

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 West Snoqualmie Valley Rd Reconstruction

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 King County, DOT, Road Services

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 Susan Oxholm

Project Contact Phone (206) 477-3629

Project Contact Email Susan.Oxholm@kingcounty.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 grant request will match already secured state funds for the construction phase to reconstruct 1.1 miles of West Snoqualmie Valley Road from NE 80th to Ames Lake Carnation Rd NE. This is an older,

farm-to-market road serving as a major, north to south corridor in the Snoqualmie Valley of rural, unincorporated King County. This project will provide for 9 inches of base and 3 inches of asphalt overlay and includes drainage structures such as box culverts and a short span bridge. Federal funds and state funds were awarded for the PE phase. Plans, specifications and the engineers estimate are 90% complete and the NEPA and permitting processes are underway.

Project Justification, Need, or Purpose

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

Currently the roadway exhibits many areas of severe fatigue cracking in both wheel paths of both lanes. West Snoqualmie Valley road has a thin layer of asphalt (2 inches) over little base (1 inch). A ditch wash-out is beginning to undercut the pavement that will be replaced with proper drainage structures. The roadway ranks fifth on King County Road Services, rehabilitation/reconstruction priority array and is one of the primary north-to-south routes in rural Unincorporated King County, connecting travelers to major urban arterials such as Woodinville Duvall, Novelty and Union Hill Roads. Reconstruction of this roadway will preserve the rural roadway infrastructure necessary to maintain rural economy dependent agricultural and forestry concerns as well as provide rural connections to urban classified thoroughfares into the urban centers.

Project Location

Project Location

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

West Snoqualmie Valley Road

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:

NE 80th Street

Crossroad/landmark nearest to the end of the project:

Ames Lake-Carnation Road NE

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.

West Snoqualmie Valley Road is major, north to south corridor in the Snoqualmie Valley of rural, unincorporated King County. This is a King County designated, Tier 2 corridor - a backbone of roadway infrastructure - and the second highest priority roadway to receive maintenance and capital investments. It connects with many high volume roadways that run east to west, connecting to the highways and routes that link with urban centers such as Woodinville-Duvall Road, Novelty Hill Road and Union Hill Road. West Snoqualmie Valley Road also continues northward into Snohomish County.

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.

Rural Functional Classification (Population under 5,000)

Please select the appropriate rural classification.

07 Major 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.

This project appears in Roads CIP, a functional component of the King County Comprehensive Plan (project number 1026735.) Reconstruction of roadways and preservation of existing infrastructure is referenced throughout King County's Comprehensive plan and this project is fifth on Road Services rehabilitation/reconstruction priority array. King County Comprehensive Plan Policy Policy T-307c states that "Maintenance and preservation of the rural roadway system shall be emphasized in long-term planning and asset management in recognition of the fact that rural area roads and bridges will remain the county's long-term responsibility after all annexations are complete."

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)

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.

West Snoqualmie Valley Road is one of rural King County's more significant routes. It provides north to south access along the west side of the Snoqualmie Valley connecting drivers from Sammamish, and Carnation to Duvall, northward into Snohomish County, and to major east-west routes such as Woodinville Duvall, Novelty and Union Hill Roads. Originally constructed as a farm-to-market road along the Snoqualmie River, reconstruction of this roadway will preserve and maintain the roadway for drivers traveling in and through rural eastern, King County. King County estimates that almost 1 million trips occur daily on rural unincorporated King County roadways. This project preserves existing jobs/businesses in King County's rural economy including agricultural and timber concerns by maintaining existing road infrastructure to give people, goods and commercial activity transportation access for development, distribution and sales.

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.

King County has designated West Snoqualmie Valley as a Tier 2 roadway - the second highest priority for maintenance and capital investments. Reconstruction of the roadway will provide travelers with a smoother, more reliable surface upon which to travel. This will reduce emissions and allow for the continued passage of goods and commerce without detours or delays. Currently W Snoqualmie Valley is subject to frequent closures from flooding and storm event, damages. Its proximity to the river and steep slopes, makes it vulnerable to drainage related damage and in addition to its use and age is why it is in need of complete reconstruction. As a major north-south rural connector, preservation of this existing infrastructure is crucial toward maintaining connectivity and access for those traveling within, into and beyond rural King County.

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.

