



2016 STBG Funding Program APPLICATION FORM

The 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 kathy@chelan-douglas.org no later than 5:00 p.m. on March 25, 2016.**

Project Title:	
Lead Agency:	
Contact Person / Email:	

Project Description
A complete application must include, as attachments, all of the following information:
<input type="checkbox"/> Vicinity Map (<i>other photos, diagrams, maps, etc. are encouraged</i>) <input type="checkbox"/> Concise but comprehensive description of the proposal and expected outcomes, with information that will help CDTC understand the merits and regional significance of proposal <input type="checkbox"/> Description of any anticipated economic benefits resulting from proposal <input type="checkbox"/> Description of consistency with the CDTC Regional Complete Streets Guiding Principles, if applicable, including which Complete Streets Elements are addressed and/or do not apply <input type="checkbox"/> Evidence of community and/or stakeholder support

Project Financial Summary		
Attach a "Project Budget & Delivery Schedule" that identifies all project costs over the duration of the project in sufficient detail to demonstrate that proposal is adequately scoped and ready to proceed.		
	\$ Dollars	% of Total Cost
Federal Funds Requested (<i>cannot exceed 86.5% of total project cost</i>)	\$	%
Non-federal Matching Funds (<i>all local and partner funds combined</i>)	\$	%
State Grant Funds <u>Already Secured</u> (<i>submit copy of award letter</i>)	\$	%
<u>Unsecured</u> State Grant Funds (<i>Attach a letter acknowledging that STP funding will be rescinded by CDTC if other grant funds are not secured after two unsuccessful applications, unless your agency can provide local funding sufficient to fully fund your proposal</i>)	\$	%
Total Project Cost	\$	%
Does Project Meet the Eligibility Requirements of the TAP Set-aside Program? <input type="checkbox"/> Yes <input type="checkbox"/> No		
Engineering Phase (or Planning)	Right-Of-Way Phase	Construction Phase
Cost: \$	Cost: \$	Cost: \$
Obligation Date:	Obligation Date:	Obligation Date:



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Project Data	
<i>(leave row blank if not applicable to your proposal)</i>	
Average Daily Roadway Traffic Volume:	
Year & Source of Traffic Count:	
Percent Trucks: <i>(Attach classification count)</i>	
Collision Rate – Number of Accidents per 1,000 Vehicle Trips: <i>(Use Collision Rate Worksheet below)</i>	
Length in centerline miles of Proposed Improvement:	
Roadway Functional Classification <i>(by title, not code)</i> :	
Are there potential environmental or community acceptance challenges? <i>(If “Yes” describe in Project Description)</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is Right-of-Way Required? <i>(If “Yes” describe in Project Description)</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is or will project be included in adopted TIP or appropriate capital program? <i>(Verification will be required before project can be amended into Regional TIP)</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Local Agency Priority Rank <i>(Only required if submitting multiple funding applications)</i>	

Safety	
If proposal address a known safety deficiency or a high collision rate, describe in Project Description and complete the Collision Rate Worksheet below:	
Calculation of a collision rate requires documentation (attached) of a current count of average daily traffic volume and the most recent three-year collision history of accidents:	
Collision Rate = [((Property Damage x 1) + (Injury x 5) + (Fatality x 10)) ÷ ADT] x 1,000	
Number of Incidents with Property Damage:	x (1) =
Number of Incidents with Injuries:	x (5) =
Number of Incidents with Fatalities:	x (10) =
(A) Sum of Weighted Incidents:	Sum =
(B) Documented Average Daily Traffic:	=
Collision Rate:	[(A) ÷ (B)] x 1,000 =

Chelan Douglas Transportation Council
2015 CDTC STP/TAP Regional Grant Program
NARRATIVE PROJECT INFORMATION
March 25, 2016

SR285 MP 3.33 to MP 3.59: North Wenatchee Avenue Pedestrian and Median Improvements

Project Description

Existing Conditions:

North Wenatchee Avenue/SR285 serves as one of only two roadways in and out of the City of Wenatchee. The highway provides critical access to the hospital, schools, college, downtown, and numerous other regional commercial, industrial, and residential destinations. As a state highway it also is a primary truck route in and out of Wenatchee, as well as the spine of the LINK Transit's intercity bus service. The highway has two travel lanes in each direction and left-turn lanes at major intersections with a two-way-left-turn lane between intersections. The posted speed limit is 35 MPH. The highway is fronted primarily by commercial businesses with numerous approaches existing that often serve only one or two businesses. Approximately 40,000 vehicles per day utilize this portion of North Wenatchee Avenue.

