



# AGENDA ITEM SUMMARY

(Must be submitted NLT 3PM Wednesday for next week agenda)

**Department: Public Works**

**WORK SESSION**     **Meeting Date: March 25, 2024**

**REGULAR AGENDA**    **Meeting Date: April 2, 2024**

**Required originals approved and attached?**

**Will be provided on:**

**Item summary:**

- |  |  |                                      |
|--|--|--------------------------------------|
| <input checked="" type="checkbox"/> Call for Hearing | <input type="checkbox"/> Contract/Agreement/MOU - Contract # |                                      |
| <input type="checkbox"/> Resolution                  | <input type="checkbox"/> Proclamation                        | <input type="checkbox"/> Budget Item |
| <input type="checkbox"/> Draft Ordinance             | <input type="checkbox"/> Final Ordinance                     | <input type="checkbox"/> Other       |

Documents exempt from public disclosure attached:

**Executive summary:** The federal Surface Transportation Block Grant (STBG) program was extended under the Bipartisan Infrastructure Law (BIL). The STBG Program provides for federal funding to preserve and improve the conditions and performance on eligible federal aid highways; bridge and tunnel projects on any public road; pedestrian, bicycle, and recreational trails; transit capital projects; ferry boats and terminal facilities; and other eligible activities under 23 U.S.C 133. STBG funding can pay for 86.5% of an eligible project phase cost. The Washington State Department of Transportation (WSDOT) administers the STBG program at the statewide level.

Clallam County is the designated lead agency to hold a process to select eligible local projects for programming our county’s regional allocation of federal STBG funding for Federal Fiscal Year (FFY) 2024-2027 period. The Public Works Department administers the application process with final project review and selection by the Board of County Commissioners. WSDOT’s allocation to Clallam County to select and program local projects for STBG funding is currently estimated at \$945,773 annually for FFY’s 2024-2027 with an additional 2023 carry-over of \$857,647 from 2023. The Public Works Department provided a briefing on February 12, 2024, to the Board on the STBG funding program and 2024 STBG application process schedule.

Clallam County selects projects for programming our regional allocation of STBG funding but does not distribute or administer STBG federal funding for selected projects. That is done thru WSDOT thru agreements with the local agency whose project is selected for STBG funding.

The Public Works Department issued a call for project applications for new STBG funding requests on February 6, 2024, to local transportation agencies. The following six new project applications were received by the March 18 deadline:

- *City of Port Angeles: Race Street Complete Street – Phase 2.* The City is requesting reallocation of the \$750,000 of the STBG funds previously approved and currently programmed by Clallam County from design to construction. The City received another grant

\* Work Session Meeting - Submit 1 single sided/not stapled copy  
 \*\* Regular Meeting – Submit 1 single sided/not stapled copy and originals (1 or 3 copies)

award that will cover project design. In addition to the re-allocation of the \$750,000 funds, the city application is also requesting an additional \$250,000 of STBG funding in order to help further close the estimated \$2,000,000 gap predicted by current funding and estimated construction costs. STBG Funding Request = \$1,000,000 (Construction)

- *City of Sequim: Priest Road Rehabilitation.* This roadway rehabilitation project will install subgrade and a full depth rehabilitation that will include 12-inches of base course (over 5 inches of asphalt) on N. Priest Road from the intersection at W. Washington to the city limits. STBG Funding Request = \$1,070,783.50 (Construction)
- *City of Sequim: Washington Street Arterial Overlay – 9<sup>th</sup> Avenue to 7<sup>th</sup> Avenue.* This pavement preservation project will resurface W. Washington St. from just east of the roundabout at 9<sup>th</sup> Avenue through the intersection of 7<sup>th</sup> Avenue, including all four intersection legs/turn lanes, and the right in/right out entrance at W. Washington St. and Brackett Rd. New pavement markings will be installed, clarifying traffic flow options, and improving crosswalk visibility. Drainage improvement will also be completed. Drainage improvements will also be completed. STBG Funding Request = \$404,387.50
- *City of Sequim: River Road Overlay.* This pavement preservation project will resurface the pavement on a high-volume section of River Road from south of the roundabout to the US 101 City-WSDOT right-of-way boundary. STBG Funding Request = \$183,553
- *Clallam County: Old Olympic Highway Resurfacing.* This project will repair and resurface the segment of Old Olympic Highway starting at mile post 2.75 and ending at mile post 3.60, or between the Matson Road intersection and just east of the Gunn Road intersection. STBG Funding Request = \$900,000
- *Clallam County (co-sponsor Jamestown S' Klallam Tribe): Carlsborg Road Trail Crossing Safety Improvements.* This project is for the design and construction for safety improvements for the Olympic Discovery Trail crossing of Carlsborg Road in the Carlsborg Urban Growth Area. STBG Funding Request = \$154,678

The following local projects are currently programmed (Resolution 58, 2022) for County regional STBG funding allocations:

- \$386,760 City of Forks Bogachiel Way Overlay Project.
- \$825,000 Clallam County Olympic Discovery Trail—Forks Calawah River Park to Sitkum-Sol Duc Road Project [Construction Phase].
- \$221,623 Jamestown S'Klallam Tribe Olympic Discovery Trail (ODT)—Dean Creek Bridge Improvement Project located immediately west of the ODT crossing of W. Old Blyn Highway. *This project is completed.*
- \$55,222 Jamestown S'Klallam Tribe: Olympic Discovery Trail (ODT)—Dungeness River Historic Bridge Management Plan (i.e., plan for repair and rehabilitation).

