

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

Fisher Ave Hawk Signal

Transportation 2040 ID#

N/A (Pedestrian facility with existing ROW)

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 Snoqualmie

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?

WS DOT NW Region

Contact Information

Project Contact Name

Dan Marcinko

Project Contact Phone

425-888-1555

Project Contact Email

DMarcinko@ci.snoqualmie.wa.us

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.

Installation of a pedestrian-activated crossing signal at the Fisher Ave SE and Snoqualmie Parkway intersection, and one crosswalk extending across the Snoqualmie Parkway.

Project Justification, Need, or Purpose

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

Snoqualmie Parkway is a 4-lane main arterial with approximately 8,500 ADT in this road segment and a 40 mph posted speed; despite enforcement, speeds regularly approach 50 mph. The nearest signalized pedestrian crossings are 2,900 feet (0.55 miles) to the west and 3,800 feet (0.72 miles) to the east. At the Fisher/Parkway intersection, with left turn lanes, median and shoulders, the crossing length is over 100 feet, without means to alert drivers to stop for crossing pedestrians. The project will install a pedestrian-activated light and crosswalk to allow for safe pedestrian crossing.

Project Location

Project Location

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

Fisher Ave SE & Snoqualmie Parkway

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:

Fisher Ave SE & Snoqualmie Parkway

Crossroad/landmark nearest to the end of the project:

Fisher Ave SE & Snoqualmie Parkway

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.

This project will help the Local Center of the Snoqualmie Ridge Business Park, as identified in the Economic Development Element draft of the Snoqualmie Comprehensive Plan Update currently in

progress, Snoqualmie 2032. The proposed pedestrian-crossing light is 0.8 miles from the main parkway intersection, and will allow residents and employees to enjoy walking in the area with increased safety.

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.

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

Please select the appropriate urban classification.

14 Principal Arterial

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 current Snoqualmie Vicinity Comprehensive Plan lists a Fisher Creek Traffic signal in Element 6. Transportation, Section F. Transportation System Improvements, Table 6.7 2022 Transportation Facility plan, page 6-31. Staff has determined that while the intersection does not meet a signal warrant, the pedestrian signal component is still required for completion.

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.

Regional or Locally Designated Center

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.

The Snoqualmie Ridge infrastructure has a primary feature of pedestrian support, with all neighborhood streets featuring sidewalks or separated paths, as well as a network of over 20 miles of trails. Pedestrian accessibility in this area provides at least two vital functions: firstly, allowing Business Park employees to

access the local retail center and to recreate using the pedestrian amenity system, which assists in business/job attraction; and secondly supporting live/work balance, allowing local center employees to live in the city and walk to work. The intersection not only provides a pedestrian crossing in a one-mile stretch that currently lacks it, but also provides access next to a Neighborhood Park supporting area children, residents and employees. Fisher Creek Community Park is a strong local amenity, featuring a full-size basketball court, climbing wall, dirtbike course, restrooms, and a trail connection to the Snoqualmie Ridge Trail system. The Ridge Business Park has suggested industry clusters featuring high tech/creative workforce employees, including Medical Devices, Clean Tech, Aerospace and Information Technology, with employee bases that emphasize quality-of-life amenities near workplaces. Providing safe crossings across the primary area arterial to local amenities within one mile of the Center will help provide safe connections that support these area goals while aligning with Comprehensive Plan policy.

