Section V.c. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Preservation Program

This application is available on the King County Department of Transportation website at:
http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.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. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014.**

Please note: the project budget spreadsheet is a required attachment available at:
http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx

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. **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 206-477-3814 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION	
1	**Project title: Union Hill Road/238th Ave NE** 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).
2	a. **Sponsoring agency:** King County, DOT, Road Services b. Co-sponsor(s) if applicable: 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. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No 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
3	**Project contact person:** Susan Oxholm Address: 201 S Jackson St.; KSC TNR 0317; Seattle, WA 98104 Phone: (206) 477-3629 Email: Susan.Oxholm@kingcounty.gov
4	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. 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. Grinding, preparation work, some spot patching and repair of 2" of hot mix asphalt overlay of 3.4 miles of NE Union Hill Road in Unincorporated King County. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? NE Union Hill Road is a major east-west corridor connecting travelers and those crossing the Snoqualmie Valley into the urban centers inside of King County's Urban Growth Boundary, directly into the City of Redmond and access to SR510. This road experiences high volumes (betweem 7,000-12,000 ADT) of traffic and is a Tier 2 roadway as designated by King County Roads - meaning that it is of the second level of priority to receive maintenance and capital project investments. The PCI on this road warrants an overlay to maintain its useful life for another seven to ten years.

5	**Project location:** NE Union Hill Road/238th Avenue NE **Answer the following questions if applicable:** a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 196th Avenue NE/NE 80th Street b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 238th Avenue NE/SR 202
6	**Map:** Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.

Preservation Project

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 $16.79 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

Roadway Characteristics

1. **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.

   ☐ PCI 70 to 100
   ☐ PCI 60 to 69
   ☐ PCI 50 to 59.
   ☒ PCI 40 to 49
   ☐ PCI 0 to 39

2. **Facility Characteristics**

Federal functional classification code (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.

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

Examples of exceptions:

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

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

Rural Functional Classifications **"Under 5,000 population"** **(Outside federal-aid urbanized and federal-aid urban areas)**	**Urban Functional Classifications** **"Over 5,000 population"** **(Inside federal-aid urbanized and federal-aid urban areas)**
☐ **00 Exception**	☐ **00 Exception**
☐ **01 Principal Arterial - Interstate**	☐ **11 Principal Arterial – Interstate**
☐ **02 Principal Arterial**	☐ **12 Principal Arterial – Expressway**
☐ **06 Minor Arterial**	☐ **14 Principal Arterial**
☐ **07 Major Collector**	☒ **16 Minor Arterial**
☐ **08 Minor Collector**	☐ **17 Collector**
☐ **09 Local Access**	☐ **19 Local Access**

Freight 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 2013.

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 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 ton in the last 60 days
☐ Not on a "Freight Route" classification

Transit/School Bus Service Characteristics: Number of daily weekday transit or school bus 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.

- ☐ ≥ 85 daily trips per weekday
- ☐ 20-84 trips per weekday
- ☐ 8-19 trips per weekday
- ☒ Less than 8 trips per weekday

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) 477-3822.

Bicycle Facilities:

- ☒ There is an existing bicycle lane on the project segment, or the project will include a new bicycle lane upon completion of the preservation project, or the arterial is designated as a bike facility in an adopted plan
- ☐ None

3. 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 , centers are defined as regional or local centers and manufacturing/industrial centers as identified in VISION 2040, or in local comprehensive plans.(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
- ☒ Within or connecting to a designated Local Center as identified in your adopted local comprehensive plan

4. 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) scores[1]. 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 based on the table on the following page.

☐ Please check if your city has updated its system wide arterial PCI information since 2010. If you would like to use this updated information to revise your jurisdictions PCI average (see Average PCI Table) send the updated system wide arterial average PCI information to Paul Takamine at paul.takamine@kingcounty.gov .

The **Average PCI Table** below shows the average PCI scores for the jurisdictions in King County, select the Systemwide Pavement Condition Index category for your jurisdiction

☒ Systemwide PCI ≥70

☐ Systemwide PCI of 65 - 69

☐ Systemwide PCI of 60 - 64

☐ Systemwide PCI of 63 – 51

☐ Systemwide PCI of 0 – 50

5. 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 22%

☐ Local match - 23% to 31%

☐ Local match - 32% to 40%

☐ Local match - 41% to 49%

☐ ≥ 50%

6. 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)

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[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.