Reconstruction of the roadway will enable drivers to experience a smoother ride. Improvement of the many drainage features (6 culverts and a short span bridge) will improve the utility of roadway during heavy rain and storm events, making detour times shorter and thus fewer emissions associated with driving longer detoured distances.

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
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Right of Way Phase

Total Right of Way Phase Cost: \$0

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

Construction Phase

Funding Source	Funding Status	Funding Amount
CRAB	Secured	\$3,655,000
STP (R)	Reasonably Expected	\$1,400,000

Total Construction Phase Cost: \$5,055,000

Actual or estimated date of completion (month and year): March 2017

Other Phase

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: \$6,298,000

Estimated Project Completion Date (month and year): June 2017

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.

[q8hGltRL_W_Snoq_Vly_Rd_RATA_Amend_1.pdf](#)

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](#).

Washington County Road Administration Board (CRAB) has awarded \$4M to the project. PSRC, Rural STP funds has awarded \$805k total for PE for the project that has already been expended. The CRAB RATA agreement showing the award is attached. This request is for \$1.4M of federal STP, rural funds to fulfill construction and match CRAB funding for the reconstruction of this roadway.

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)?

November 2015

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.

PE is at 90%. The NEPA and Section 106 process is well underway and the permit process beginning. We expect completion of NEPA and all permits by October-November 2015.

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).

July 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

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.

[2lxxpXqn_2014_Cost_Estimates.xlsx](#)

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

-National Environmental Policy Act (NEPA) (May / June)

-State Environmental Policy Act (SEPA) (June / July)

-U.S. Army Corps of Engineers (Corps) Section 404 Permit (August / September)

-Endangered Species Act (ESA) Section 7 and Essential Fish Habitat (EFH) (June)

-Compliance with Section 106 of the National Historic Preservation Act (NHPA) (June)

-Clean Water Act Section 401 Certification (August / September)

-Coastal Zone Management Act Consistency Determination(August / September)

-National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit(August / September)

- Hydraulic Project Approval (HPA) (August / September)
- Clearing and Grading Permit (August / September)
- Shoreline Substantial Development Permit / Exemption (August / September)

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).

November 2015

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

November 2015

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.

The engineer's estimate for construction provided only illustrates costs for the contractor and contingency. Construction engineering and close out (~\$1.2M) costs must also be included.

This is a previously funded STP(R) project and a backbone of rural unincorporated King County. With state funding in hand and construction obligation eminent, it is a perfect candidate for rural funding.

File Submission

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

[eABDSHZI W Snoq Valley Rd Vicinty TIB.pdf](#)

[9r7HuVZj Typical Roadway Section.pdf](#)

[vYPhWW6w Project Map.bmp](#)

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.

STATE OF WASHINGTON - COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM
PROJECT AGREEMENT FOR CONSTRUCTION PROPOSAL

AMENDMENT NO. 1

Submitting County: King

Project Number: 1709-01

Date Approved: 04/16/2009 *RAL*

Road Number(s)	Road Name(s)	BMP(s)	EMP(s)	Segment #
96812	WEST SNOQUALMIE VALLEY RD	3.780	4.940	1

This is Amendment No. 1 to the above described Project Agreement, between the County of King, hereinafter the "County" and the State of Washington County Road Administration Board, hereinafter the "CRABoard."

WHEREAS, the COUNTY and CRABoard desire to amend the original Project Agreement to allow increase to authorized RATA funds under the conditions described in WAC 136-161-070 (1)(b).

NOW, THEREFORE, pursuant to chapter 36.79 RCW and in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof,

IT IS MUTUALLY AGREED AS FOLLOWS:

1. The following new language is added as section 7 to the Project Agreement:

Total amount of authorized RATA funds is increased to \$4,093,020.00.

2. All other terms and conditions of the original Project Agreement shall remain in full force and effect except as modified by this Amendment No. 1.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AMENDMENT No. 1 as of the PARTY's date last signed below.