\* Work Session Meeting - Submit 1 single sided/not stapled copy

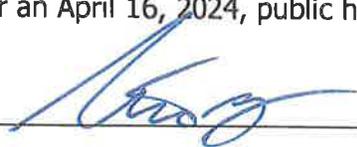
\*\* Regular Meeting – Submit 1 single sided/not stapled copy and originals (1 or 3 copies)

**Budgetary impact:** (Is there a monetary impact? If so, are funds for this already allocated or is a budget change necessary? If this is a contract and a budget change is necessary, the budget change form must be submitted with the item at work session and for the regular agenda) **If a budget action is required, has it been submitted and a copy attached?**

No budget impacts. Clallam County only selects eligible regional projects for STBG funding allocation.

**Recommended action:** (Does the Board need to act? If so, what is the department's recommendation?)

The decision on final project selection and STBG regional allocation is by the Board of County Commissioners following a public hearing. A call for an April 16, 2024, public hearing for allocation of regional STBG federal funding is attached.

**County Official signature & print name:**  \_\_\_\_\_

**Name of Employee/Stakeholder attending meeting:** Steve Gray \_\_\_\_\_

**Relevant Departments:** Public Works \_\_\_\_\_

**Date submitted:** March 20, 2024

\* Work Session Meeting - Submit 1 single sided/not stapled copy  
\*\* Regular Meeting – Submit 1 single sided/not stapled copy and originals (1 or 3 copies)

**PUBLIC HEARING**

Allocation of 2024-2027 Regional Surface Transportation Block Grant (STBG) Program Federal Funding

**NOTICE:** The Clallam County Board of Commissioners will conduct a public hearing on Tuesday, April 16, 2024 at 10:30 a.m., or as soon thereafter as possible in the Commissioners’ Meeting Room of the Clallam County Courthouse, 223 East 4<sup>th</sup> Street, Room 160, Port Angeles, Washington. The public hearing is on 2024 project applications for inclusion to be programmed as part of the County’s 2024-2027 regional funding allocation of Surface Transportation Block Grant (STBG) Program federal funding. The applications are available on the County website at: [www.clallamcountywa.gov/562/Roads-Division](http://www.clallamcountywa.gov/562/Roads-Division) or copies can be mailed upon request.

Public comments are encouraged. Submit written comments to the address below before the hearing or present comments in person at the public hearing.

In compliance with the Americans with Disabilities Act, reasonable accommodations are available upon request. The facility is considered "barrier free" and accessible to those with physical disabilities.

**PROPONENT:** Clallam County Board of Commissioners  
223 East 4<sup>th</sup> Street, Suite 4  
Port Angeles, WA 98362-3015  
Telephone: 360.417.2233

**FORMAL IDENTIFICATION:** Resolution on Allocation of 2024-2027 Regional STBG Program Federal Funding.

**SUMMARY OF PROPOSED PROJECTS FOR STBG FEDERAL FUNDING ALLOCATIONS**

<b>New Project Applications</b>				
<b>Agency</b>	<b>Project</b>	<b>FFY</b>	<b>Allocation</b>	<b>Phase</b>
City of Port Angeles	Race Street Complete Street – Phase 2	2026	\$1,000,000	Construction
City of Sequim	Priest Road Rehabilitation	2024	\$1,070,783.50	Construction
City of Sequim	Washington Street Arterial Overlay – 9 <sup>th</sup> Ave. to 7 <sup>th</sup> Ave.	2024	\$404,387.50	Construction
City of Sequim	River Road Overlay	2024	\$183,553	Construction
Clallam County	Old Olympic Highway Resurfacing (Milepost 2.75 – 3.60)	2024	\$900,000	Construction
Clallam County	Carlsborg Road Trail Crossing Safety Improvements.	2024	\$154,678	Design & Construction
<b>Currently Programmed Projects</b>				
Jamestown S’ Klallam Tribe	Olympic Discovery Trail (ODT): Dean Creek Bridge Improvements	2024	\$221,623 <sup>1</sup>	Construction
Jamestown S’ Klallam Tribe	ODT – Dungeness River Historic Bridge Management Plan	2024	\$55,222 <sup>1</sup>	Planning
City of Forks	Bogachiel Way Overlay	2024	\$386,760 <sup>1</sup>	Construction
Clallam County	ODT - Forks Calawah River Park to Sitkum-Sol Duc Rd.	2025 /2026	\$825,000 <sup>1</sup>	Construction

<sup>1</sup>Previously approved under Resolution 31, 2023.

# Clallam County FFY 2024 Surface Transportation Block Grant (STBG) Funding Application

## Instructions

Please complete application in the space provided. Attachments are optional, but if added please do not exceed five (8.5 x 11 size only) pages (not counting vicinity map and any letter of support). Attachments should be limited to provide supplemental information (e.g., photos, maps, illustrations, cross-sections). If you have any questions, contact Steve Gray, Deputy Director-Public Works, at: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov) or 360-417-2290.