Applicable policies in the current Transportation element include:

"6.B.4 Encourage the connection of the streets when considering subdivision or street improvement proposals while minimizing the use of cul-de-sacs, dead-end streets and other design features that will reduce circulation options between neighborhoods." (page 6-2)

"6.F.3.1 Promote pedestrian and bicycle networks that safely connect residential neighborhoods, commercial areas, schools, transit routes, parks and other destinations within the City." (page 6-27)

In the Community Character and Design Element:

"2.B.2 Ensure that new development is integrated with the existing community through such methods as pedestrian orientation and circulation, transportation, site planning and design, public facilities and other means to maintain and create physical and social linkages." (page 2-2)

"2.I.1.8 Establish a network of safe and attractive pedestrian and bicycle linkages between commercial and residential areas and other nearby destinations." (page 2-42)

The 2012 Open Space, Parks and Recreation Plan (adopted by reference) also shows supporting policies:

"9.B.1.15 Integrate trails as alternative transportation routes, connecting them to transit stops, on-street bike lanes, and sidewalk access points to create a comprehensive network of non-motorized transportation throughout Snoqualmie and the region." (page 2)

"9.B.1.5 Develop trail systems (pedestrian, equestrian and bicycle) to connect open spaces, parks, trails, recreation facilities, neighborhoods, employment areas, shopping areas, schools and other public spaces and facilities with specific attention to regional trail connections." (page 3)

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.

The proposed pedestrian-activated crossing light project addresses the issue of modal conflict, where pedestrian activity may cross significant auto, freight, and heavy construction traffic. Projected benefiting user groups include children and students, residents, employees and populations with affected mobility ranges, including seniors and people with disabilities. Per Executive Order 12898, the low-income Habitat for Humanity development 1,600 feet east of the project would also benefit from the crossing signal, as residents of that area also currently lack pedestrian-activated signal to cross Snoqualmie Parkway.

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.

The project supplies a pedestrian-activated crossing across a main arterial, in a road segment that does not have an equivalent crossing for over one mile of arterial length. The project provides a safe connection within one mile of the local Ridge Business park area, while also allowing better access to Fisher Creek Community Park, one of the four major community parks in the City. The project supports walkability through increased safety, and provides a safe place for bicyclists to walk their bikes across the arterial if needed. The project also supports bus and school transit by increasing safe access to transit stops in both directions, including Metro Buses 208 and 215 (215 expected to continue operating despite current Metro projected route cuts). In addition, Snoqualmie Valley School District bus route 40 picks up and drops off elementary, middle, and high school students at Fisher & Snoqualmie Parkway.

The project does not have a parking component.

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.

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.

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 crosswalk that will accompany the pedestrian-activated signal will be approximately 110-120 feet in length, and provide connections to the sidewalk system, local trails, and specifically the Snoqualmie Parkway Trail extending approximately 5 miles on both sides of the Parkway. The connectivity will benefit Metro bus routes 208, 215 (215 expected to continue operating despite current projected route cuts) and School District bus route 40, which all have a stop/pick up at Fisher & Snoqualmie. Based on the 2010 Business Relicensing survey and recent business additions, there are 1,810 jobs in the Snoqualmie Ridge Business Park 0.8 miles from this intersection. Business Park employees walking to use Fisher Creek Community Park amenities would be able to cross the street at the Fisher Ave SE/Snoqualmie Parkway and stop in the retail area off SE Center St on their return trip; no trip replacement is estimated from employees seeking recreation/exercise at the park would likely already walk there.

There are 92 houses in the Woody Creek neighborhood south of Snoqualmie Parkway, and 142 houses north of the parkway directly adjacent to this intersection. Using the 2010 US Census city average household size of 3.01, an estimated 704 residents would directly benefit from the pedestrian crosswalk; 35% of the city is under age 19 per the US Census, which when applied to this estimated total served project population, indicates a possible 246 persons under age 19 who would be provided safe access to the Community Park.

A citizen independently started a petition to install a pedestrian-activated crossing signal at this intersection; she has reported a collection of 200 signatures supporting the pedestrian-activated light improvement from the Woody Creek, Ironwood and surrounding neighborhoods in favor. Assuming 5% of indicated project households would walk rather than drive to the park or to other area amenities from alleviated safety concerns on a weekly basis, it would indicate approximately 600 vehicle trips replaced in the course of a year.

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	\$ 25,000
Construction	2015	\$ 175,000

Total PSRC Funding Request:

\$ 200,000

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 unsecure. **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
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N/A

Total Planning Phase Cost:

\$ 0

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

-

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
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FHWA/PSRC STP Application	Unsecured	\$ 25,000
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Total Preliminary Engineering/Design Phase Cost:

\$ 25000

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

5/2015

Right of Way Phase

Funding Source	Funding Status	Funding Amount
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N/A

Total Right of Way Phase Cost:

\$0

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

-

Construction Phase

Funding Source	Funding Status	Funding Amount
FHWA/PSRC STP Application	Unsecured	\$ 175,000
Developer Mitigation Funds	Secured	\$ 157,000

Total Construction Phase Cost:

\$ 332,000

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

11/2015

Other Phase

Funding Source	Funding Status	Funding Amount
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Total Other Phase Cost:

\$ 0

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

August, 2015

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:

\$ 357,000

Estimated Project Completion Date (month and year):

11/2015

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.

[yMzXISwa Fund310 2014 3 printout.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](#).

The attached file is a printout of the Transportation Improvement Fund highlighting the history of the Fisher Ave Signal Mitigation funds associated with the Snoqualmie Ridge Development. The City was originally provided approximately \$204,000 in mitigation funding. The City expended funding preliminarily for a full traffic signal design, survey, and engineering support. Present design funds will modify previous engineering designs for a hawk or pedestrian-activated light funding, and pay for NEPA/permitting, which have not yet been completed.

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)?

5/2015

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.

No other design milestones are anticipated; design anticipates a few months from award announcement to transition design to a pedestrian-activated signal, complete environmental and other permitting, and complete associated PE/Design phase grant paperwork.

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).

05/2015

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.

[AiuS3dZE_FisherAve_Signal_PageCorrection.pdf.pdf](#)

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

NEPA documentation is projected. The project is anticipating completing all permitting before or by 05/2011.

Note: project costs in the engineering estimate have been increased to account for permitting costs (not previously incorporated), and increased 2015 bid cost projections.

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).

05/2015

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

06/2015

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.

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File Submission

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

[15POkj0c_PedestrianLightGrantMap.pdf](#)

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.



King County

Road Services Division
Department of Transportation
MS KSC-TR-0913
201 South Jackson Street
Seattle, WA 98104

Discretionary Request SQ-035 Form B – Detailed Cost Estimate and Scope of Work

Snoqualmie Parkway @ Fisher Avenue – HAWK Flasher System

The cost estimate included herein for a HAWK Flasher System at Snoqualmie Parkway based on the following assumptions:

- The City has conducted a pedestrian study in keeping with Section 4F.01 of the *Manual on Uniform Traffic Control Devices* (MUTCD). The minimum threshold established for Pedestrian Hybrid Beacons is 20 pedestrians per hour during the peak period.
- The City prefers installation of the HAWK system at the intersection, even though the MUTCD offers guidance that the system “should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs.”
- The cost estimate assumes the City prefers the use of decorative poles similar to other signalized intersections along Snoqualmie Pkwy. [The decorative poles are very nearly twice the standard mast arm poles. If the preference is to use standard steel poles, subtract \$10,600.]
- The plans & specifications completed in November 2010 for a traffic signalization system at the subject intersection will be used as the base for design of the HAWK Flasher System. The revised design will include all the same work, except the signal system will be replaced with the HAWK flasher system and striping will be modified slightly.
- The geotechnical information for pole foundations will be derived from the prior study at the intersection and the City will use the prior environmental documentation as a basis for the HAWK Flasher System scope.

Proposed Plan Sheets

The following are the modifications to the September 2010 plan sheets:

Sheets 1-7: Cover Page, Summary of Quantities, Legend, Existing Utilities, Pavement Overlay, Pavement Cross-Sections and Temporary Erosion & Sediment Control – Make very minor changes required to denote changes to sheet numbers, index of drawings, and add items to legend to denote the HAWK flasher system components.

Sheets 8-16: Channelization Plan, Signing Plan, and Traffic Signalization Plans – Rework sheets to show the new stop bar locations, pole locations, wiring, and details for the HAWK Flasher System; reduce number of sheets as appropriate for complete plan set.

Design Work Estimate

Work Tasks with Associated Hours and Costs

1. Kick-off meeting (Sugui, Mahmoud, Mott, Sawhill) - 3 hrs/pp		\$ 1,386
2. 90% PS&E Design		\$ 4,042
• Sheet 1: Cover Page (1 hour)	\$ 115	
• Sheet 2: Legend/Quantities (2 hours)	\$ 231	
• Sheet 3: Channelization/Ramps (4 hours)	\$ 462	
And Signing (4 hours)	\$ 462	
• Sheet 4: Flasher & TESC Plans (12 hours)	\$ 1,386	
• Sheets 5 & 6: Wiring/Details (12 hours)	\$ 1,386	
3. 90% Specifications (if advertising) (12 hours)	\$ 1,502	\$ 1,502
4. Meeting with City re: 90% Comments – Mott & 1 other		\$ 693
5. 100% Design (16 hours)		\$ 1,848
6. 100% Specifications (if advertising) (14 hours)		\$ 1,480
7. Meeting with City re: 100% Comments – Mott & 1 Other		\$ 693
8. Mylars & P.E. Signatures (7 hours)		\$ 833

Design Estimate: \$ 12,477

Anticipated Schedule for Design Work Effort

The following schedule is based on the current workload of design staff who will be involved in the project as of Wednesday, May 25, 2011. An actual schedule for design will be based on when the City approves the project and on the workload of design staff at the time of approval by the City to proceed. A revised schedule will be provided to the City after approval of the Form B.

<u>Step</u>	<u>Anticipated Completion Date</u>
90% Plans & Specifications to City for Review:	on or before June 8, 2011
City Review and Meeting:	on or before June 17, 2011
100% Plans & Specifications to City for Review:	on or before July 1, 2011
City Review and Meeting:	on or before July 13, 2011
Mylar & Specification Package to City:	on or before July 22, 2011

Contract Administration & Construction Activities by County Forces

Attached is a detailed estimate for the various tasks associated with contract administration, inspections, specifications, materials testing, survey staking, electrical inspection and system

Fisher Ave HAWK

turn-on and signing. It is estimated that work completed during the construction phase will be approximately \$46,220.

Anticipated Schedule for Construction

The following schedule is based on the current workload of staff who will be involved in the construction phase and the design schedule cited previously in this document, as of Wednesday, May 25, 2011. Similar to the design schedule, the construction schedule will be based on when the City approves the Form B and will be revised accordingly.

<u>Step</u>	<u>Anticipated Completion Date</u>
Contract Preparation and Advertising	on or before September 30, 2011
Bid Opening/Evaluation/Award & Pre Construction Conf.	on or before October 31, 2011
Material Review, Site Prep & Overlay	on or before November 30, 2011
Construction of HAWK Flasher System & All Other	on or before December 31, 2011
Turn-on, Final Quantities	on or before January 31, 2012
<u>Contract Closeout</u>	<u>on or before March 31, 2012</u>

Overall Design and Build Cost

Design	\$ 12,477
Construction Contract	\$ 183,180
10% Contingency.....	\$ 18,318
Contract Admin/Inspection, etc....	<u>\$ 46,220</u>
Estimated Total	\$ 260,195

SQ-035 SE Snoqualmie Pkwy & Fisher Avenue SE
Summary of Quantities
HAWK Flasher System Preliminary Construction Estimate