COUNTY ROAD ADMINISTRATION BOARD:

By: *W. K. [Signature], PE*

Date: *5/30/13*

King COUNTY:

By: *[Signature]*
Brenda Bauer, Director
King County Roads Division

Date: *5.21.13*

ENGINEER ESTIMATE - West Snoqualmie Valley Road, Drainage and Rehabilitation Improvements - C.I.P. 1026735

PROJECT LIMITS: Ames Lake-Carnation Road N.E. to N.E. 80th Street

LENGTH: 1.15 Miles

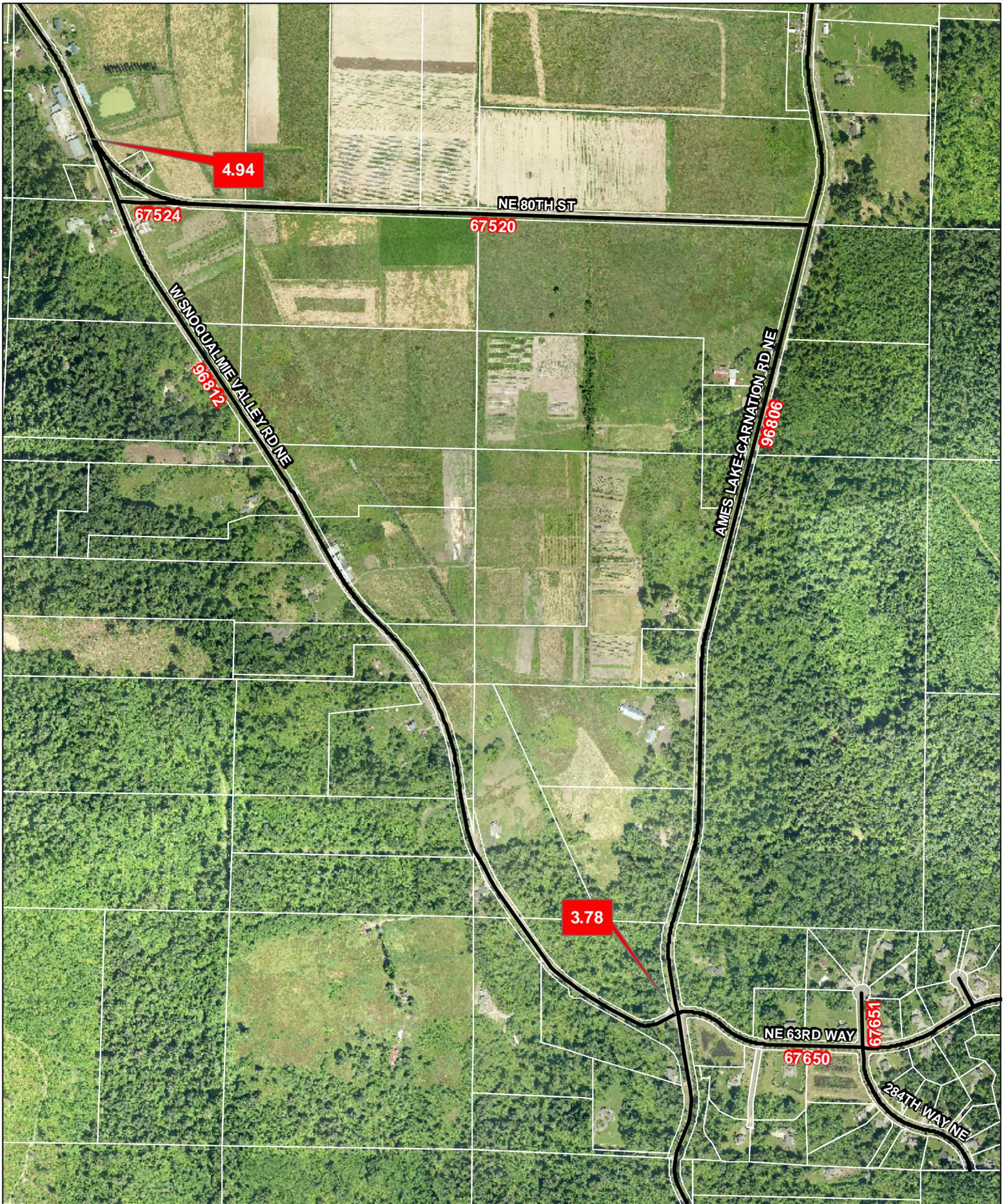
ITEM NO.	TOTAL QUANTITY	UNIT	STD. ITEM NO.	ITEM	PROJECT NUMBERS		AS-BUILT	02/10/14	
					1026435			ENGINEER'S UNIT PRICE	ENGINEER'S ESTIMATE
SECTION 1: PREPARATION									
1	LUMP SUM	L.S.	0001	MOBILIZATION	LUMP SUM				\$206,270
2	LUMP SUM	L.S.	0035	CLEARING AND GRUBBING	LUMP SUM				\$147,340
3	LUMP SUM	L.S.	0050	REMOVAL OF STRUCTURE AND OBSTRUCTION	LUMP SUM				\$73,670
4	LUMP SUM	L.S.	0071	REMOVING EXISTING BRIDGE	LUMP SUM			\$ 25,000.00	\$ 25,000
5	145	L.F.	0170	REMOVING GUARDRAIL	145			\$ 10.00	\$1,450
6	2	EACH	0182	REMOVING GUARDRAIL ANCHOR	2			\$ 300.00	\$600
SECTION 2: GRADING									
7	4,630	C.Y.	0310	ROADWAY EXCAVATION INCL. HAUL	4,630			\$ 20.00	\$92,600
8	1,860	C.Y.	0350	UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	1,860			\$ 30.00	\$55,800
9	3,000	TON	0431	GRAVEL BORROW INCL. HAUL	3,000			\$ 17.00	\$51,000
SECTION 4: DRAINAGE									
10	192	TON	1094	STREAMBED GRAVEL COBBLES	192			\$ 35.00	\$6,734
11	900	TON	-	STREAMBED BOULDER	900			\$ 40.00	\$36,000
12	120	S.Y.	-	BOULDER BANK STABILIZATION	120			\$ 200.00	\$24,000
13	3,500	TON	1086	QUARRY SPALLS	3,500			\$ 40.00	\$140,000
14	24	L.F.	1160	UNDERDRAIN PIPE 6 IN. DIAM.	24			\$ 25.00	\$600
15	10	L.F.	1170	DRAIN PIPE 6 IN. DIAM.	10			\$ 25.00	\$250
16	229	L.F.	1180	SCHEDULE A CULV. PIPE 12 IN. DIAM.	229			\$ 40.00	\$9,160
17	29	L.F.	1216	PLAIN CONC. CULV. PIPE 18 IN. DIAM.	29			\$ 50.00	\$1,450
18	211	L.F.	1217	PLAIN CONC. CULV. PIPE 24 IN. DIAM.	211			\$ 60.00	\$12,660
19	2	EACH	-	DEBRIS BARRIER 18 IN. DIAM.	2			\$ 700.00	\$1,400
20	1	EACH	-	DEBRIS BARRIER 24 IN. DIAM.	1			\$ 800.00	\$800
21	LUMP SUM	L.S.	3025	PRECAST REINF. CONC. BOX CULVERT NO. 1 - 7'H X 6'W X 38'L	LUMP SUM			\$ 30,000.00	\$30,000
22	LUMP SUM	L.S.	3025	PRECAST REINF. CONC. BOX CULVERT NO. 2 - 7'H X 10'W X 40'L	LUMP SUM			\$ 50,000.00	\$50,000
