

Use the <TAB> or ←↓↑→ Keys to move between fields  
Do NOT type commas, hyphens, or dashes when entering dollars



# 2019 Urban Funding Application

for Urban Arterial Program (UAP)



Mail **ONE** signed application and required attachments to the TIB Office postmarked no later than **August 16, 2019**.

The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901

After mailing a hard copy, please email a copy of this workbook to Greg Armstrong at GregA@tib.wa.gov

For assistance contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via email at GregA@tib.wa.gov

Agency Name	<u>MOUNTLAKE TERRACE</u>	Legislative District(s)	<u>32</u>
Arterial Name	<u>66th Ave W</u>	Congressional District(s)	<u>2</u>
Project Limits	<u>220th St SW to northern City Limits</u>		<a href="#">Find Districts</a>
Length in Miles	<u>0.36 miles</u>	Average Daily Traffic (ADT)	<u>14,000</u>
		Speed Limit	<u>30 MPH</u>
Functional Class	<u>Urban Collector</u>	Federal Route	<u>2515</u>
Agency Contact	<u>Jesse Birchman</u>	Phone Number	<u>425-744-6275</u>
Email Address	<u>jbirchman@mltwa.gov</u>		

## PROJECT INFORMATION

**Fill out this section before continuing the rest of the application.**

Enter Requested Total TIB Funds	<u>\$2,353,000</u>
Project Type	<u>Reconstruction</u>
Is this project an intersection only?	<u>NO</u>
Is this project construction ready?	<u>NO</u>
Does the project support a specific commercial development site?	<u>NO</u>
Is this a National Highway System (NHS) Route?	<u>NO</u>

Enter completed or target dates	Date
Start Design Engineering	<u>May 2020</u>
Environmental Documentation Complete & Permits Approved	<u>May 2021</u>
Right of Way Acquisition Complete	<u>May 2021</u>
PS&E Complete	<u>May 2021</u>
Contract Advertisement	<u>Jun 2021</u>
Contract Completion	<u>Dec 2021</u>

# PROJECT FUNDING

Are TIB funds distributed proportionally through the project phases? NO

Max TIB Ratio **80.0%**

**Enter justification for the disproportional TIB Fund Distribution in the cell below:**

Enter the Total Project Costs to the nearest dollar in cells F39 to F43  
 If TIB Fund Distribution is unbalanced, enter TIB funds in cells G39 to G43

	Phase	Total Cost	TIB Funds	Local Funds
Design Phase	Design Engineering	698,000	469,928	228,072
	Right of Way			
Construction Phase	Construction Engineering	444,000	298,921	145,079
	Construction Other			
	Construction Contract	2,353,000	1,584,151	768,849
<b>TOTAL</b>		<b>3,495,000</b>	<b>2,353,000</b>	<b>1,142,000</b>
NONELIGIBLE ENGINEERING Engineering exceeding 30% of eligible construction costs is not eligible for TIB reimbursement				<b>436,100</b>
OTHER NONELIGIBLE COSTS (for example, landscaping greater than <b>5%</b> of eligible construction contract costs, new utilities)				<b>0</b>
<b>TOTAL ELIGIBLE COST</b>				<b>3,058,900</b>
<b>TIB MATCHING RATIO</b> Total TIB Funds/Total Eligible Costs				<b>76.9%</b>

## FUNDING PARTNERS

Source	Public or Private	Commitment Letter or Status	Amount
MOUNTLAKE TERRACE	Public	Budgeted	942,000
Snohomish County Recycling & Transfer Station	Public	Letter Included	200,000
<b>TOTAL</b>			<b>1,142,000</b>
<b>Local funds are correct</b>			

Are you still seeking other funding for the project? NO

If yes, list other funding being sought: \_\_\_\_\_

## APPLICATION ATTACHMENTS

### Required for All Applications

- Excerpt from adopted Six-Year Transportation Improvement Program showing project
- Detailed vicinity map clearly showing project limits
- Detailed project cost estimate signed by a professional engineer registered in Washington State
- Typical roadway section(s) (please send digital copy through email also)
- Funding commitment letters from all funding partners                      Number Attached     1
- Excerpt from current agency Comprehensive Plan defining agency CBD & Urban Activity Center(s)
- Email excel workbook to GregA@tib.wa.gov
- Email WSDOT crash data for project limits to GregA@tib.wa.gov

