

Chelan-Douglas Transportation Council
2019 Chelan-Douglas STBG/TA Call-for-Projects
APPLICATION FORM

Chelan-Douglas Transportation Council is accepting federal funding applications for transportation improvement projects within Chelan and Douglas counties. **Completed applications must be delivered electronically to chad@chelan-douglas.org no later than 5:00 p.m. on June 7, 2019.**

Project Title:	
Lead Agency:	
Partnering Agencies:	
Contact Person / Email:	

Project Description
<p>Attach a separate “Project Description” with the following elements:</p> <ul style="list-style-type: none"> ✓ Comprehensive description and overview of the project and expected outcomes; ✓ Vicinity Map; ✓ Project budget and delivery schedule with sufficient written description of environmental permitting issues, right-of-way acquisition requirements and any other factors such as community support that may affect the project schedule; ✓ Description of how project meets eligibility requirements of TA program, if appropriate; ✓ Description of anticipated economic benefits, including any benefits to specific businesses, institutions or business/industrial districts, or improved access to vacant commercial or industrial lands; ✓ Description of how project is consistent with the CDTC long-range transportation plan “Transportation 2040” including specific references to policies and/or identified priority transportation improvements; ✓ Include any additional information required in the Project Data and Safety Worksheet sections below; ✓ Other information that would help the CDTC governing board understand the merits of the project; ✓ Descriptions and evidence of community support; attached as appropriate; ✓ Attach any relevant award letter(s) from other granting agencies if such matching funds have already been secured for the project; and ✓ If full project funding relies on another unsecured grant, identify source of and expected date of grant award, and attach a letter signed by your jurisdiction’s highest elected official acknowledging that your agency is committed to full project funding and implementation using local funds if supplemental grant funds are not secured within two (2) consecutive application cycles. <p>Project Description may not exceed ten (10) pages (single-sided 8.5”x11”) including the vicinity map and any photographs and/or diagrams. Letters of support, other funding award letters, if appropriate the required letter of full-funding commitment, and/or any attached technical documentation required in the Project Data and Safety Worksheet sections do not count toward page limit.</p>

Project Financial Summary		
Federal Funds Requested (<i>cannot exceed 86.5% of total project cost</i>)	\$	%
Local, Non-federal Matching Funds (<i>including any local partner funds</i>)	\$	%
Other Secured Grant Funds (TIB, CRAB, etc.)	\$	%
Other Unsecured Grant Funds (TIB, CRAB, etc.)	\$	%
Total Project Cost	\$	%
Does Project Meet the Eligibility Requirements of the TA Program? <input type="checkbox"/> Yes <input type="checkbox"/> No		
Preliminary Engineering (or Planning)	Right-Of-Way Phase	Construction Phase
Estimated Cost: \$	Estimated Cost: \$	Estimated Cost: \$
Obligation Date (mo/yr):	Obligation Date (mo/yr):	Obligation Date (mo/yr):

Project Data (<i>not applicable for transit capital projects or planning studies</i>)	
Roadway Traffic Count (Average Daily Volume):	
Percent Trucks: <i>Reference classification count or explain assumptions in Project Description.</i>	
Collision Rate – Number of Accidents per 1,000 Vehicle Trips: <i>Use Collision Rate Worksheet below.</i>	
Total Length of Deficient Roadway / Length of Proposed Improvement:	
Current federal functional classification of roadway (by title, not code):	
Does project qualify for a Categorical Exemption under NEPA?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is Right-of-Way Required?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is project included in adopted Transportation 2040 or other CDTC plan?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Local Agency Priority Rank (e.g. 1 of 4) <i>Only required if submitting multiple funding applications.</i>	

Safety Worksheet	
Does Project (or study) address a known safety concern or roadway with a high collision rate? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>If "Yes" please describe in Project Description and complete the Collision Rate Worksheet. Attach supporting documentation.</i>	
Calculation of a collision rate requires a current count of average daily traffic and the most recent 5-year collision history of accidents and fatalities. Calculate the collision rate using the formula below:	
$\text{Collision Rate} = [((\text{Property Damage} \times 1) + (\text{Injury} \times 5) + (\text{Fatality} \times 10)) \div \text{ADT}] \times 1,000$	
Number of Incidents with Property Damage:	x (1) =
Number of Incidents with Injuries:	x (5) =
Number of Incidents with Fatalities:	x (10) =
Total Incidents Adjusted by Weighted Sum (A):	Sum =
Average Daily Traffic (B):	
Project Collision Rate:	[(A) ÷ (B)] x 1,000 =

Chelan Douglas Transportation Council
2019 Surface Transportation Block Grant Program
NARRATIVE PROJECT DESCRIPTION
June 7, 2019

City of Wenatchee Pavement Preservation Program

Description

The City of Wenatchee is applying surface treatments to 2.4 miles of NHS roadways in 2019. The partially Federally-funded system preservation project also includes another 12.7 miles of City streets of which 10.91 miles are federally classified and currently city-funded. These streets are due for surface treatments under the City's pavement management program, which is designed to apply the most cost effective treatments to streets to maximize their overall life expectancy.