23	LUMP SUM	L.S.	3025	PRECAST REINF. CONC. BOX CULVERT NO. 3 - 5'H X 8'W X 56'L	LUMP SUM			\$ 40,000.00	\$40,000
24	LUMP SUM	L.S.	3025	PRECAST REINF. CONC. BOX CULVERT NO. 4 - 7'H X 12'W X 36'L	LUMP SUM			\$ 55,000.00	\$55,000
25	LUMP SUM	L.S.	3025	PRECAST REINF. CONC. BOX CULVERT NO. 5 - 5'H X 6'W X 32'L	LUMP SUM			\$ 20,000.00	\$20,000
26	LUMP SUM	L.S.	3025	PRECAST REINF. CONC. BOX CULVERT NO. 6 - 6'H X 6'W X 34'L	LUMP SUM			\$ 25,000.00	\$25,000
27	6	EACH	-	TEMPORARY STREAM DIVERSION	6			\$ 6,000.00	\$6,000
SECTION 5: STORM SEWER									
28	1	EACH	-	CATCH BASIN TYPE 2 48 IN. DIAM. W/ SOLID COVER	1			\$ 3,000.00	\$3,000
SECTION 8: STRUCTURE									
29	310	C.Y.	4006	STRUCTURE EXCAVATION CLASS A INCL. HAUL	310			\$ 40.00	\$12,400
30	LUMP SUM	L.S.	4013	SHORING OR EXTRA EXCAVATION CL. A INCL. HAUL	LUMP SUM			\$10,000	\$10,000
31	115	C.Y.	4025	GRAVEL BACKFILL FOR WALL	115			\$ 55.00	\$6,325
32	1,185	L.F.	4090	FURNISHING STEEL PILING (HP14x89)	1,185			\$ 60.00	\$71,100
33	20	EACH	4095	DRIVING STEEL PILE	20			\$ 1,800.00	\$36,000
34	\$10,000	EST.	-	REMOVING OBSTRUCTIONS FOR PILE DRIVING	\$10,000			\$10,000	\$10,000
35	11,145	LB.	4149	ST. REINF. BAR FOR BRIDGE	11,145			\$ 2.00	\$22,290
36	61	C.Y.	4322	CONC. CLASS 4000 FOR BRIDGE	61			\$ 800.00	\$48,800
37	LUMP SUM	L.S.	-	SUPERSTRUCTURE-BRIDGE #5009B	LUMP SUM			\$500,000	\$500,000
38	61	L.F.	-	BRIDGE RAILING	61			\$ 300.00	\$18,300
39	94	S.Y.	5656	BRIDGE APPROACH SLAB	94			\$ 900.00	\$84,600
SECTION 9: SURFACING									
40	5,080	TON	5100	CRUSHED SURFACING BASE COURSE	5,080			\$ 35.00	\$177,800
SECTION 13: CEMENT CONCRETE PAVEMENT									
41	0	C.Y.	5625	CEMENT CONC. PAVEMENT	0			\$ 100.00	\$0
SECTION N14: HOT MIX ASPHALT									
42	30	S.Y.	5711	PLANING BITUMINOUS PAVEMENT	30			\$ 30.00	\$900
43	4,540	TON	5767	HMA CL. 1/2 IN. PG 64-22	4,540			\$ 120.00	\$544,800
SECTION 17: EROSION CONTROL AND ROADSIDE RESTORATION									
44	10,620	L.F.	6373	SILT FENCE	10,620			\$ 7.50	\$79,650
45	0	C.Y.	6405	TOPSOIL TYPE A	0			\$ 50.00	\$0
46	LUMP SUM	L.S.	6416	SEEDING, FERTILIZING, AND MULCHING	LUMP SUM			\$ 2,000.00	\$2,000
47	0	C.Y.	6447	MEDIUM COMPOST	0			\$ 40.00	\$0