## A. GENERAL INFORMATION

Project Title: Race Street Complete Street- Phase 2  
Agency/Sponsor: City of Port Angeles  
Contact Person/Title: Jonathan Boehme  
Telephone: 360-417-4803 Email: jboehme@cityofpa.us

## B. PROJECT TYPE (Mark all Categories that Apply)

Many types of projects are eligible for STBG funding. Roadway construction must be functionally classified as collector or above unless the project meets the exceptions under 23 U.S.C. 133. For more information, refer to the application packet materials.

### B.1: Indicate below the project type(s) you are seeking STBG funding for:

The City of Port Angeles is seeking funding for a pedestrian, bicycle, and recreational trail facility along Race Street between Front Street and 8th Street. Race Street is classified as a collector arterial.

This request is primarily related to the STBG funds that were approved in 2023. Since that approval, the approved federal Puget Sound to Pacific Planning for Multi-use Trail RAISE Grant for the complete design of remaining Olympic Discovery Trail sections and connections will essentially cover the 2023 design funding request. The request for 2026 STBG funding is to move the allocated STBG 2023/2024 preliminary engineering funds into the construction phase of Race Street Phase II.

In addition to the re-allocation of the previously granted funds, the city is also requesting an additional \$250,000 of STBG funding in order to help further close the estimated \$2,000,000 gap predicted by current funding and estimated construction costs.

B.2. Functional Class (Road Projects Only): Arterial

### C. PROJECT DESCRIPTION

Briefly describe the proposed project, the need, and anticipated benefits. Describe project location and attach a vicinity map (8.5" x 11"), if applicable.

The City of Port Angeles is currently at 30% design of Race Street Complete Street Phase II with final construction scheduled for April 2026. Phase two consists of the .6 mile reconstruction of the total 1.15 miles of Race Street from 8th to Front Streets. Phase II final design is fully funded through the recently awarded Puget Sound to Pacific Planning for multi-use trail RAISE Grant. Race Street is a major transportation facility and traffic generator within and through Port Angeles for local residents, commercial traffic, surrounding tourism generators (such as Olympic National Park, the Park Headquarters, Visitor Center, and beyond to Hurricane Ridge), two major public parks, Olympic Medical Center, the Olympic Discovery Trail, Roosevelt and Washington Elementary Schools, the local Boys and Girls Club, Mount Angeles View Public Housing, the Port Angeles Fine Arts Center, the Community Players Playhouse, and the Port Angeles Public Library.

The City of Port Angeles has worked with community members, public stakeholders, and Olympic National Park staff to develop a street corridor that will reduce lane width from 23 to 12 feet, create a 12 foot shared use recreation path which will connect the Olympic Discovery Trail to the Olympic National Park and increase non-motorized access to all the above mentioned public facilities. The first phase of the project will be completed in March 2024. Pedestrian crossing distances have been reduced , pedestrian-scale lighting has been introduced, and the number of crossings has been increased to provide for better connectivity between neighborhoods and the many destinations along the Race Street Corridor.

The City of Port Angeles has completed construction of Phase 1, which began in February 2023. This funding request will provide final design funding for Phase 2, with a goal of constructing Phase 2 in 2026.

Visitation to Olympic National Park continues to grows. Counts show a growth of counts show a growth of 400,000 park visitors between 2010-2019, with 2.9 million visitors parkwide and 109,000 vehicles counted at the fee collection station at the Hurricane Ridge entrance in 2022. Increased visitation means increased traffic and danger, especially from larger vehicles such as motorhomes and trucks with trailers. Race Street also functions as an alternative route for commercial trucking traffic and is used as a downtown bypass for local traffic. The City is seeking funding from the Surface Transportation Block Grant in order to increase multimodal travel safety and efficiency through this corridor and subsequently within and through the City of Port Angeles.

### D. SUMMARY FINANCIAL INFORMATION

Total Estimated Project Cost:	\$ <u>\$5,103,448</u>
FFY 2024 STBG Request:	\$ _____
FFY 2025 STBG Request:	\$ _____
FFY 2026/2027 STBG Request:	\$ <u>\$1,000,000</u>

Has the project or a related project phase previously received STBG funding? Yes or No  
If yes:

What was the previous STBG funding allocation: \$ \$750,000  
Amount of unspent or unobligated STBG Funding: \$ \$750,000

## E. DETAILED FINANCIAL INFORMATION

**Project Cost by Phase:** Complete the section for your project type. Specify costs only for the project phase(s) applicable to this proposal. Do not include costs for prior or subsequent phases of work.