Proposed Improvements:

This project is identified in the North Wenatchee Transportation Master Plan and is a part of Project NW-1 and NW-20. These projects call for upgrading the highway corridor with wider sidewalks, landscaping, lighting, streetscape improvements, access consolidation, medians, and frontage roads. The project essentially will begin the median control effort for the corridor both directions from the limits of the funded and developing McKittrick Signal project NW-21. It will be consistent with the Master plan and the RTP and provide for wider sidewalks, landscaping, illumination upgrades, southbound u-turn accommodation, and an appropriate pedestrian buffer between pedestrians and the roadway.

The southerly half of the project addresses a current economic development effort by the city in planning for the redevelopment of nearly 100 acres along and east of the corridor that were damaged by fires in 2015. Included in this area and adjacent to the south half of the project is the current WSDOT Region Office complex of over 7 acres that is expected to be vacated by 2018.

The project would create additional roadway width in the form of a 4 foot shoulder to provide critical pedestrian buffer space and allow for snow storage lost with the median barrier. This additional roadway width is also expected to allow additional room for

emergency vehicles to get through the corridor. During times of congestion, emergency vehicles commonly utilize the two-way-left-turn lane which will be unavailable with median control. The additional shoulder width is expected to allow for adequate pavement space for the two traffic lanes to yield and allow emergency vehicles to pass between the new median and shoulder curbs.

The design phase of the project will include an intense public coordination effort to solicit feedback on the final configuration of median barrier, landscaping, sidewalk type and width, and shoulder area. This is necessary as the Master Plan includes this work conceptually but the final details are critical as this project will set the standard for all ensuing corridor improvements. The design team will make every effort to compile the public feedback included in the Master Plan and then solicit more detailed feedback by providing appropriate options within the project budget that take all interests into account including: emergency vehicles; access removal and consolidation; median barrier style; landscaping and street trees; and illumination upgrades.

It is possible at this time that the construction of these improvements could be combined with construction of the McKittrick Signal project. This could save in project costs to both projects and reduce the length and severity of traffic impacts during construction.

The project is identified in the North Wenatchee Transportation Master Plan which was adopted by the Transportation and Wenatchee City council in 2011. The corridor has become the highest transportation need in the region and is identified in the Regional Transportation Plan as such. The WSDOT was allocated approximately \$23 million last year for corridor improvements which are programmed to begin in a few years. This project would be the fourth project identified in the Master Plan that the city has completed or is developing following the completion of the Pine Street TIB funded project in 2013, the McKittrick Signal project, and the McKittrick Street Project both currently under development and scheduled for completion in 2017 and 2018. The city also has \$1 million allocated to another Master Planned project (Maiden Lane vicinity) in the corridor and is looking for additional funding to fully fund that project again this year.

Environmental/Community Acceptance/Right of Way Acquisition

Challenges in this area will include the installation of median barrier eliminating left turns from private commercial road approaches. Access removal and consolidation will be another challenge. Right of way acquisition is only necessary along the current Washington State owned WSDOT properties along the southerly half of the project. Adequate right of way exists for the northerly half of the project.

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.

SR285 is called Wenatchee Avenue beginning in the vicinity of this project where it continues southerly toward Wenatchee's Central Business District (CBD) for one mile, where it then follows another route to the south end of the city. At the point Wenatchee Avenue is no longer SR285, it continues for one more mile to the CBD. The entire two mile

stretch is lined on both sides with commercial and retail businesses that rely on the roadway for most all business activities. The project will begin the transformation of the corridor to create a better looking and more pedestrian friendly corridor all while continuing to serve through traffic for commercial businesses along and beyond the limits of the corridor.

The city has just started the North Wenatchee Redevelopment plan that is expected to be complete near the end of this year. The project will provide improvements to the frontage of the WSDOT properties that offer significant redevelopment opportunities along the corridor coinciding with the schedule of the project. The redevelopment plan will address traffic access and circulation of nearly 100 acres of property adjacent to and easterly of the corridor. The effort will advance the development of frontage and access needs for a number of properties enhancing property values and encouraging higher and better uses as they redevelop.

Project Budget and Delivery Schedule

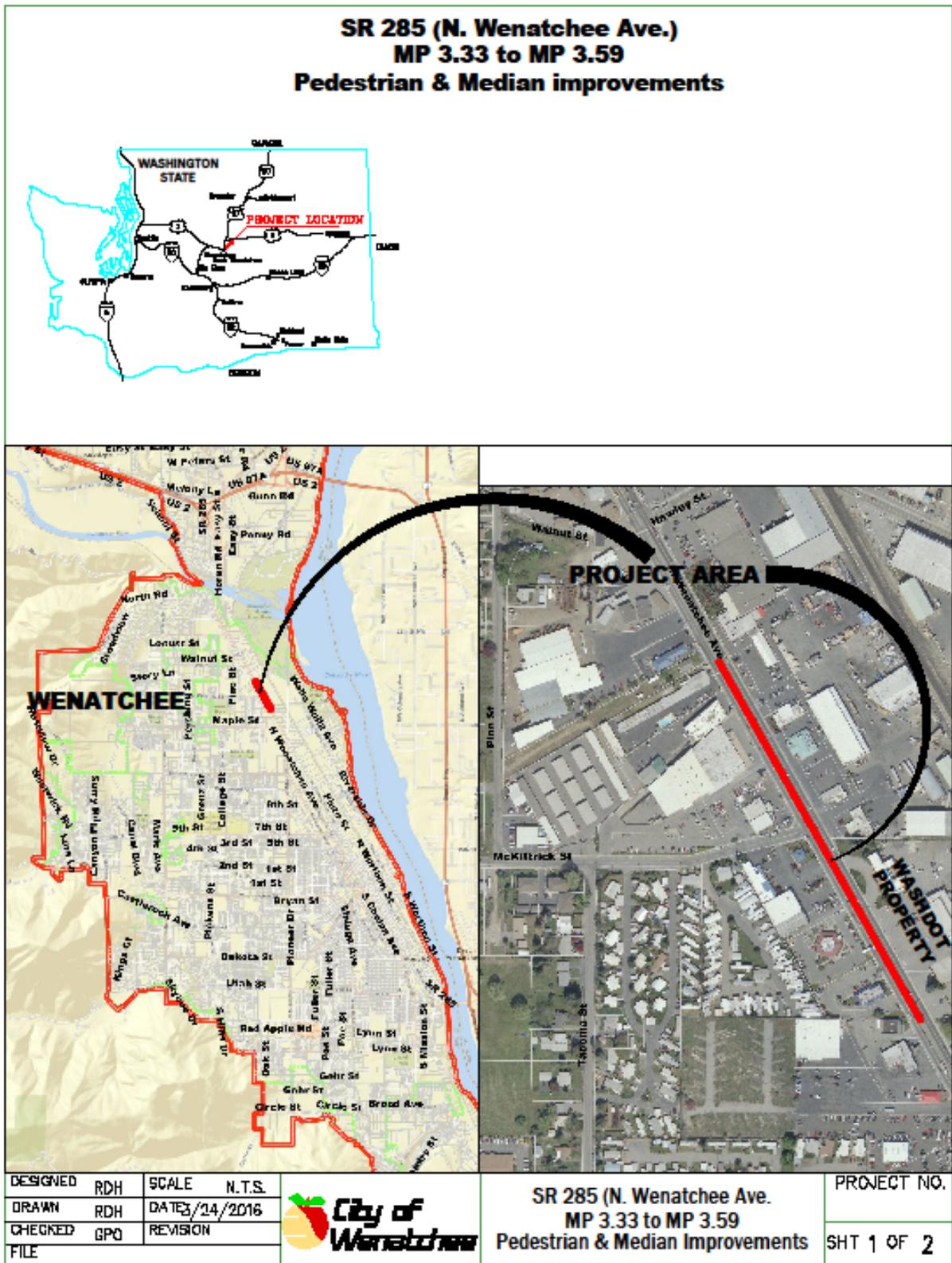
The project design phase would begin immediately upon notification of funding ensuring the design effort coincides with the North Wenatchee Redevelopment Plan. Since right of way is needed from only one large parcel, we expect the public process and preliminary designs can take place during the development of the McKittrick Signal and North Wenatchee Redevelopment efforts. Construction could be completed in 2018 and be combined with the McKittrick Signal project.

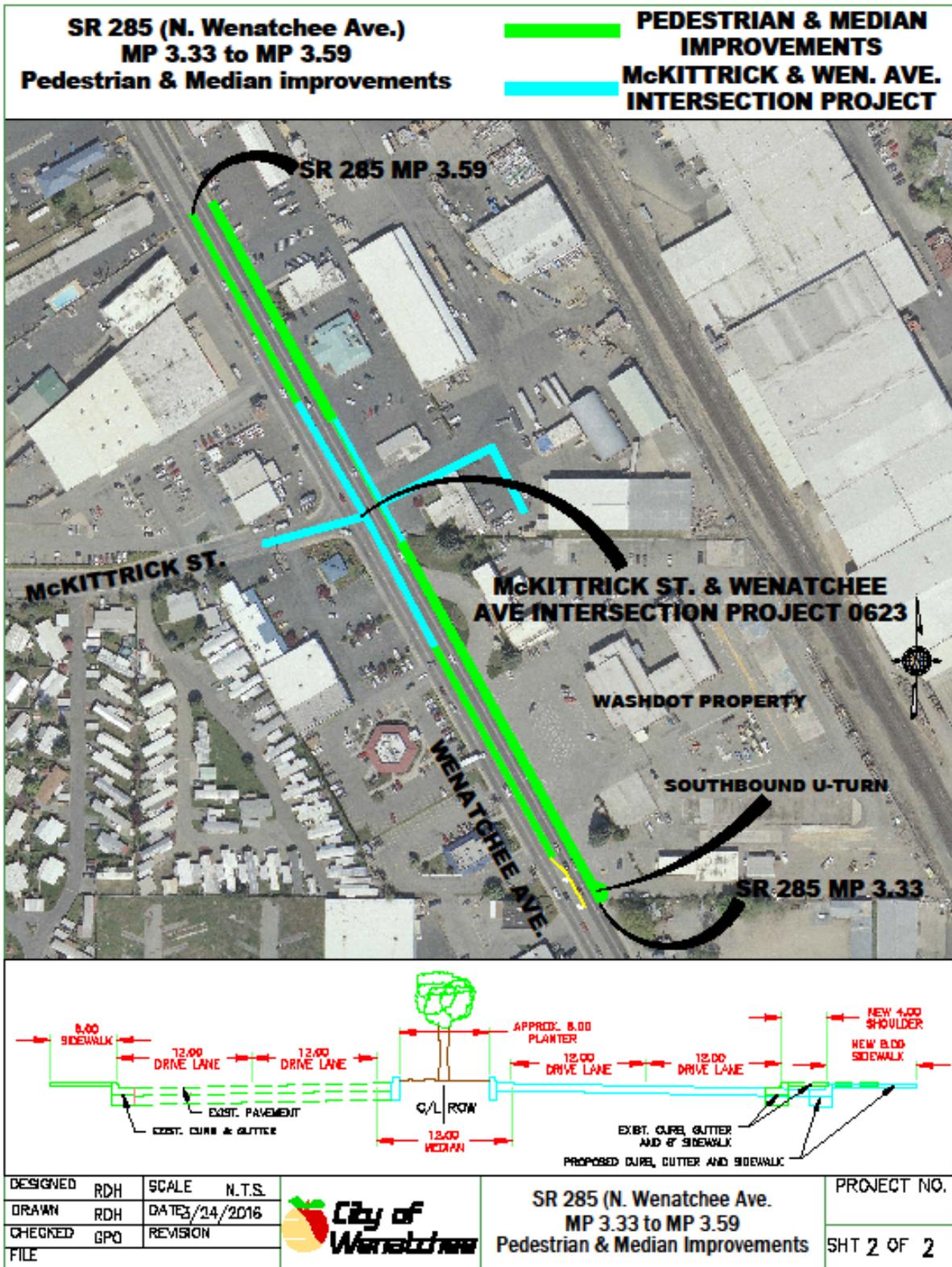
Additional information that would help the CDTC governing board understand the merits of the project

The North Wenatchee Area Improvements were funded in the 2015 State Transportation funding bill showing the regional significance of the corridor. The project will further the efforts of the Master Plan by identifying the future geometrics of the roadway. The CDTC is planning to invest additional efforts into the Confluence Parkway/North Wenatchee Avenue corridor this year which will create opportunities to enhance both this project and the regional planning effort. All these efforts combined with the city's funded North Wenatchee Redevelopment Plan identify the need and good timing for a project of this nature and size.

Vicinity Maps

See following pages.





Description of how the project is consistent with the CDTC Regional Complete Streets Guiding Principles, including a detailed explanation of which Complete Streets Elements are addressed or do not apply.

This project is consistent with the Complete Streets Principles in many aspects. The following components will be evaluated and addressed in this project:

- Sidewalks and Crosswalks – ADA compliancy, placement of crosswalks, refreshed markings.
- Lighting – Already exists in project area but will be upgraded to modern standard.
- Transit Shelters/Stops – We will work with LINK Transit to determine if any changes can to be made to transit facilities including bus stops/pullouts.
- Bicycle Accommodation – The Wenatchee Avenue corridor itself is not identified as a bikeway in the regional plan but shoulder construction may provide for some brave cyclists should they desire.
- Landscaping – Yes, street trees and landscaped median treatment is included in the project. The design will solicit public feedback and set the standard for the entire corridor as improvements are constructed in the future.
- Use of Raised Medians – Raised median is proposed to control left turning traffic and smooth traffic flow. One southbound left turn pocket and u-turn widening will be provided.
- Adequate Buffer Areas – Will be provided along the entire project limits on the easterly side of the corridor.
- Lane Widths Appropriately Sized – Will address as they relate to locations with possible bulb-outs, u-turns, and raised medians.
- On Street Parking – N/A - Signage – Will be addressed as part of this project – both new and updated signs as needed.

Collision Analysis

See the attached excel spreadsheet for a listing of all collisions evaluated. Only collisions that were deemed correctable were utilized in the collision rate worksheet. Numerous additional accidents can be identified on the spreadsheet but significant number of them would not be considered correctable with the implementation of this project.

Community Support/Planning

The city looks forward to engaging the community and identifying the look and feel of the future entire corridor with this project as it was identified in the Corridor Master Plan. The corridor is well known in the community as a significant regional transportation issue and projects of this nature are expected and will be welcome. The project impacts and benefits will be included in the property and business owners meetings associated with the North Wenatchee Redevelopment project.