The 2019 project will apply a bituminous surface treatment (BST) utilizing a less traditional "Hot Chip" method of materials and treatments that lessen the traffic and environmental impacts of traditional BST's in urban areas. This method is also expected to perform better than traditional BST's and has been utilized by other agencies in the area in the past several years. This surface treatment of 15.1 miles of City streets will increase their lifespans in the most cost-effective way utilized by the pavement management community.

Wenatchee has an asset value of over \$64 million in its pavement network alone and has taken substantial efforts since 2015 to create a pavement preservation program and secure funding to protect and extend the life of this critical public asset. The 2019 project will be followed by another large pavement preservation project utilizing local funds in 2020.

The most significant outcome from the funding of this project is the ability for the city to redirect funds currently dedicated to pavement preservation toward the completion of funding for the environmental phase of the Confluence Parkway project. The Confluence Parkway project is the identified solution to the SR285/North Wenatchee Avenue deficiencies, and is identified in Transportation 2040 as the largest planned project in the region at nearly \$148 million. It is extremely difficult for local agencies to secure funding for projects or phases of projects of this magnitude.

This project does not meet eligibility requirements of the TA program.

Vicinity Map

The attached 2019 project vicinity map indicates the streets that are eligible for additional federal funding in green highlight. The streets highlighted in red indicate NHS route segments that are funded through the federal NHPP program.

Project budget and delivery schedule

The current 2019 project budget of \$3,988,790 includes \$436,825 of Federal NHPP funding and \$3,551,965 of city funds. Of these city funds, approximately \$1.9 million is eligible for funding additional federally classified streets. This project seeks \$1.211 million in federal funding of the construction phase of the project. The city contribution to the project with this additional federal

funding is \$2.34 million, down from \$3.55 million. This savings would be immediately redirected by the city to fund the completion of the Confluence Parkway environmental document.

The 2019 project was advertised for bids in June of this year and the city expects to award the contract in late June. Construction is expected to begin in early July and be complete by the end of August. The city will begin the process of obligating these additional federal funds immediately upon notification of award.

As the delivery schedule is very fast, the city will need to work closely with WSDOT Local Programs to program and utilize the funds this year. A NEPA review of the NHPP project indicates no re-evaluation will be necessary and the 7% UDBe goal established for the project is not expected to need adjustment.

If timing of the NHPP project versus the obligation of these additional STP funds becomes problematic in 2019, the funds will be utilized in the City's 2020 pavement preservation effort and have the same effect in creating the ability for the city to redirect funds to the Confluence Parkway environmental document. The city's goal is to obligate the funds this year with the NHPP project described in this application.

Economic Benefits

The project invests public funds in the most cost-effective strategy utilized by pavement managers for extending the lifespan of existing bituminous streets.