Project Type	STBG Funding Request	Total Costs
<b>Infrastructure Projects</b>		
Preliminary Engineering/Design		1,200,000
Right-of-Way		
Construction	\$1,000,000	5,103,448
<b>Non-Infrastructure Projects</b>		
Program/Services		
Planning/Study		
Vehicles		
Other: _____		
<b>TOTALS</b>		

**STBG Funding Request and Other Project Revenue:**

Funding Source	Amount
Federal STBG Funding Request	\$1,000,000
Local Funding	\$102,000
State Funding	
Other Funding	\$2,000,000
<b>Total Project Revenue</b>	<b>\$3,102,000</b>

**Toll Credits:** Is this project requesting use of toll credits to serve as the match?\* Yes or No

*\*See the following documents in the application packet regarding use of toll credits: 1) 2024 STBG Application and Funding Guidelines; and 2) WSDOT Policy for Allocation and Use of Toll Credits.*

**Matching Funds:** The federal participation rate for STBG funding is 86.5%. Applications not requesting use of toll credits must provide the 13.5% non-federal share. If applicable, list the source, status, and amount of all matching funds.

Source of Funds	Current Status (secured or reasonably expected)	Amount
Local- City Funding	Reasonably Expected	\$102,000
WA RCO WWRP Trails-State	Reasonably Expected	\$1,500,000

## F. PROJECT ELEMENTS

The information requested in this section is based upon the state transportation system policy goals under RCW 47.04.280 and addressed in the *Washington Transportation Plan – 2040 and Beyond* and *Peninsula Regional Transportation Plan 2040*. These goals are **NOT** in any order of priority, and not every project is expected to align with each policy goal area.

### F.1 Economic Vitality

*Goal: Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy? If applicable, briefly describe how the proposal supports this goal.*

This project will provide needed alternative transportation access for both local residents and regional travelers alike. Increase pedestrian and bicycle safety and access along Race Street will enliven the corridor and increase development of vacant properties and redevelopment of properties to their highest and best use. The trail will also function as a foundational north/south element in Port Angeles' multimodal transportation network.

Throughout its expansion the Olympic Discovery Trail has been a major economic development asset for Port Angeles and the greater North Olympic region as both a tourism generator and regional transportation network. Olympic National Park sees over four million visitors each year, with a growth of over 400,000 visitors between 2010-2019. The Hurricane Ridge entrance to the Park counted 109,000 vehicles at the fee collection station in 2022. A trail spur connecting the waterfront to the National Park is essential to safe multimodal travel to the Park and will provide a destination in itself as the corridor increases its economic development capacity.

### F.2 Preservation and Maintenance

*Goal: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. If applicable, briefly describe existing conditions and the type of preservation and maintenance efforts the proposal will perform.*

The current Street prism is a 46-foot-wide two-lane arterial roadway with either no access to sidewalks, sidewalk on one side of the right of way or minimum standard sidewalks which may not meet current ADA standards. The roadway has a current average pavement rating of 75.

This project is reducing the roadway width by half and dedicating the remainder of the right of way to multimodal transportation facilities and upgrading all ADA facilities. Reducing and replacing the surface of the entire roadway within the project area will allow for longer term life expectancy and lower cost for maintenance.

### F.3 Safety

*Goal: Provide for and improve the safety and security of transportation customers and the transportation system. If applicable, briefly describe the factors that contribute to the safety risks and how the proposal will mitigate (e.g., countermeasures) the safety issues.*

The primary project objective is the increase of safety in the Race Street corridor by:

1. Increasing pedestrian and bicycle connectivity,
2. Reducing lane widths from 23 feet to 12 feet;
3. Reducing in overall road width provides a large amount of area within the right of way allowing for
  - a. 12-foot-wide extension of the Olympic Discovery Trail along the entire corridor. This effectively provides 50% of the right of way width to multimodal options;
4. A reduced lane width will provide necessary traffic calming without sacrificing missed traffic signals  
or increase vehicle stacking;
5. Reducing pedestrian crossing distance and 100% curb ramp development at all street and alley intersections;
6. Up-to-date Accessible Pedestrian Signals at all signaled intersections; and
7. Crosswalks at all street intersections.

### F.4 Mobility & Multimodal Transportation System

*Goal: Improve the predictable movement of goods and people, including congestion relief and improved freight mobility. Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles reduced. If applicable, briefly describe how the proposal meets these goals.*

Traffic signalization upgrades and auto-turn modeling have demonstrated that both vehicular and non-motorized transportation mobility efficiencies are maintained or improved on Race Street by this project.

The project provides needed alternative transportation access that meets the highest safety standards for non-motorized travelers available in an urban setting: a segregated trail with crossing bump-outs, leading pedestrian interval signalization. This trail system is fully ADA accessible and creates an essential north-south route of connection for commuters and regional travelers.

The second phase of the Race Street project continues to extend a direct trail connection to Olympic National Park, the Boys and Girls Club, Peninsula Housing Authority multifamily housing units, Franklin Elementary School, bike lanes on Lauridsen Boulevard and 8th Street, Crestwood Health and Rehab Center, The Port Angeles Fine Arts Center and Port Angeles Community Players Theater, and Peninsula College

## **F.5 Environment & Health**

***Goal 1: Enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment. If applicable, briefly describe how the proposal meets this goal.***

A safe non-motorized trail system provides a transportation facility user with choice. This choice fosters a healthier community including reduction of local stresses on the environment, provision and promotion of energy conservation through a non-motorized focus, and ensuring non-motorized travelers are held in the same esteem as those traveling in vehicles. Phase 1 of the project has been constructed, with Phase 2 currently in the design stage.