48	590	S.Y.	6455	BIODEGRADABLE EROSION CONTROL BLANKET	590			\$ 7.50	\$4,425
49	3	EACH	6471	INLET PROTECTION	3			\$ 100.00	\$300
50	1,200	L.F.	6479	STRAW WATTLE	1,200			\$ 10.00	\$12,000
51	\$10,000	DOLL.	6490	EROSION/WATER POLLUTION CONTROL	10,000			\$ 10,000.00	\$10,000
52	0	S.Y.	6583	STRAW MULCH	0			\$ 2.00	\$0
53	0	C.Y.	6580	BARK MULCH	0			\$ 40.00	\$0
SECTION 18: TRAFFIC									
54	8	EACH	6745	BOX CULVERT GUARDRAIL STEEL POST TYPE 1	8			\$ 1,000.00	\$8,000
55	35	EACH	6750	BEAM GUARDRAIL POST	35			\$ 40.00	\$1,400
56	2	EACH	-	BEAM GUARDRAIL STEEL POST	2			\$ 40.00	\$80
57	28	EACH	6755	BEAM GUARDRAIL BLOCK	28			\$ 15.00	\$420
58	50	EACH	6760	BEAM GUARDRAIL TRANSITION SECTION TYPE 4	50			\$ 4,000.00	\$200,000
59	125	L.F.	6733	BEAM GUARDRAIL BURIED TERMINAL TYPE 1	125			\$ 50.00	\$6,250
60	2	EACH	-	BEAM GUARDRAIL ANCHOR TYPE 2	2			\$ 4,000.00	\$8,000
61	513	L.F.	6780	REMOVING AND RESETTING BEAM GUARDRAIL	513			\$ 30.00	\$15,390
62	16,580	L.F.	6806	PAINT LINE	16,580			\$ 0.50	\$8,290
63	22	L.F.	6859	PLASTIC STOP LINE	22			\$ 15.00	\$330
64	LUMP SUM	L.S.	6971	PROJECT TEMPORARY TRAFFIC CONTROL	LUMP SUM			\$ 80,000.00	\$80,000
65	LUMP SUM	L.S.	-	DETOUR SIGNING	LUMP SUM			\$ 20,000.00	\$20,000
SECTION 19: OTHER ITEMS									
66	2,850	C.Y.	7006	STRUCTURE EXCAVATION CLASS B INCL. HAUL	2,850			\$ 30.00	\$85,500
67	940	S.F.	7008	SHORING OR EXTRA EXCAV. CL. B	940			\$ 6.00	\$5,640
68	190	C.Y.	7011	GRAVEL BACKFILL FOR FOUNDATION CLASS A	190			\$ 45.00	\$8,550
69	220	C.Y.	-	GRAVEL BACKFILL FOR TRENCH	220			\$ 25.00	\$5,500
70	2	C.Y.	7014	GRAVEL BACKFILL FOR DRAIN	2			\$ 35.00	\$70
74	100	M. GAL	7018	WATER	100			\$ 100.00	\$10,000
71	24	L.F.	7088	COATED CHAIN LINK FENCE TYPE 4	24			\$ 15.00	\$360
72	110	S.F.	-	ROCK FACING	110			\$ 30.00	\$3,300
73	1	EACH	9605	CONNECTION TO DRAINAGE STRUCTURE	1			\$ 1,000.00	\$1,000
75	\$6,000	EST.	7480	ROADSIDE CLEANUP	6,000			\$ 6,000.00	\$6,000
78	LUMP SUM	L.S.	7736	SPCC PLAN	LUMP SUM			\$ 1,000.00	\$1,000
76	18,060	S.Y.	7530	CONSTRUCTION GEOTEXTILE FOR SOIL SEPARATION	18,060			\$ 5.00	\$90,300
77	1,930	S.Y.	7552	CONSTRUCTION GEOTEXTILE FOR SOIL STABILIZATION	1,930			\$ 5.00	\$9,650
79	7	EACH	-	MAILBOX RELOCATION	7			\$ 200.00	\$1,400