Consistency with Transportation 2040

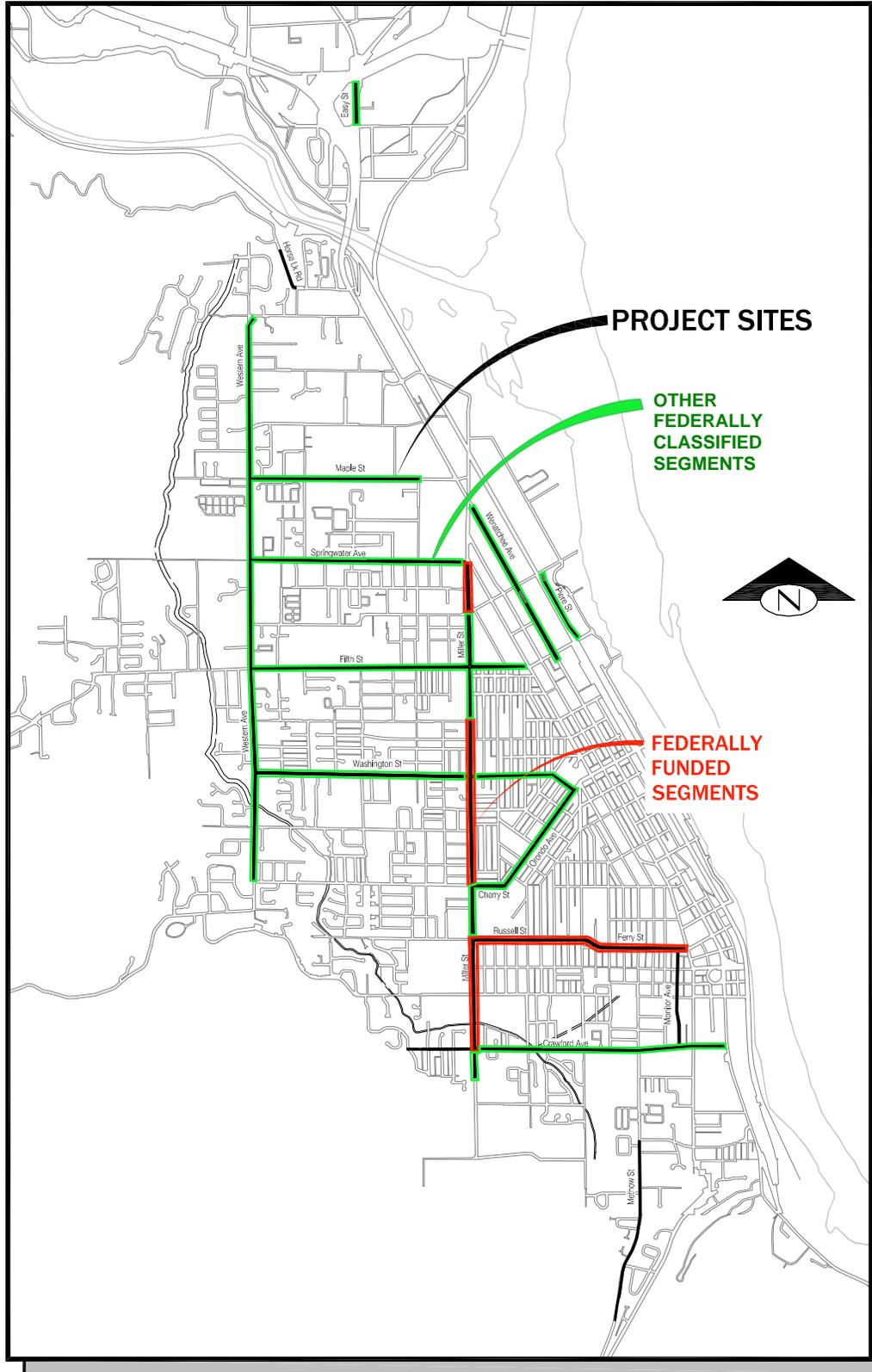
Transportation 2040 identifies System Preservation as the largest financial need in the region with a local agency funding deficiency of nearly \$14 Million. This project is consistent with policy Goals 1, 2, and 5 for its pavement preservation investment. It is also consistent with all policy goals if considering the completion of the environmental document for Confluence Parkway, which is the largest single/non-vision transportation system improvement project identified in the plan.

Additional information that would help the CDTC governing board understand the merits of the project

North Wenatchee Avenue has been identified as the highest transportation priority in the region by the CDTC. Funding of this project enables the City to utilize local funding to complete the environmental document for Confluence Parkway consistent with the adopted North Wenatchee Transportation Master plan which was authored by this Metropolitan Planning Organization. Confluence Parkway is the preferred solution to the identified deficiencies of capacity, safety, and multi-modal accommodation along SR285/North Wenatchee Avenue.

Descriptions and evidence of community support.

The City has notified all city residents of the chipseal project this summer via flyers in utility bills, radio talk spots, and the city website: www.wenatcheewa.gov/chipseals2019. A copy of the utility flyer is attached. The City's 2020 pavement preservation project will follow the same general public notification process.