This investment meets this goal in constructing a completely transformative streetscape that celebrates and enacts each one of this goal's tenants.

## **F.6 Stewardship**

***Goal: Continuously improve the quality, effectiveness, and efficiency of the transportation system. If applicable, briefly describe how the proposal meets this goal such as incorporating multiple modes, providing system efficiency benefits (e.g., travel time, emission, congestion, or operational/maintenance costs reductions), or other expected improvements.***

Transportation mobility is rooted in the ability to choose the mode of travel that is most effective and convenient for the user. Race Street is entering a transformation that will provide equal and safe access to all modes of transportation without sacrificing loss of efficiency. This is being accomplished with upgraded signalization with leading pedestrian intervals, shorter crossing distances using bump-outs, and vehicle signalization that maintains the arterial's current rating. A reduction in half of the paved width of the street will greatly reduce the continued operational and maintenance costs of the pavement, and a concurrent upgrade to the water-system within the Race Street right of way will ensure the urban growth and capacity continues to be met and that the utility infrastructure remains up-to-date. Pedestrian scale lighting and upgrades to all lighting to solar power where feasible will also encourage safety, well-being, and greater operational efficiency.

## G. Project Readiness and Delivery Information:

Below briefly describe the readiness of your project to proceed (or the steps that will be taken) to obligate your project—see *application packet for information on project obligation*.

The city of Port Angeles is currently at 30% design of Race Street Complete Phase 2 with final construction scheduled for April 2026 of the .6 mile second phase reconstructing 1.5 miles of Race Street. The City has secured a \$1.2 million RAISE grant for design and \$2 million FLAP grant for construction of Phase 2 beginning in 2026. This grant will enable the City to meet the FLAP timeline to construct Phase 2 beginning in 2026.

For 2024 the City of Port Angeles is requesting to reallocate the previously approved Race Street Phase II Preliminary Design 2023/2024 Surface Transportation Block Grant to the construction of Race Street Phase II in 2026. Further, the City is requesting an additional \$250,000 to assist with filling the Phase II construction funding gap.

Is this project adopted in your local Transportation Improvement Program?	X	Yes	No
Is this project in the 2024-2029 Regional Transportation Improvement Program (RTIP)?	X		
Is this project already in the 2024-2027 Statewide Transportation Improvement Plan (STIP)?*		Yes	No

**\*Note:** Projects will need to be in the STIP (or added to) prior to obligation and receiving of federal STBG funds. Inclusion in the RTIP and local TIP is a requirement to be in the STIP.

## H. Certification Acceptance (CA)

Projects are to be administered by a state approved Certification Acceptance (CA) agency—see Washington State Department of Transportation (WSDOT) Local Agency Guidelines Manual. If an agency does not have CA status, the following two options are available for administration of STBG federal funded projects: (1) Non-CA agency enters into agreement with a CA agency to administer all aspects of the project (requires approval of the WSDOT Region Local Programs Engineer); or (2) the WSDOT Region Local Programs Engineer acts as the CA Agency (requires approved plan between Region Local Program Engineer and the agency).

Applicant is a CA Agency:  Yes  No

If No, please indicate who will act as the project CA Agency: \_\_\_\_\_

## I. Application Acknowledgment and Authorization

The project as described is financially feasible and the costs reflect current planning level estimates of what is needed to accomplish the work described. If awarded STBG funds, the match revenue and project obligation year described reflects a realistic commitment and schedule. Our agency/organization is aware that failure to meet the obligation deadline may result in funds being reallocated to a different project, possibly resulting in delays or loss of funding to this project.

Agencies/organizations that use federal funds must comply with administrative and project compliance requirements over which the Lead Agency (Clallam County) has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements. The Lead Agency is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

Our agency/organization further acknowledges that if our project is selected for STGB funding we are responsible for:

- Abiding by all current state and federal policies and procedures for project phase obligation, transfer of funds and federal project implementation over which the Lead Agency (Clallam County) has no control.
- Providing the required matching funds.
- Meeting project phase obligation timing commitments.
- Providing for all ineligible project costs or cost overruns.

DocuSigned by:

*Jonathan Boehme*

80501487B213476  
Authorized Signature

3/15/2024

Date

Jonathan Boehme, City Engineer  
Print Name, Title

**APPLICATION DEADLINE: MARCH 18, 2024**

### WHERE TO SUBMIT:

**By Email to:** [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

**By Mail or Hand Delivery to:**

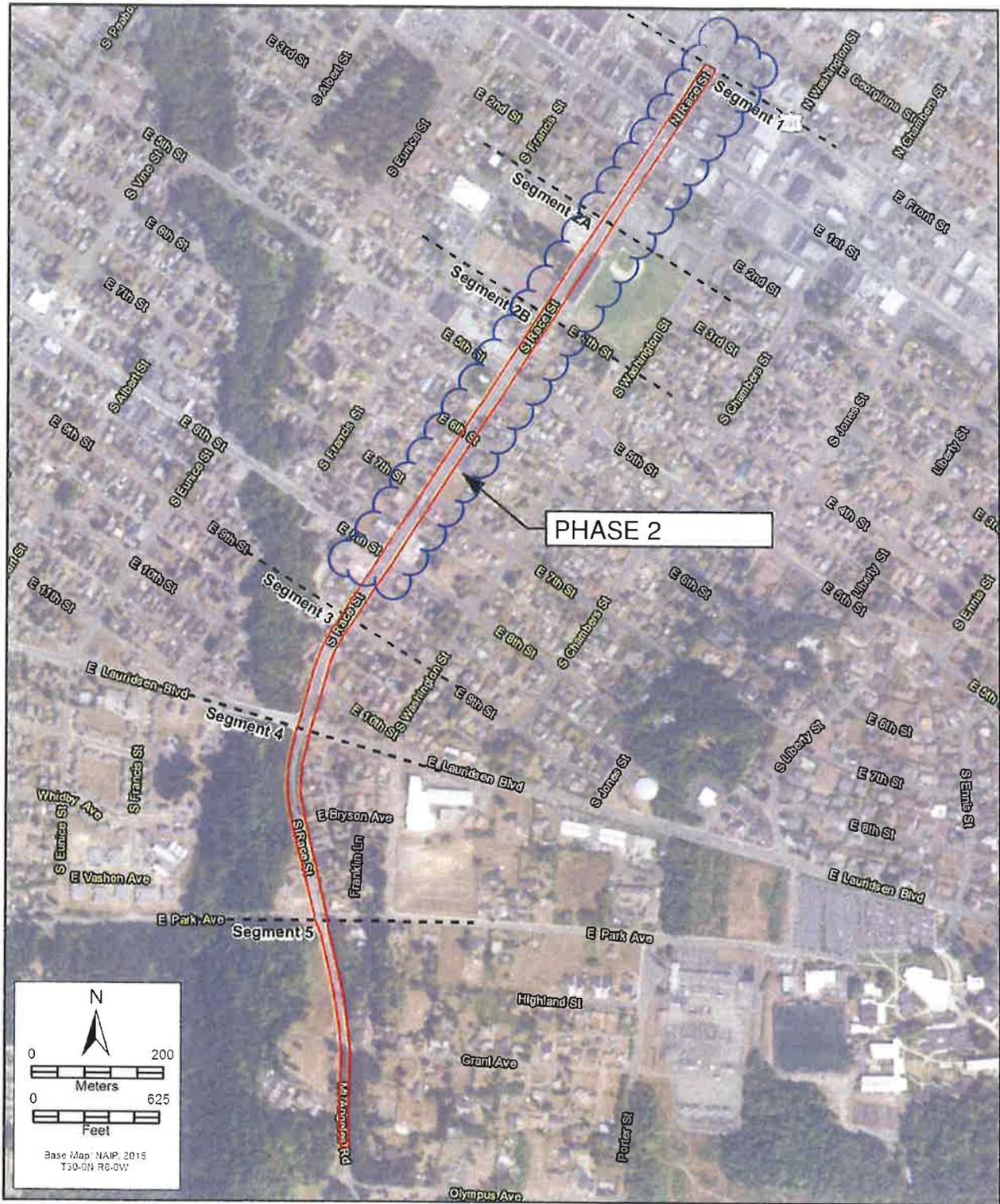
Clallam County Public Works/Road Department

RE: 2024 STBG Funding Application

223 East Fourth Street, Suite 6

Port Angeles, WA 98362-3000

**IMPORTANT:** Emailed applications must be received by 11:59 p.m Pacific time on March 18. If you send by mail or hand deliver your application, it must be received by the Clallam County Public Works Department by 4:30 pm (close of business) on March 18, 2024.