Average PCI Table

King County PCI Scores By Jurisdiction			
Jurisdiction	2006, 2008, 2010 Average PCI	2010 PCI	
Hunts Point	91	82	Average or 2010 PCI = 70 to 100
Duvall	81	69	
Beaux Arts Village	81	82	
Kent	80	0	
Federal Way	80	77	
Sammamish	79	0	
Redmond	79	76	
Kenmore	78	78	
SeaTac	78	82	
Medina	77	72	
Bellevue	77	74	
Mercer Island	76	69	
Des Moines	74	70	
King County	74	65	
Maple Valley	73	78	
Bothell	72	71	
Clyde Hill	71	67	
Auburn	69	71	
Shoreline	69	61	
Issaquah	69	70	
Burien	69	0	Average or 2010 PCI = 50 to 69
Seattle	68	69	
Normandy Park	64	63	
Tukwila	64	67	
Algona	63	63	
Kirkland	62	62	
Renton	62	66	
Lake Forest Park	61	54	
Yarrow Point	61	62	
Black Diamond	61	56	
Covington	60	59	
Newcastle	59	59	
Woodinville	57	58	
Enumclaw	55	46	
Skykomish	37	58	
North Bend	49	48	Average or 2010 PCI = 49 or Less
Snoqualmie	47	43	
Milton	45	44	
Pacific	44	28	
Carnation	#DIV/0!	0	

- Missing data for 1 or more years
- Weighted PCI 70 - 100
- Weighted PCI 50 - 69
- Weighted PCI 0 - 49

1. Cities' Federal Functionally Classified Mileage form Transportation Data Office, Functional Class Report
2. County Data from CRAB report submissions for 2007, 2008, and 2010

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 Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

7. Financial Plan

In this section, sponsors will address questions regarding the 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. 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.

7a. Select only one funding source below, STP or CMAQ.

☒ STP

☐ CMAQ

7b. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

Phase	Amount	Estimated Year of Obligation
Construction	$1,254,526.00	2016
[select phase]		
[select phase]		

7c. Identify the project phases that will be fully completed if requested funding is obtained:

PE, CN

7d. 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 the following King County website:

http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at: http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx

Other Considerations

8. 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.

King County uses recycled pavement in its asphalt mix and would like to conduct further study into the ratio of recycled pavement shingles to new asphalt ingredients. Research is needed to better understand the durability and strength of pavements using recycled asphalt applications and particularly in regards to the development of recycled shingles in pervious applications.

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 V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	King County, DOT, Road Services
Project Title	Union Hill Road Overlay

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning			
Planning			
Planning			

Planning TOTAL: $ -

Estimated Planning Completion Date (month and year):

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	King County	Secured	$ 362,580
PE/Design			
PE/Design			

Preliminary Engineering / Design TOTAL: $ 362,580

Estimated PE/Design Completion Date (month and year): 12/1/2015

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way			
Right of Way			
Right of Way			

Right of Way TOTAL: $ -

Estimated ROW Completion Date (month and year):

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	STP/Pres./State of Good Repair	Unsecured	$ 1,254,526
Construction	King County	Secured	$ 195,794
Construction			

Construction TOTAL $ 1,450,320

Estimated Construction Completion Date (month and year): 12/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

Other TOTAL: $ -

Estimated Other Completion Date (month and year):

TOTAL Estimated Project Cost, All Phases: $ 1,812,900

Estimated Project Completion Date (month and year): 12/1/2016

* Additional information on these categories may be found at http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf.

King County – Peasley Canyon Road / Way Overlay; Union Hill Road Overlay and Woodinville Duvall Overlay Projects