VICINITY MAP

DESIGNED	JRL	SCALE	N.T.S.
DRAWN	JRL	DATE	3/14/2019
CHECKED		REVISION	
FILE			



2019 PAVEMENT PRESERVATION
Federal Aid Project No.
NHPP-9904 (015)

PROJECT NO.	1901
SHT 1 OF 3	

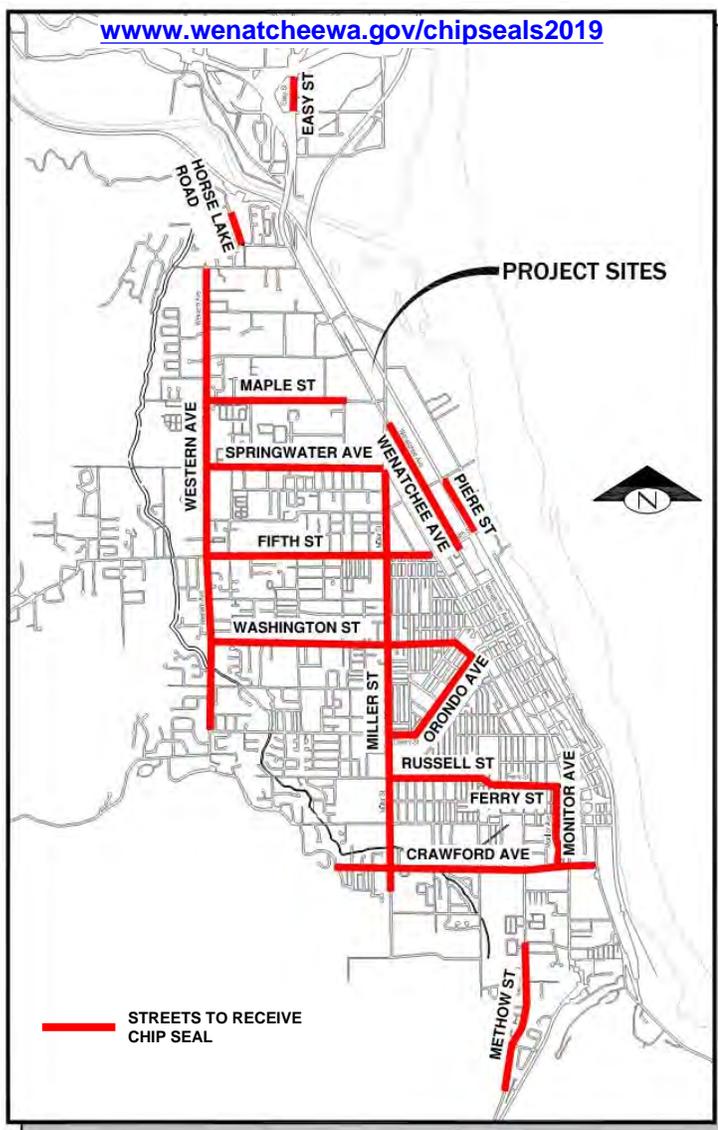


301 Yakima St.
Wenatchee, Washington
888-3200
www.wenatcheewa.gov

Chip Seal—Summer 2019

What to Expect

The City of Wenatchee is chip sealing nearly 15 miles of our streets this summer as part of ongoing pavement preservation efforts. The streets receiving a chip seal coat are illustrated in the map below. The work is anticipated to take place within the months of July & August, and specific dates for each individual street will be available on the website once the project is underway.



What is a chip seal?

A chip seal is a commonly used pavement preservation method in which liquid asphalt is sprayed on the existing pavement surface and followed by an application of aggregates (chips). Chip seals are designed to protect pavement by sealing small cracks and pores in the asphalt surface and preventing the intrusion of water and air. Chip seals are intended to protect what we have, extending the life of the existing pavement and cutting down on major repair costs.

Why are we using chip seals instead of overlays?

Chip seals are a more cost effective means for maintaining our roadways. A chip seal is 15%-20% the cost of an asphalt overlay. To stretch the City's budget, we are trying to preserve the good pavements we currently have on many of our main arterials and collectors.

What you need to know:

Streets being chip sealed may be fully or partially closed to traffic between 7 a.m. and 6 p.m. Expect delays on impacted streets.

Motorists are encouraged to use alternate routes, slow down when driving through work areas, and obey construction signs and flaggers.

Door-hangers and No Parking signs will notify residents at least one day before chip seal applications. Please obey "No Parking" signs and do not leave your vehicle parked on the street until signs are removed (usually within 1 day).

For questions please contact: Jake Lewing, Project Engineer, 888-3221. Si tiene preguntas en español por favor comuníquese con la Funcionaria de Información Pública, Anna Alvarez al 888—3623. For detailed information on Chip Seals and a list of FAQ please visit our website: www.wenatcheewa.gov/chipseals2019.