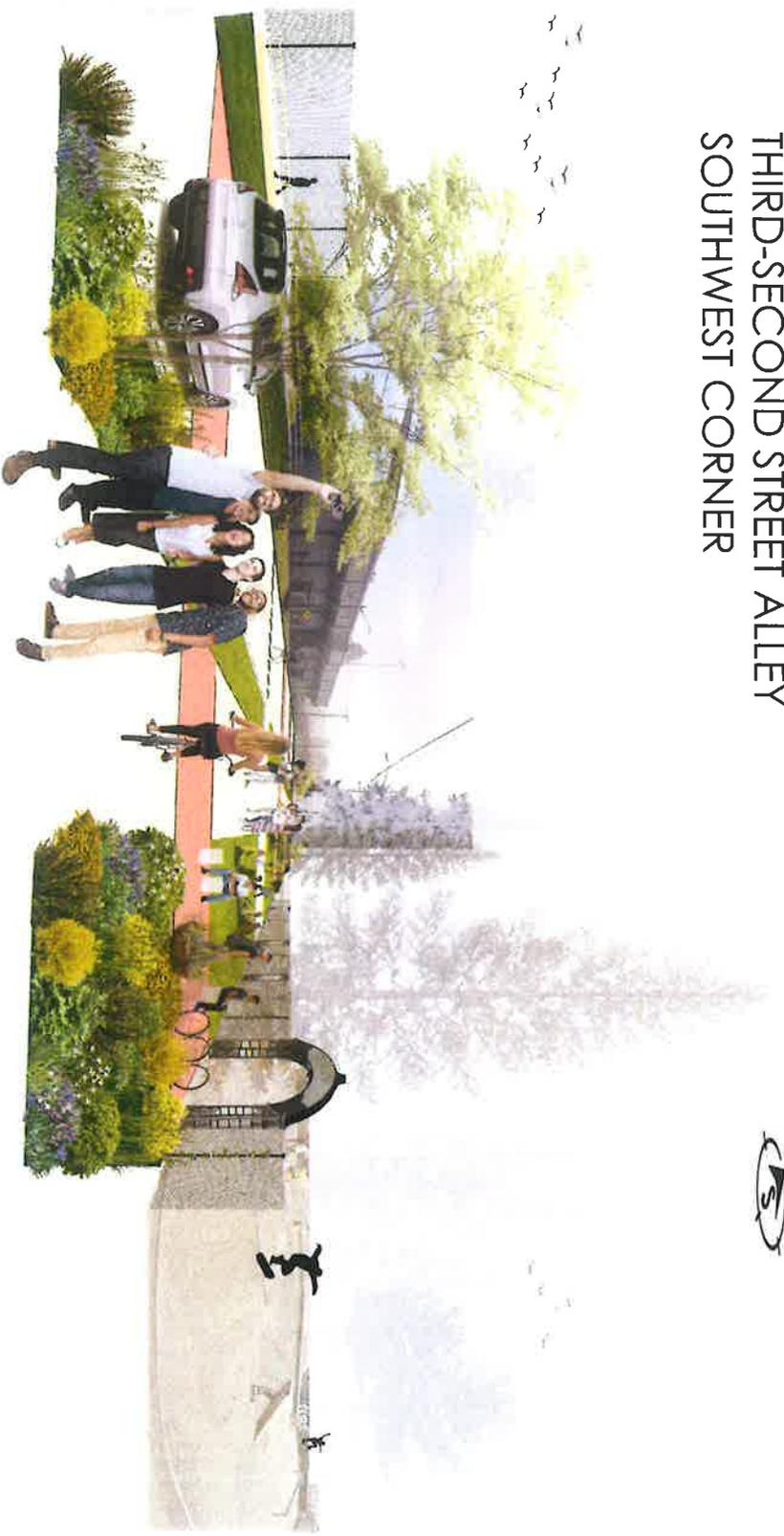
**Figure 2**  
Race Street Multimodal Improvements Area of Potential Effect (APE) and project segments

# FIRST STREET NORTH INTERSECTED WITH RACE STREET



EXISTING CONDITION      25' MAX. - 10' MIN. BUFFER      11' MULTITUDE PATH      25' MAX. - 10' MIN. BUFFER      34' RACE STREET      EXISTING CONDITION

# THIRD-SECOND STREET ALLEY SOUTHWEST CORNER



# FOURTH STREET NORTH INTERSECTED WITH RACE STREET



EXISTING CONDITION

25' MAX. - 10' MIN.  
BUFFER +  
STREET FURNITURE

11'

MULTI-USE PATH

25' MAX. - 10' MIN.  
BUFFER

34'

RACE STREET  
MULTI-USE STREET

EXISTING CONDITION

# FIFTH STREET NORTH INTERSECTED WITH RACE STREET



# Clallam County FFY 2024 Surface Transportation Block Grant (STBG) Funding Application

## Instructions

Please complete application in the space provided. Attachments are optional, but if added please do not exceed five (8.5 x 11 size only) pages (not counting vicinity map and any letter of support). Attachments should be limited to provide supplemental information (e.g., photos, maps, illustrations, cross-sections). If you have any questions, contact Steve Gray, Deputy Director-Public Works, at: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov) or 360-417-2290.

## A. GENERAL INFORMATION

Project Title: Priest Road Rehabilitation

Agency/Sponsor: City of Sequim

Contact Person/Title: Nick Dostie/City Engineer & Deputy Public Works Director

Telephone: 360-582-2474 Email: [ndostie@sequimwa.gov](mailto:ndostie@sequimwa.gov)

## B. PROJECT TYPE (Mark all Categories that Apply)

Many types of projects are eligible for STBG funding. Roadway construction must be functionally classified as collector or above unless the project meets the exceptions under 23 U.S.C. 133. For more information, refer to the application packet materials.

### B.1: Indicate below the project type(s) you are seeking STBG funding for:

This is a roadway rehabilitation construction project on a high volume minor collector in Sequim that serves the greater Clallam County region.

B.2. Functional Class (Road Projects Only): \_\_\_\_\_ Minor Collector \_\_\_\_\_

### C. PROJECT DESCRIPTION

Briefly describe the proposed project, the need, and anticipated benefits. Describe project location and attach a vicinity map (8.5" x 11"), if applicable.