Question #6 – Preservation/ State of Good Repair Funding

Susan Oxholm; Grant Administrator; Susan.Oxholm@kingcounty.gov

State-of-the-Art Structural Testing

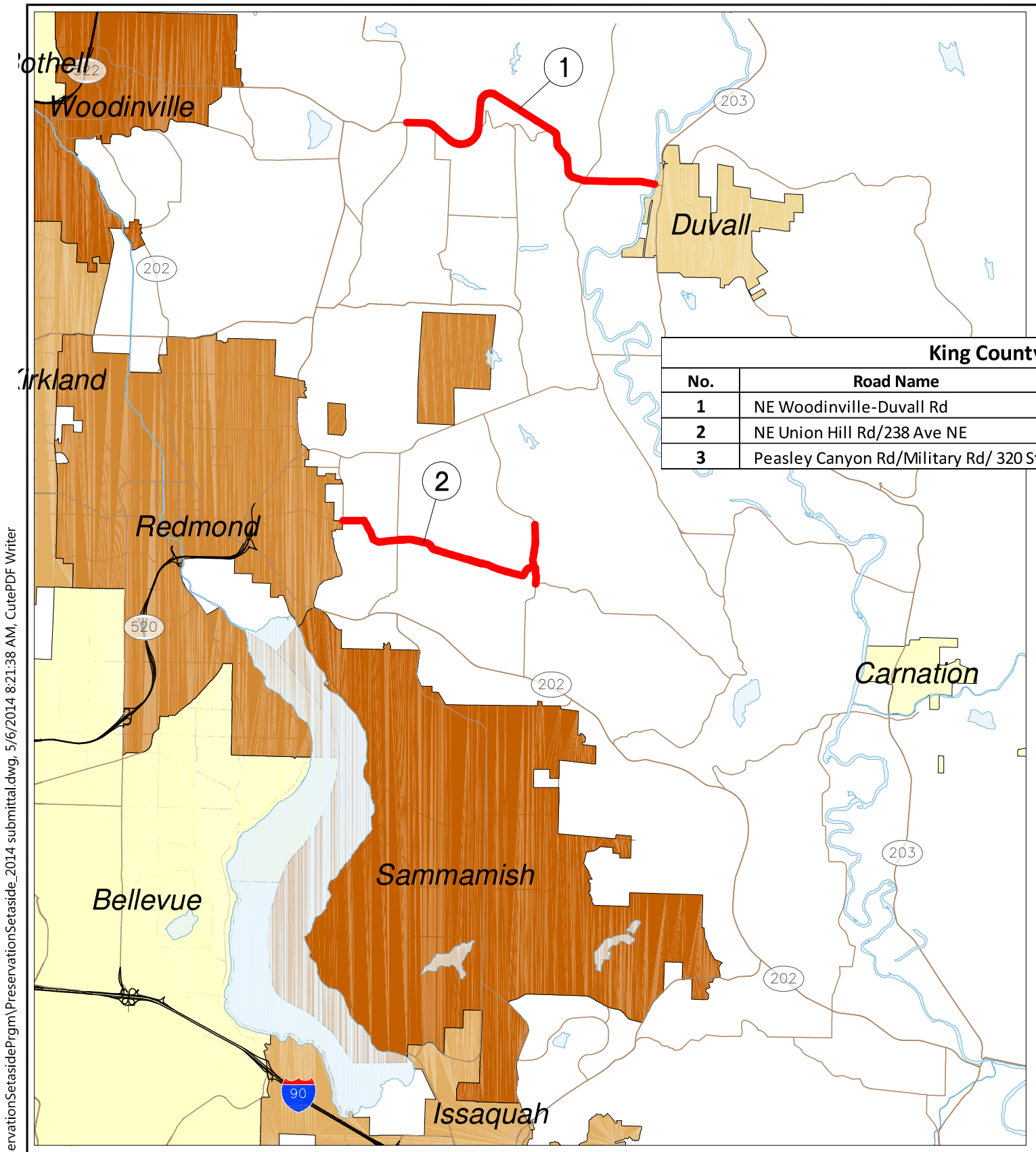
King County's pavement management program administers state-of-the art, two-phased structural testing to determine the load capacity of its roadways. This testing occurs in addition to visual inspection and offers more substantive information on the condition of the roadway sub-grade. King County has recently completed testing and data entry for its entire arterial system – approximately 463 miles – for weight, using a falling deflectometer. Information from this test was used to identify those roadways requiring additional testing, alternatives for repair, forecast needed repairs and better inform the County as to the condition of its roadway assets. Deflectometer testing and its data was used to identify the rural roadway segments selected for rural reconstruction funding.