### If Applicable Only

- Traffic study stamped by a Washington State Professional Engineer (to be considered under the mobility band).
- Crash Analysis worksheet (to be considered under the safety band). [Link to Request Crash Data from WSDOT](#)
- Bridge sufficiency rating report
- Written concurrence from WSDOT if project is on or connects to a state highway
- Adopted Bicycle Plan if project includes bicycle facilities
- Development map showing development site(s)
- Excerpt from current agency Comprehensive Plan defining the economic development project
- Department of Archaeology & Historic Preservation (DAHP) concurrency letter, if completed

## CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package



Agency Official Signature

Scott Huggill, City Manager

Printed or Typed Name & Title



Date Signed

## PROJECT DESCRIPTION

Identify the community's need for this project

The pavement reconstruction of 66th Ave W will address the existing poor pavement condition while also improving pedestrian and bicycle facilities along the roadway. Significant street maintenance has not occurred since 2005 due to financial constraints and its deterioration has accelerated over the past several years. 66th Ave W serves as one of two access points between the Premera campus (with over 2,000 employees) and the I-5/220th interchange, as well as surrounding light industrial/office park areas (MLT & Lynnwood). This roadway also provides access to the Snohomish County Southwest Recycling & Transfer Station, an Essential Public Facility, which has contributed funds towards this project. In addition, the Interurban Trail crosses at the northern terminus of the roadway with non-ADA compliant curb ramps and no active warning devices. 66th Ave W is also part of the City's planned bicycle network to connect the trail to the 220th St SW commercial corridor and residential properties south of 220th.

Identify the solution to the need described above

The proposed project would reconstruct the pavement along this roadway, provide a narrowed Interurban Trail crossing with active warning devices to improve trail user safety, and modify the vehicle channelization to provide two southbound vehicle travel lanes south of 216th St SW and one southbound lane north of 216th St SW. The project would also reconstruct 7 non-compliant curb ramps throughout this segment to meet current ADA standards and extend fiber optic cabling and conduit north from 220th St SW to the 216th/66th traffic signal to incorporate it into the Lynnwood's regional signal management system and the City's upcoming adaptive signal control system along 220th St SW corridor between 76th Avenue W and the I-5 ramps.

Describe the project benefits and impact on the community

This project will maintain and improve a critical roadway serving the City's largest employer, Mountlake Terrace & Lynnwood's industrial/office park uses, the Snohomish County Southwest Regional Transfer Station, improve conditions for approximately 1,000 daily users of the Interurban Trail crossing 66th, and provide bike facilities to connect to 220th St SW and residences further south.

Does this project need a sidewalk deviation?

**NO**

Describe any Construction Other costs

Describe any Noneligible costs

# ROADWAY GEOMETRICS & FEATURES

Fill out the segment details below and intersection details in rows 138 to 148

Significant difference in cross section or ADT constitute a new segment. Additional segments can be added on the "Additional Segments" tab. If the project is an intersection only, skip this section