No.	Std Item No.	Item	Quantity	Unit	Unit Cost	Total Project
Preparation						
1	0001	Mobilization	L.S.	L.S.		\$12,212
2	0050	Removal of Structure and Obstruction	L.S.	L.S.		\$8,141
Asphalt Concrete Pavement						
3	5711	Planing Bituminous Pavement	2,360	S.Y.	\$15.00	\$35,400
4	5767	H.M.A. Cl. 1/2 Inch PG 64-22	145	Tons	\$125.00	\$18,125
Erosion Control and Landscape						
5	6470	Street Cleaning	20	Hour	\$35.00	\$700
6	6471	Inlet Protection	2	Each	\$110.00	\$220
7	6490	Erosion/Water Pollution Control	5,000	Doll.	\$5,000.00	\$5,000
Traffic						
8	6806	Paint Line	2,400	L.F.	\$1.50	\$3,600
9	6818	Plastic Wide Line	205	L.F.	\$10.00	\$2,050
10	6857	Plastic Crosswalk Line	710	S.F.	\$3.00	\$2,130
11	6859	Plastic Stop Line	155	L.F.	\$12.00	\$1,860
12	6888	Temporary Pavement Marking	2,605	L.F.	\$2.00	\$5,210
13	6971	Project Temporary Traffic Control	L.S.	L.S.	\$10,000.00	\$10,000
Other						
14	7018	Water	10	M Gal	\$75.00	\$750
15	6705	Detectable Warning Surface Tiles	24	S.F.	\$28.00	\$672
16	7055	Cement Concrete sidewalk	3	S.Y.	\$70.00	\$210
17	7380	Adjust Monument Case & Cover	1	Each	\$500.00	\$500
18	7728	Minor Change	5,000	Doll.	\$5,000.00	\$5,000
19	7736	SPCC	L.S.	L.S.	\$2,000.00	\$2,000
20		HAWK Flasher System Complete*	L.S.	L.S.	\$69,400.00	\$69,400
		Sub-total (item #3 to item #21)				\$162,827
		Mobilization (7.5%)			\$12,212.03	\$12,212
		Removal of Structure and Obstruction (5%)			\$8,141.35	\$8,141
Construction Contract Total						\$183,180
Contract Admin., Materials Rvw, Survey Staking, Inspection, Turn-On & Signing						\$46,220
Construction Management \$						8,099
Inspection \$						19,222
Specifications \$						3,666
Contract Administration \$						6,263
Materials Provided by County to Contractor *						\$ -
Materials Testing \$						1,901
Environmental Documentation \$						-
Survey Staking \$						1,735
Electrical Inspection, System Testing & Turn-On \$						3,579
Signing (Including LED St Name signs) \$						1,755
Contingency 10%						\$18,318
TOTAL FOR CONSTRUCTION PHASE >>>>>						\$247,718

Hawk Flasher System includes Hybrid Beacon Controller, SIMA license, power package, 4 Beacons, 2 count-down pedestrian heads, 2 Polara Bulldog buttons, all mastarm signing ("Crosswalk"), mounting brackets, cables and two-year warranty. Poles assumed to be decorative match existing signal poles along Snoqualmie Pkwy

Final Cost Estimate
Prepared by: L.Mott
Date: 5/26/2011

**SQ-035: Snoqualmie Pkwy at Fisher Ave HAWK Flasher System
Preliminary Cost Estimate of Construction Activities by County Forces**

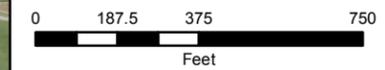
DESCRIPTION OF MAJOR WORK	2011												2012					Subtotals by ACTIVITY	Comments
	Contract Prep & Adv.	Award & Precon	Mill Pkwy, Site Prep & Overlay	HAWK Flasher Build	TOTAL HOURS	REG	OT	TOTAL COST	Turn-On, Final Quan.	FEB	MAR	Contract Closeout	TOTAL HOURS	REG	OT	TOTAL COST			
	AUG & SEPT	OCT	NOV	DEC					JAN										
CONSTRUCTION MANAGEMENT																			
Managing Engineer	2.00	4.00	4.00	5.00	1.00	2.00	\$136.49	\$ 272.98	0.50	0.50	0.50	1.50	\$136.49	\$136.49		\$ 204.74	\$ 8,098.71		
Engineer IV	2.00	4.00	4.00	5.00	1.00	2.00	\$121.23	\$ 1,818.45	6.00	4.00	4.00	10.00	\$121.23	\$121.23		\$ 1,212.30			
Resident Engineer	2.00	8.00	16.00	14.00	40.00	40.00	\$95.63	\$ 3,823.20	8.00			8.00	\$95.63	\$95.63		\$ 765.04			
INSPECTION																			
E-2	2.00	4.00	80.00	80.00	166.00	166.00	\$95.63	\$ 15,874.58	20.00			20.00	\$95.63	\$95.63		\$ 1,912.60	\$ 10,221.63		
OT								\$ 143.45					0.00	\$143.45	\$143.45		\$ -		
OPERATIONS																			
Supervising Engineer	12.00	4.00				16.00	\$121.23	\$ 1,893.98					0.00	\$121.23	\$121.23		\$ -	\$ 3,696.48	
Engineer I	20.00	4.00				24.00	\$71.95	\$ 1,725.80					0.00	\$71.95	\$71.95		\$ -		
CONTRACT ADMIN																			
Documentation Engineer	8.00	8.00	8.00	8.00	8.00	24.00	\$76.88	\$ 1,894.32	4.00	2.00	2.00	6.00	\$57.88	\$57.88		\$ 461.44	\$ 6,262.64		
Engineer Tech				6.03	6.03	6.03	\$84.94	\$ 509.64	4.00	4.00	4.00	10.00	\$84.94	\$84.94		\$ 849.40			
Engineer Tech	16.00	16.00	10.00	10.00	36.00	36.00	\$84.94	\$ 3,057.84				0.00	\$84.94	\$84.94		\$ -			
MATERIAL TESTING																			
Engineer III		1.00	3.00	1.00	5.00	5.00	\$107.68	\$ 539.40	2.00			2.00	\$107.68	\$107.68		\$ 215.36	\$ 1,901.32		
Engineer II			6.00	6.03	12.00	12.00	\$95.63	\$ 1,147.56				0.00	\$95.63	\$95.63		\$ -			
ENVIRONMENTAL																			
Engineer III						0.00		\$ -					0.00				\$ -		
SURVEY & UTILITY																			
Engineer II			8.00		8.00	8.00	\$121.23	\$ 969.84					0.00	\$121.23	\$121.23		\$ -	\$ 1,794.88	
Engineer I			8.00		8.00	8.00	\$95.63	\$ 765.04					0.00	\$95.63	\$95.63		\$ -		
ELC Inspection System Testing & Turn-On																			
Signal Supervisor			4.00	8.00	12.00	12.00	\$107.68	\$ 1,292.16	6.00			6.00	\$107.68	\$107.68		\$ 661.44	\$ 3,578.72		
Signal Technician				8.00	8.00	8.00	\$88.07	\$ 712.56	8.00			8.00	\$88.07	\$88.07		\$ 712.56			
ADVANCE WARNING SIGNS																			
Sign Manufacturer/Installation				4.00	4.00	4.00	\$69.51	\$ 278.04	4.00			4.00	\$69.51	\$69.51		\$ 278.04	\$ 1,756.08		
Material																	\$ 1,200.00		
TOTAL HOURS						396.00	2011 LABOR >	\$37,547.54					79.50	2012 LABOR >	\$8,672.92			\$46,220	
HAWK TOTAL																			

City of Snoqualmie Fisher Ave SE Pedestrian Light Grant Map

Legend

Trails

May 7th, 2014



All users of the data shall be advised that the map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. THIS IS NOT A SURVEY. The City of Snoqualmie assumes no liability for variations ascertained by an actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The City makes no warranty of fitness for a particular purpose. This disclaimer shall be present on all paper map products and shall be included in the terms of use for this data in a web or software system.

