

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: City of Langley

Address: PO Box 366

112 Second Street

Langley, WA 98260

Phone No: 360.221.4265

Biennium: FY 2019

**Contact Person: Stan Berryman,
PW Director**

Email Address:

sberryman@langleywa.org

Identification:

Project/Road Name:	Begin	End
Park Avenue	Third	Fourth
	Milepost: Street	Street

Federal Functional Class: Rural Major Collector (H151)

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. 4 STP Category: Preservation

See eligible activities:

- [General](#)
- [Detailed](#) pgs 73-77 of Title 23, USC

Description of Project & Conditions to be Corrected by Project:

(Attach additional sheets if necessary)

See attached sheets.

Estimated Total Cost: **\$117,400**

STP Funds Requested: **\$101,400**

Matching Percentage: **13.6%**

Local Project Approval

STP Project Prospectus prepared under the supervision of:

Rich Mel, P.E.
City/County Engineer

9/23/16
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: **City of Langley**

Project Name: **Park Avenue Preservation**

STP-R Funds Requested: **\$101,400**

- | | | |
|----------|---|--------------------|
| 1 | BETTER USE OF EXISTING FACILITIES <ul style="list-style-type: none">• 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 See Attached Sheets | 25 pts Max. |
| 2 | COORDINATION OF TRANSPORTATION MODES <ul style="list-style-type: none">• Incorporates multiple modes into a single project See Attached Sheets | 20 pts Max. |
| 3 | ENVIRONMENTAL CONSIDERATIONS <ul style="list-style-type: none">• Improves air quality or noise reductions• Provides ample mitigations to impacts to environment• Provides scenic or historical enhancements• Enhances healthy communities See Attached Sheets | 10 pts Max. |

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

5 SAFETY ENHANCEMENTS 20 pts Max
• Incorporates safety features to protect the traveling public
See Attached Sheets

6 MULTIPLE PARTICIPATION 15 pts Max.
• Maximizes allocations with other funds
• Participation of other agencies/private partnerships
• Greater than required match
See Attached Sheets

Additional Information

Please provide the following additional information regarding your STP project

1. Status:

- a) Fulfills the recommendation of **City Comprehensive Plan . 2000 - 2020**
- b) Is the project listed in the current six year TIP? Yes No
- c) Project timeline: 02/19 start date 12/19 completion date
- d) Phased Project?: Yes No

2. Project Cost Estimates:

- a) PE costs: \$8,400 Percent of P.E. completion: 0 %
- b) Right of way costs: 0
- c) Construction costs: (Includes construction engineering) \$109,000
- d) Planning costs: 0
- e) Total project cost: \$117,400
- f) Date cost estimates prepared: 9/15/2016
- g) Source of information for developing cost estimates: Certified Bid Tabulations similar work
- h) Source of matching funds: Local Funds approved? Yes
- i) Biological Assessment (BA): N/A

3. Site Evaluation:

- a) Soil type: (Soil Conservation Map) Keystone Loamy Sand
- b) Wetlands on site or vicinity? No
- c) Known archaeological sites in project vicinity? No

- d) Steep and/or unstable slopes on project site? No
- e) List known protected or endangered species living on or near project site. NO
- 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. **No Right of Way Required**
- b) Describe necessary right of way or easements that have not been finalized. **None**

5. Indicate known significant public support or opposition:

No opposition received.

6. Explain how project complies with the American's with Disabilities Act.

Any pedestrian improvements required will comply with 2005 PROWAG requirements.

<i>For ITPO Technical Committee Use Only</i>
Project on-site inspection conducted on _____ by _____
WSDOT project review team analysis completed on _____

**Island Transportation Planning Organization
2016 STP Prospectus
Park Avenue Preservation – Third Street to Fourth Street**

DESCRIPTION OF PROJECT AND CONDITIONS TO BE CORRECTED BY PROJECT:

The City of Langley proposes approximately 350 LF of pavement resurfacing along Park Avenue from Third Street to Fourth Street. This segment of Park Avenue is listed on the WSDOT Functional Classification Map as Rural Major Collector, H151. This segment of Park Avenue is part of the east west collector connecting the City's downtown core to Brooks Hill Road and SR 525. The project is consistent with City and County transportation planning goals and policies.

The proposed project is also a segment of roadway that links to the City's downtown core business district, providing essential east/west connectivity from the City core to neighboring communities to the west including Bells Beach and Baby Island Heights. This segment also provides connectivity to Brooks Hill Road and SR 525. Preserving the wearing surface of this roadway maintains vehicle access to the local businesses essential to the economic vitality of the City.

Currently the wearing surface of the roadway is deteriorating exhibiting longitudinal and transverse cracking. If not corrected, surface runoff will continue to migrate through these cracks further damaging the pavement and ultimately compromising the stability of the underlying roadbed. The proactive pavement preservation proposed dramatically reduces the need for costly future road reconstruction, extends the useful life of the City roads, limits disruption of access to the local businesses, and maintains the public's investment.

All utilities within this roadway segment are adequate to accommodate future growth for the 20 year planning horizon, as identified in the City's Comprehensive plan.

**Island Transportation Planning Organization
2016 Rating Sheet
City of Langley
Park Avenue Preservation – Third Street to Fourth Street**

1.) BETTER USE OF EXISTING FACILTITES (25 PTS.)

- **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**

This preservation project will improve the level of service for motorized access to the City's downtown businesses and maintain a vital east-west connection to SR 525 and neighboring communities. The improvements will extend the useful life of the pavement wearing course, improve surface smoothness, and preserve the public's prior investment for access to the many small businesses dependent upon the tourist trade.

Investing and maintaining the level of service and access through the downtown is vital to the economy for local businesses. The ability to maintain the movement of goods and services and tourist traffic into and out of the City is vital for economic health.

Preserving the condition of this rural major collector maintains consistent access through the City's downtown transportation network and is consistent with current City transportation goals and policies.

2.) COORDINATION OF TRANSPORTATION MODES (20 pts.)

- **Incorporates multiple modes into a single project**

Transportation modes are the means by which people and freight achieve mobility. This project directly preserves and enhances passenger and freight accessibility into the City.

3.) ENVIRONMENTAL CONSIDERATIONS (10 pts.)

- **Improves air quality or noise reduction**
- **Provides ample mitigation to impacts to the environment**
- **Provides scenic or historic enhancements**
- **Enhances healthy communities**

The project will not impact any environmental critical areas or archeologically sensitive areas. The benefits of the preservation of the corridor can be realized without negative impacts to the environment.

Preservation of the corridor will maintain access to the historic waterfront in Langley including; 1st Street access to Seawall Park, Thomas Hladkey Memorial Park, and the Langley Beach waterfront. Historic sites within the City also include the historic Clyde Theatre, Dog House Tavern, and the Inn at Langley.

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

The City's Comprehensive Plan outlines nine visionary goals. This project is consistent with several of these goals including; identifying and financing public improvements to serve existing and future land use and encouraging the local economy. This project will support each of these goals by maintaining and preserving access to the City's downtown core businesses and regional transportation corridors.

While Park Avenue does not directly connect to SR 525, it provides a necessary link for commuters from the historical area of the City of Langley and this Scenic Byway, SR 525. Preserving accessibility to and from the historic Langley downtown area is consistent with the Whidbey Scenic Isle Way Corridor Management Plan's premise of showcasing the rural character and intrinsic value of the history of the Whidbey Island.

5.) SAFETY ENHANCEMENTS (20pts.)

- **Incorporates safety features to protect the traveling public**

Pavement overlay treatments are structural enhancements that extend the service life of an existing pavement, improve its load carrying capacity, and maintain a safe driving surface. This overlay project will extend the life of existing pavement structure by restoring existing structural capacity through the removal and replacement of deteriorated pavement surface and will improve surface smoothness. These enhancements will maintain a safe roadway for vehicles traveling through the project corridor.

6.) MULTIPLE PARTICIPATION (15pts.)

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

The ability to use STP funds for this project allows the City to augment their limited revenues and maximizes their ability to fund necessary transportation projects identified in the Transportation Improvement plan.

Project Cost Estimate

Item No.	Item Description	Unit	Est. Qty.	Unit Price	Amount
1	Mobilization	LS	1	\$ 10,000.00	\$ 10,000.00
2	Traffic Control (Includes Construction Signs Class A)	LS	1	\$ 15,000.00	\$ 15,000.00
3	Flaggers and Spotters	HR	150	\$ 50.00	\$ 7,500.00
4	Sawcutting	LF	100	\$ 5.00	\$ 500.00
5	Plane Bituminous Asphalt	SY	800	\$ 24.00	\$ 19,200.00
6	HMA CL 1/2" PG 58-22	TON	100	\$ 185.00	\$ 18,500.00
7	Paint Line	LF	1000	\$ 5.00	\$ 5,000.00
8	Thermoplastic Stop Line	LF	60	\$ 10.00	\$ 600.00
9	Temporary Asphalt Wedge	LF	50	\$ 30.00	\$ 1,500.00
10	SPCC Plan	LS	1	\$ 1,200.00	\$ 1,200.00
11	Minor Changes	LS	1	\$ 5,000.00	\$ 5,000.00

Construction Subtotal	\$	84,000.00
Contingency (15%)	\$	12,600.00
Design Phase (10%)	\$	8,400.00
Construction Management/Inspection (15%)	\$	12,600.00
Project Subtotal:	\$	109,200.00
Escalation Factor (7.5%):	\$	8,200.00
Project Estimate:	\$	117,400.00