Project	SEGMENT ONE		SEGMENT TWO	
	220th St SW to 216th St SW%		216th St SW to City Limit%	
Segment Termini				
Length (in feet)	1,320		660	
Average Daily Traffic Volume	14,000		2,500	
	Existing	Proposed	Existing	Proposed
Pavement Width Curb to Curb or Edge to Edge	44 feet	44 feet	44 feet	44 feet
Number of General Purpose Lanes Do <b>not</b> include Transit/HOV or Continuous Lt Turn Lane	4 lanes	3 lanes	4 lanes	2 lanes
Continuous Left Turn Lane Width	0 feet	0 feet	0 feet	0 feet
Shoulder or Parking Width Enter average width (feet) per side	0 feet	0 feet	0 feet	0 feet
Curb Placement	Both Sides	Both Sides	Both Sides	Both Sides
Bicycle Lane Type	No Bicycle Facilities	Bike Lane	No Bicycle Facilities	Bike Lane
Bicycle Lane Width	0 feet	10 feet	0 feet	10 feet
Pedestrian Buffer Width between Curb and Sidewalk	2 feet	2 feet	2 feet	2 feet
Sidewalk Placement	Both Sides	Both Sides	Both Sides	Both Sides
Sidewalk Width <sup>1</sup>	5 feet	10 feet	5 feet	10 feet
Is there a median?	No	No	No	No
Shoulder or Parking Placement	None	None	None	None
Shoulder or Parking Surfacing	None	None	None	None
Parking Type	None	None	None	None
Percentage of the segment that has on street parking (e.g. parking one side is 50%)	0%	0%	0%	0%
<sup>1</sup> Sidewalk with curb or physical separation on both sides is required by TIB policy Minimum width is <b>five feet</b> with <b>no</b> obstructions <i>Request deviation on row 96 if the sidewalk does <b>not</b> meet these standards</i>				

Segment Termini	SEGMENT ONE (cont'd)		SEGMENT TWO (cont'd)	
	220th St SW to 216th St SW%		216th St SW to City Limit%	
	Existing	Proposed	Existing	Proposed
Curb Placement	Both Sides	Both Sides	Both Sides	Both Sides
Storm Drainage	Yes	No	Yes	No
Segment meets ADA standards	Yes	Yes	Yes	Yes
Is there any street lighting present?	Yes	Yes	Yes	Yes
How many fixed objects are present?	7	7	3	3

**Additional segments can be entered on tab 3 "Additional Segments". After printing put any additional segments into the application in order.**

## INTERSECTION GEOMETRICS & FEATURES

Enter the existing and proposed geometrics for each major intersection

Intersection location	INTERSECTION ONE		INTERSECTION TWO	
	216th St SW		218th St SW	
	Major Approach Average Daily Volume		14,000	
	Minor Approach Average Daily Traffic Volume		2,500	
	Existing	Proposed	Existing	Proposed
Intersection control	Signalized	Signalized	Stop controlled minor approaches	Stop controlled minor approaches
Intersection type	4-Leg	4-Leg	3-Leg	3-Leg
Intersection meets ADA standards	No	Yes	No	Yes
Is there intersection lighting present?	Yes	Yes	Yes	Yes
Is there a dedicated left turn lane	No	Yes	No	No
Is there a dedicated right turn lane	No	No	No	No
Is there protected left turn phasing?	Yes	Yes	No	No

**Additional intersections can be entered on tab 4 "Additional Intersections". After printing put any additional Intersections into the application in order.**

# UTILITY CONDITION

Fill in for each utility present or being installed. Fill out the bottom two rows of this table for any others

Type			Planned Improvements (funding, coordination, schedule)
<b>Water</b>	Age (years)	Condition	Replacement of existing cast iron in anticipation of 66th pavement reconstruction. Included within the scope of the Westside Water Main project planned for 2020 construction.
	21 to 30	Good	
	Status	Funded	
	Replace	Yes	
<b>Sewer</b>	Age (years)	Condition	
	31 or older	Fair	
	Status	Funded	
	None	No	
<b>Power</b>	Age (years)	Condition	Snohomish PUD franchise service maintains.
	Unknown	Good	
	Status	Funded	
	None	No	
<b>Storm Drainage</b>	Age (years)	Condition	Adjustments or relocation of existing storm structures in support of curb relocation and curb ramp upgrades as needed in support of the project. An unrelated culvert crossing may be modified in upcoming years but later hydraulic modelling will clarify the cause of flooding within the vicinity.
	31 or older	Fair	
	Status	Funded	
	New	No	
	Age (years)	Condition	
	Status	Funded	

# PROJECT DEFICIENCIES

Select Deficiency Type from the scrolling dropdown menu. Describe the existing deficiency within the project limits  
Describe the corrective measure(s) that eliminates or mitigates the deficiency.

**DEFICIENCY 1 CHANNELIZATION**

Describe: The two existing travel lanes in both direction on 66th Ave W are all fed by single travel lanes with minimal vehicle trip generators. No bike facilities are currently provided along the roadway but are identified in the City's planning documents.