\$ 3,373,904.00

10% CONTINGENCY

\$ 337,390.40

\$ 3,711,294.40



West Snoqualmie Valley Road NE

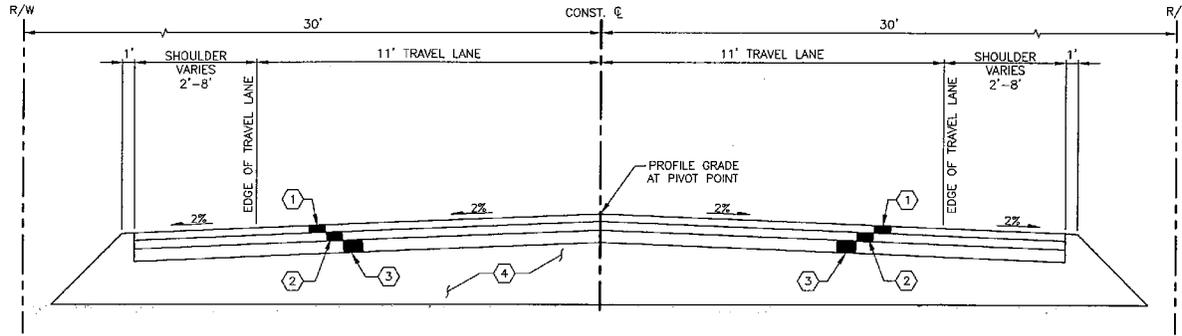
Vicinity Map w/Mileposts



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WEST SNOQUALMIE VALLEY RD

ROADWAY SECTION NOTES

- ① HMA CLASS 1/2" PG 64-22 (WEARING COURSE)
- ② HMA CLASS 1" PG 64-22 (LEVELING COURSE)
- ③ 0.50 FT. MIN. COMPACTED DEPTH CRUSHED SURFACING BASE COURSE (CSBC)
- ④ GRAVEL BORROW



CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

SURVEY JOB NO:				
CHECKED:				
CAD ENTERED:				
DESIGNED:				
CHECKED:				
SUPERVISOR:				
	NUM.	REVISION	BY	DATE

FED. AID No. -- --
PROJECT No. 200311
SURVEY No. -- --
CONTRACT No. -- --
MAINTENANCE DIVISION No. -- --

KING COUNTY DEPT. OF TRANSPORTATION
HAROLD TANIGUCHI, DIRECTOR
WEST SNOQUALMIE VALLEY RD
ROADWAY SECTION



SHEET --
OF --
SHEETS --

- (-)