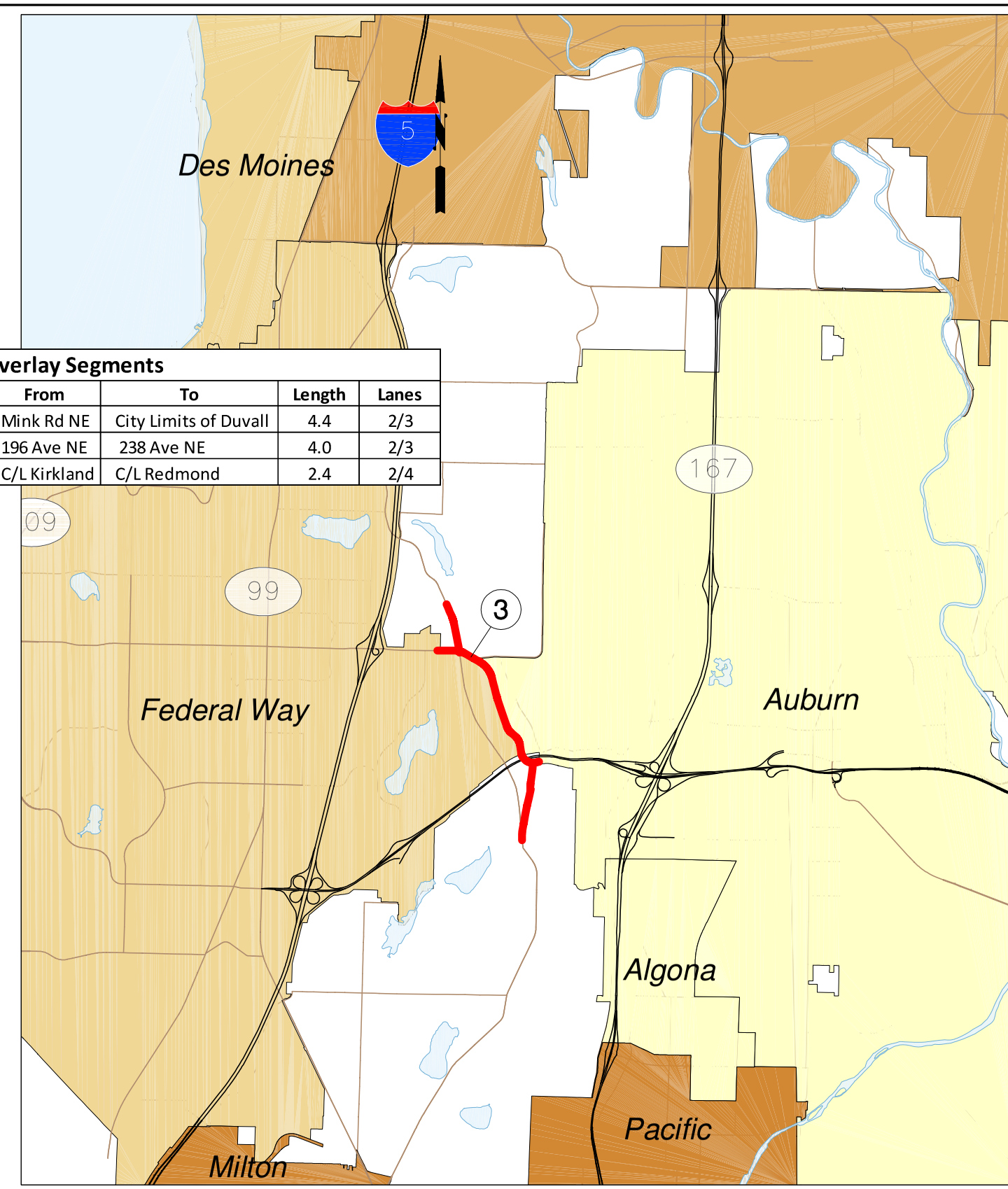
Economies of Scale

King County welcomes the inclusion of other jurisdictions to participate in its overlay program. The County and participating jurisdictions benefit significantly from lower materials costs when buying larger quantities. When other jurisdictions participate in King County's contract for overlay, it increases the total length of roadway and total quantities of materials needed to repave. The reduction in materials costs offered by materials suppliers and the contractor is an illustration of the economies of scale market principal where it is more profitable for a materials supplier to lower the price the more in quantity that is purchased. On average, King County includes between six and ten jurisdictions in its annual overlay contracts enjoying a savings between 25 and 40% on materials costs from going out to contract individually. This year other jurisdictions have already contacted King County to participate in our overlay contract and we expect even more to do the same. Recently, the state TIB required jurisdictions applying for overlay funds to partner with a larger agency administering overlay to benefit from the cost savings associated with larger materials purchases.

Asset Management Planning

King County Road Services is in the process of setting up a new asset management system that will be in place and operational by 2015. The system will become a strategic and systematic process of operating, maintaining, upgrading and expanding King County Roads' physical assets. Assets have been organized into five main categories that include, include traveled roadways, bridges, drainage facilities, traffic control devices, and roadside features. Standards of care to guide maintenance operations are being developed for each asset category. Three parameters have been identified to guide management decisions: Regulatory compliance, safety and preservation. In concert, these efforts are being undertaken to maximize the expected lifecycle of the County's facilities and to make efficient investments at the most opportune times in consideration of various engineering principals. The effort will be integrated with the County's RCAM online work order and inventory system.





King County Overlay Segments

No.	Road Name	From	To	Length	Lanes
1	NE Woodinville-Duvall Rd	Mink Rd NE	City Limits of Duvall	4.4	2/3
2	NE Union Hill Rd/238 Ave NE	196 Ave NE	238 Ave NE	4.0	2/3
3	Peasley Canyon Rd/Military Rd/ 320 St	C/L Kirkland	C/L Redmond	2.4	2/4

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice.

KC Roads Mobility database
KC Roads PMS database

KCDOT/Road Services/Traffic Design & Roadway Preservation | BY DS/KD DATE 5/5/14

LEGEND

OVERLAY SEGMENTS
HIGHWAYS / FREEWAYS
ARTERIAL ROADS

KING COUNTY DEPT. OF TRANSPORTATION
HAROLD TANIGUCHI, DIRECTOR

2014 COUNTYWIDE STATE-OF-GOOD REPAIR (OVERLAY) APPLICATIONS

King County

SHEET 1 OF 1 SHEETS

5/5/14

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