Corrective Measure(s) Rechannelize the roadway to provide at least 1 travel lane in each direction with turn pockets at the signalized intersection, and two uphill SB lanes for slow moving trucks.

**DEFICIENCY 2 AT GRADE CROSSING**

Describe: The Interurban Trail crossing of 66th Ave W serves approximately 1,000 peds & bikes each day but requires users to cross 4 lanes of traffic without any active warning measures. Curb ramps at the crossing do not meet ADA requirements.

Corrective Measure(s) Curb bulbs with ADA compliant ramps will be installed to shorten the trail crossing along with warning devices (e.g. RRFBs) to alert drivers to trail users' presence.

**DEFICIENCY 3**

Describe:

Corrective Measure(s)

**DEFICIENCY 4**

Describe:

Corrective Measure(s)

**DEFICIENCY 5**

Describe:

Corrective Measure(s)

**DEFICIENCY 6**

Describe:

Corrective Measure(s)

**DEFICIENCY 7**

Describe:

Corrective Measure(s)



## MOBILITY

### CONGESTION

- Project addresses congestion on the system or specific adjacent route.

### NETWORK CONNECTIVITY

Select all that apply from the following list

- Completes corridor

Enter termini of corridor being completed

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*Project must meet **ALL** of the following criteria to qualify as **COMPLETES CORRIDOR***

- ▶ Project is last stage of corridor between logical limits
- ▶ Corridor is a minimum of 2 miles in length
- ▶ The entire corridor meets urban standards

- Completes gap between existing improvements

Existing improvements must meet urban standards

- Extends existing improvements

Existing improvements must meet urban standards

- Project does **not** complete or extend any existing improvements

- Project constructs a new road

**MODAL ACCESS**

Select transit facility access provided by project

No transit access

Select non motorized path access provided by project

Access to designated paved path

Describe non motorized path access

Bike lanes will directly connect to the Interurban Trail which intersects 66th Ave W at the northern project terminus.

Select freight facility access provided by project

Improves access to Freight Facility (truck to truck) within 1/2 mile of project on same route

Mark ALL freight-carrying modes accessing the facility

- Airplane
- Rail
- Ship
- Truck

Enter Trucks per Day 75 in/out (150 one-way trips)

Project relieves a bottleneck.

**CENTRAL BUSINESS DISTRICT/URBAN ACTIVITY CENTER ACCESS**

Select CBD/Urban Activity Center Access provided by project

No CBD/Activity Center Access Improvements

Briefly describe the CBD/Activity Center access improvement

**SIGNAL MANAGEMENT**

Project adds signal interconnect

How many signals are interconnected? 1

Project connects to Traffic Management Center (TMC)

# COMMERCIAL GROWTH & DEVELOPMENT

You selected 'NO' under 'supports a specific commercial economic development site' in cell G20. You do not need to fill out this section, points will only be given in this section if there is a specific planned commercial development activity.

- Development fulfills the comprehensive plan (required for this section)
- Zoning is in place for this specific commercial development (required for this section)

Choose the description that best describes the status of the infrastructure tied to the economic development site?

Water at development	<input type="text"/>	Sewer at development	<input type="text"/>	Power at development	<input type="text"/>
Percent of permits issued		<input type="text"/>			

Describe the development agreement, if one exists:

Please provide the following information regarding the ECONOMIC DEVELOPMENT SITE this project supports

Number of dwelling units	<input type="text"/>	Total development site acreage	<input type="text"/>
Number of jobs created	<input type="text"/>	Commercial building square footage	<input type="text"/>
Development Type	<input type="text"/>		

Choose the description that best describes where the economic **development site is located**.

Choose the description that best describes the **proximity** of the project to the economic development site.

# PHYSICAL CONDITION

Does the project fix any of the following issues?

Bridges     No                          If yes, briefly describe:

Bridge Sufficiency Rating                     

Walls     No                          If yes, briefly describe:

Stormwater conveyance     No                          If yes, briefly describe:

Culverts     No                          If yes, briefly describe: