA | 2,000.00 | \$ 30,000.00 |
| Contractor Construction Subtotal | | | | \$ 2,426,000.00 |
| 30% Contingency | | | | \$ 728,000.00 |
| Contractor Construction Total | | | | \$ 3,154,000.00 |

Construction Engineering

| | |
|---|---------------------|
| City Construction Engineering/Inspection (10% of Contractor Construction Costs) | \$315,400.00 |
| Consultant Construction Engineering/Inspection | \$25,000.00 |
| Total Construction Engineering Costs | \$340,400.00 |

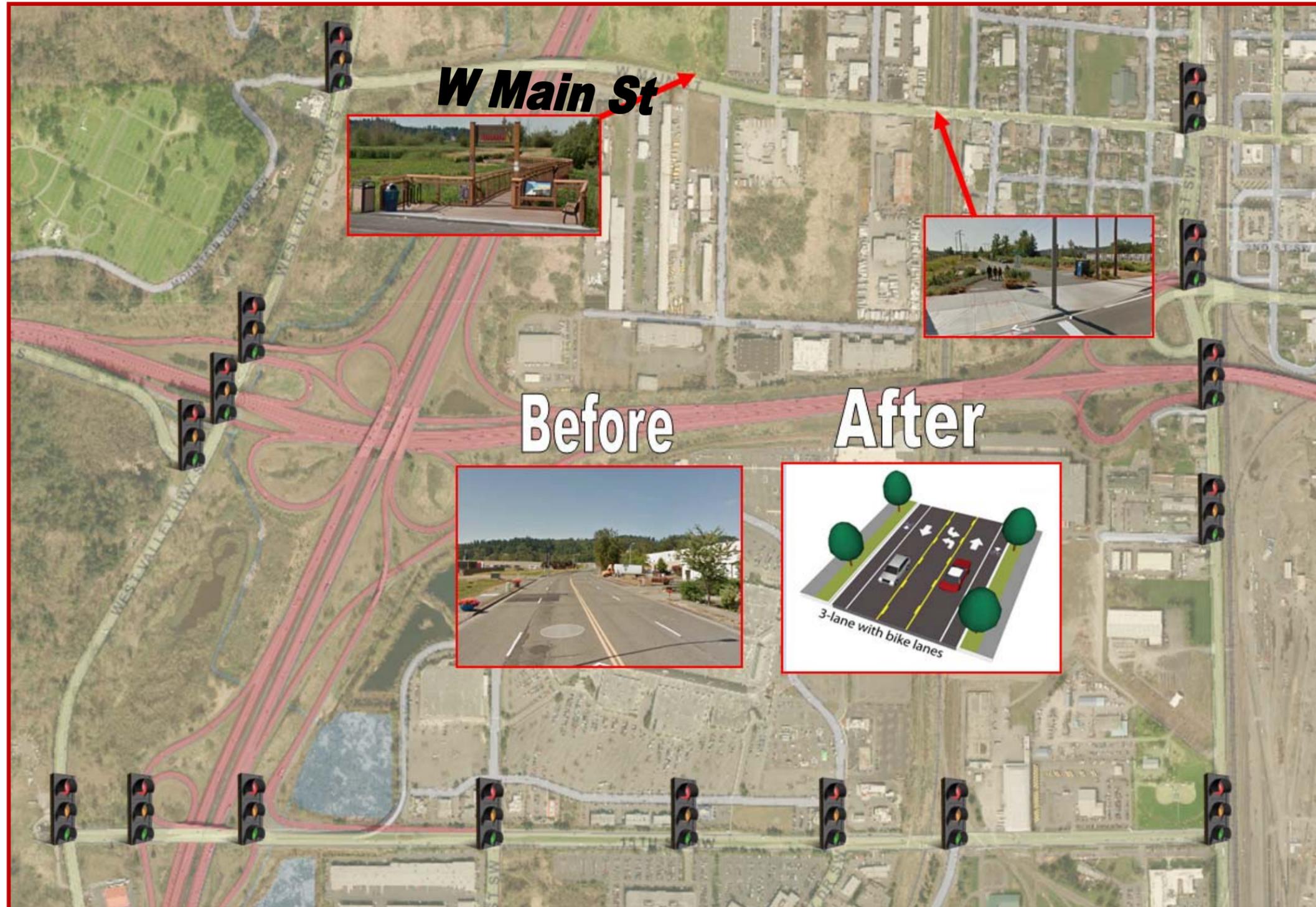
Total Construction Costs \$3,494,400.00

Total Project Costs \$4,440,400.00

West Main St Multimodal Corridor and ITS Improvements Project

Project Description

This project, adjacent to the City's Environmental Park District, will repurpose the existing W Main St corridor and construct Intelligent Transportation System (ITS) improvements to serve Auburn's designated Regional Growth Center. Roadway improvements include converting the existing four-lane road section to a three-lane section with center two-way left turn lane, new bike lanes, new sidewalks, new LED street lighting, and streetscape improvements between West Valley Highway and the Interurban Trail (3,600ft). ITS Improvements include interconnecting and coordinating traffic signals From C St NW along W Main St to W Valley Highway south to 15th St SW including two interchanges with SR-18 and one with SR-167.



West Main St Multimodal Corridor and ITS Improvements Project

