ISLAND TRANSPORTATION PLANNING ORGANIZATION
2016 STP PROSPECTUS

Application Due Date: September 30, 2016 at 4:30 PM

Submit an electronic copy and 5 paper copies to:
Brian Wood, ITPO Transportation Planner, Island County Public Works, P.O. Box 5000, Coupeville, WA 98239 / b.wood@co.island.wa.us

Agency/Sponsoring Agency:	Island County	**Biennium:**	2017-2019
Address:	1 NE 6th Street Coupeville WA 98239	**Contact Person:**	Spencer Keane
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Identification:

Project/Road Name:		Begin	End
Swantown Ave/Heller St/Fireside Ln Intersection Improvements	Milepost:	0.37	0.37

Federal Functional Class: 16/17

See WSDOT Functional Class Map to determine road classification (local roads and rural minor collectors are generally excluded, but several exceptions apply (see link to Title 23, USC below)

Six Year T.I.P. Priority No. 24 STP Category: Operational Improvement

See eligible activities:

- General
- Detailed pgs 73-77 of Title 23, USC

Description of Project & Conditions to be Corrected by Project:
The Swantown Ave/Heller St/Fireside Ln Intersection Improvements will involve the construction of a new, fully actuated traffic signal system. This intersection meets two warrants for signal installation, and could possibly be reduced to a substandard level of service due to growth in traffic volume.

Estimated Total Cost: $1,100,000

STP Funds Requested: $346,000

Matching Percentage: 13.5 %

Note: $346,000 is the additional amount to the $605,500 that has already been awarded for this project.

Local Project Approval

STP Project Prospectus prepared under the supervision of:

City/County Engineer

9/30/16
Date

Island County Region Project Approval:

STP Project Approved with a priority rating of: _____

Chair, ITPO Policy Board _____ Date_____

ISLAND TRANSPORTATION PLANNING ORGANIZATION 2016 STP RATING SHEET

Note to Applicant: On a separate sheet, describe how your project will meet or address the various concerns listed below, as well as any other relevant information about the project. Project prioritization will depend primarily on the information provided.

Project Applicant: Island County
Project Name: Swantown Ave/Heller St/Fireside Ln Intersection Improvements
STP-R Funds Requested: $346,000

1 BETTER USE OF EXISTING FACILITIES — 25 pts Max.

- Maximizes people-moving and freight-carrying efficiency
- Improves level of service and/or capacity
- Provides system continuity
- Establishes or preserves right of way corridors
- Enhances economic development through the movement of people and goods

2 COORDINATION OF TRANSPORTATION MODES — 20 pts Max.

- Incorporates multiple modes into a single project

3 ENVIRONMENTAL CONSIDERATIONS — 10 pts Max.

- Improves air quality or noise reductions
- Provides ample mitigations to impacts to environment
- Provides scenic or historical enhancements
- Enhances healthy communities

4 LOCAL COMPREHENSIVE PLAN, REGIONAL TRANSPORTATION PLAN, AND WHIDBEY SCENIC ISLE WAY CORRIDOR MANAGEMENT PLAN CONSISTENCY. — 10 pts Max

5 SAFETY ENHANCEMENTS — 20 pts Max

- Incorporates safety features to protect the traveling public

6 MULTIPLE PARTICIPATION — 15 pts Max.

- Maximizes allocations with other funds
- Participation of other agencies/private partnerships
- Greater than required match

Additional Information

Please provide the following additional information regarding your STP project

1. Status:

   a) Fulfills the recommendation of Transportation Element of the Island County Comprehensive Plan. 2000 - 2020
   b) Is the project listed in the current six year TIP? __X__ Yes _____No
   c) Project timeline: 12/15 start date 12/18 completion date
   d) Phased Project?: ____ Yes __X__ No

2. Project Cost Estimates:

   a) PE costs: $200,000 Percent of P.E. completion: 15 %
   b) Right of way costs: $10,000
   c) Construction costs: (Includes construction engineering) $890,000
   d) Planning costs: $0
   e) Total project cost: $1,100,000
   f) Date cost estimates prepared: 4/16
   g) Source of information for developing cost estimates: Consultant
   h) Source of matching funds: Local Funds approved? Yes
   i) Biological Assessment (BA): $0

3. Site Evaluation:

   a) Soil type: (Soil Conservation Map) Everett-Alderwood complex 0-15% slopes
   b) Wetlands on site or vicinity? None
   c) Known archaeological sites in project vicinity? None
   d) Steep and/or unstable slopes on project site? None
   e) List known protected or endangered species living on or near project site. None
   f) Will a drainage plan be required? No
   g) Is project located in a flood hazard area? No
   h) Is the project subject to Section 4(F) or Section 106? No

4. Right of Way Acquisition:

   a) Describe right of way or easements that have been obtained. None
   b) Describe necessary right of way or easements that have not been finalized.
      Minor strip acquisition on southern portion of intersection

5. Indicate known significant public support or opposition:
   There have been some reports of safety concerns at this intersection due to the characteristics of the intersection, such as grade and proximity to neighborhoods, as well as concerns about periodic congestion.

6. Explain how project complies with the American's with Disabilities Act.
   New signal installation will require the area to meet the current ADA standards, including the use of Accessible Pedestian Signals (APS) and curb ramps

For ITPO Technical Committee Use Only

Project on-site inspection conducted on _____ by _____

WSDOT project review team analysis completed on _____

Swantown Ave/Heller St/Fireside Ln Intersection Improvements
Description for 2016 STP-R rating sheet

1. **Better Use of Existing Facilities**
   The Swantown / Heller intersection is projected to reach a substandard level of service as traffic volumes continue to increase and no corrective actions are taken. There are signals installed at Swantown/Fort Nugent and Swantown/SR 20, so there will be continuity within the segment. There will be very little right of way acquisition required for this project. A traffic signal will decrease the amount of delay per vehicle, so the delivery of goods will be faster and traffic will reach their destination more quickly and easier.

2. **Coordination of Transportation Modes**
   Island Transit Route 2 uses the intersection to travel from Swantown to Heller every hour from 5 a.m. to 7 p.m. The Island County Bicycle Map identifies both roads as suitable routes, and the signalization will increase rider safety. This route is also reported to be used by students traveling back and forth to school. Signalized intersections provide safety measures for these nonmotorized forms of travel as well, both bicycles and pedestrians.

3. **Environmental Considerations**
   The signalized intersection will reduce delays, thereby reducing vehicle idle time and subsequent emissions and noise. Very little environmental impact as the project location is within the current road prism. Traffic signals encourage the use of walking and cycling due to the increase of safety and detection.

4. **Local Comprehensive Plan, Regional Transportation Plan, and Whidbey Scenic Isle Way Corridor Management Plan Consistency**
   This project complies with both the Transportation Element of the Island County Comprehensive Plan 2000 – 2020.

5. **Safety Enhancements**
   Safety of citizens using motorized and nonmotorized travel modes is greatly increased by signalized intersections because of the design standards and detection associated with the signal. Sight distance from Fireside Lane can be a concern for motorists at the intersection, the utilization of a traffic signal will improve safety for the egress from the neighborhood.

6. **Multiple Participation**
   Cooperation with the City of Oak Harbor will be imperative, as the project location borders the city and includes a city road segment.