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF WENATCHEE

1/1/2013 - 12/31/2015

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE

AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

JURISDICTION	PRIMARY TRAFFICWAY	MILE POST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	#FAT	#VEH	ROADWAY SURFACE CONDITIONS	FIRST COLLISION TYPE / OBJECT STRUCK
State Route	285	3.34	E366114	10/17/2014	15:26	No Injury	0	0	2	Wet	Entering at angle
State Route	285COWENTCH	3.35	E250839	6/17/2013	12:03	No Injury	0	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.35	E487076	11/24/2015	7:57	No Injury	0	0	2	Snow/Slush	Entering at angle
State Route	285	3.42	3669809	12/11/2013	17:30	No Injury	0	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285	3.42	E452762	8/17/2015	15:45	No Injury	0	0	2	Dry	From same direction - both going straight - both moving - rear-end
State Route	285	3.46	E275332	10/5/2013	12:59	No Injury	0	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285	3.46	3639046	1/16/2015	10:33	No Injury	0	0	3	Snow/Slush	From same direction - both going straight - both moving - rear-end
State Route	285	3.47	E476856	10/31/2015	11:36	No Injury	0	0	2	Wet	Entering at angle
State Route	285	3.47	E498125	12/21/2015	11:38	No Injury	0	0	2	Snow/Slush	Entering at angle
State Route	285	3.47	E327892	5/7/2014	8:07	No Injury	0	0	2	Dry	From opposite direction - one left turn - one straight
State Route	285COWENTCH	3.47	E478920	11/4/2015	17:22	No Injury	0	0	2	Dry	From same direction - both going straight - both moving - rear-end
State Route	285COWENTCH	3.48	E438167	6/29/2015	11:50	No Injury	0	0	2	Dry	From same direction - both going straight - both moving - sideswipe
State Route	285	3.49	E438614	6/29/2015	17:45	No Injury	0	0	2	Dry	From same direction - both going straight - both moving - rear-end
State Route	285	3.51	E467725	10/2/2015	7:24	No Injury	0	0	3	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.52	3638801	9/7/2015	15:07	No Injury	0	0	2	Dry	From same direction - one left turn - one straight
State Route	285COWENTCH	3.52	3639007	11/25/2014	19:11	No Injury	0	0	2	Wet	From same direction - one left turn - one straight
State Route	285	3.53	E264060	8/14/2013	15:08	No Injury	0	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.55	3639451	7/28/2014	15:00	No Injury	0	0	2	Dry	From same direction - one left turn - one straight
State Route	285COWENTCH	3.56	3639106	12/10/2015	20:13	No Injury	0	0	2	Dry	One parked--one moving
State Route	285	3.59	E407378	3/13/2015	15:09	No Injury	0	0	3	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285	3.59	E402193	2/20/2015	12:04	No Injury	0	0	2	Dry	Entering at angle
State Route	285	3.44	3639279	9/5/2013	14:44	Possible Inj	0	0	3	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285	3.47	E241029	4/30/2013	20:24	Evident Inj	1	0	2	Dry	From opposite direction - one left turn - one straight
State Route	285	3.51	E243541	5/3/2013	15:52	Possible Inj	1	0	3	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.52	E494515	11/30/2015	14:28	Possible Inj	1	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.52	E246812	5/27/2013	11:45	Possible Inj	1	0	2	Wet	Entering at angle
State Route	285COWENTCH	3.52	E478549	11/4/2015	20:37	Evident Inj	1	0	1	Dry	Vehicle - Pedalcyclist
State Route	285COWENTCH	3.52	E422426	7/22/2014	11:49	Possible Inj	1	0	3	Wet	From same direction - both going straight - both moving - rear-end
State Route	285COWENTCH	3.52	E352014	8/27/2014	8:47	Possible Inj	1	0	2	Dry	From same direction - one left turn - one straight
State Route	285COWENTCH	3.56	3416195	3/10/2014	16:19	Possible Inj	1	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285	3.59	E300875	1/17/2014	10:08	Possible Inj	1	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.35	3639474	10/15/2014	11:27	Possible Inj	2	0	2	Dry	From same direction - both going straight - one stopped - rear-end
State Route	285COWENTCH	3.52	3416173	2/6/2013	16:01	Possible Inj	2	0	2	Dry	From same direction - both going straight - one stopped - rear-end

Not included in analysis as these will be addressed with the McKittrick Signal Project