Location: N. Priest Rd from the intersection at W Washington to city limits on Priest Rd. (see attached vicinity map)

This roadway rehabilitation project will install subgrade where none currently exists, and complete a full depth rehabilitation that will include 12 inches of base course (5.4 inches of asphalt) on this section of Priest Rd. A 2018 pavement condition index (PCI) analysis of Priest Rd (split into two sections at Brackett Road) found an average rating of 63. Scenario degradation puts the current average PCI at 43.5 for 2024. See attached curves for additional details. This project will address the rutting and depressions, longitudinal and transverse cracking and other weathering that rated this project as a priority for the City of Sequim.

Project benefits also include:

- Extending life of new pavement by constructing proper subgrade
- Reconstructing a high traffic commuter road that connects Highway 101 and a major commercial hub to northeast Clallam County.
- Revitalizing deteriorated crosswalk markings
- Improving an active transportation corridor between Olympic Discovery Trail & Sequim’s commercial hub

The current pavement condition paired with the high use and economic utilization of this road highlights the need for this project. This segment has a minimal number of obstructions and impediments or code deficiencies to be corrected prior to rehabilitation. New pavement markings will be installed, clarifying traffic flow options.

This part of Priest Rd. warrants immediate attention because of

- (1) high volume use: the project site is a high volume route in/out of the city from/to the north and is used by the greater North Olympic Peninsula area for access to regional destination box-store retail including Home Depot, Costco, and Wal-Mart, regional healthcare facilities and Dungeness River Nature Center.
- (2) heavy use: large semi delivery trucks use this route to serve many retail and commercial establishments including those listed above.

### D. SUMMARY FINANCIAL INFORMATION

Total Estimated Project Cost:	\$ <u>1,237,900.00</u>
FFY 2024 STBG Request:	\$ <u>1,070,783.50</u>
FFY 2025 STBG Request:	\$ _____
FFY 2026/2027 STBG Request:	\$ _____

Has the project or a related project phase previously received STBG funding? Yes or No  
If yes:

What was the previous STBG funding allocation: \$ \_\_\_\_\_

Amount of unspent or unobligated STBG Funding: \$ \_\_\_\_\_

**E. DETAILED FINANCIAL INFORMATION**

**Project Cost by Phase:** Complete the section for your project type. Specify costs only for the project phase(s) applicable to this proposal. Do not include costs for prior or subsequent phases of work.

Project Type	STBG Funding Request	Total Costs
<b>Infrastructure Projects</b>		
Preliminary Engineering/Design		
Right-of-Way		
Construction	\$1,070,783.50	\$1,237,900
<b>Non-Infrastructure Projects</b>		
Program/Services		
Planning/Study		
Vehicles		
Other: _____		
<b>TOTALS</b>	<b>\$1,070,783.50</b>	<b>\$1,237,900</b>

**STBG Funding Request and Other Project Revenue:**

Funding Source	Amount
Federal STBG Funding Request	\$1,070,783.50
Local Funding	\$167,116.50
State Funding	
Other Funding	
<b>Total Project Revenue</b>	<b>\$1,237,900.00</b>

**Toll Credits:** Is this project requesting use of toll credits to serve as the match?\* Yes or No

*\*See the following documents in the application packet regarding use of toll credits: 1) 2024 STBG Application and Funding Guidelines; and 2) WSDOT Policy for Allocation and Use of Toll Credits.*

**Matching Funds:** The federal participation rate for STBG funding is 86.5%. Applications not requesting use of toll credits must provide the 13.5% non-federal share. If applicable, list the source, status, and amount of all matching funds.

Source of Funds	Current Status (secured or reasonably expected)	Amount
City of Sequim Transportation Benefit District	Secured	\$167,116.50

## F. PROJECT ELEMENTS

The information requested in this section is based upon the state transportation system policy goals under RCW 47.04.280 and addressed in the *Washington Transportation Plan – 2040 and Beyond* and *Peninsula Regional Transportation Plan 2040*. These goals are **NOT** in any order of priority, and not every project is expected to align with each policy goal area.

### F.1 Economic Vitality

*Goal: Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy? If applicable, briefly describe how the proposal supports this goal.*

This proposal aligns with Economic Vitality goals by:

- Provides freight access & delivery for major Sequim and County businesses and facilities.
- Supporting access to existing major commercial zone
  - Wal-Mart Supercenter, Home Depot + Garden Center, Costco + Costco Fueling Station and other big box stores
  - Dairy Queen, McDonald's, Domino's Pizza and other local restaurants
  - Olympic View Inn and Sequim West Inn & RV Park hotels
  - Multiple medium-sized and small establishments
  - Existing healthcare facilities including Jamestown Healing Clinic
- Enhancing the movement of people and goods from the broader region for workforce commuting and access to a prime regional retail hub
- Supporting development of remaining vacant commercial lots in the vicinity
- Provides access to commercial zones from the regional Olympic Discovery Trail

### F.2 Preservation and Maintenance

*Goal: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. If applicable, briefly describe existing conditions and the type of preservation and maintenance efforts the proposal will perform.*

This proposal aligns with Preservation and Maintenance goals by:

- Implementing a full depth reconstruction including addition of a base course where none exists to improve longevity of a critical roadway subject to high wear-and-tear:
  - High loading from freight vehicles
  - High volume from use by a regional population to access a prime commercial hub
  - High loading & volume from commuting
- Prioritizing and systemically implementing arterial and corridor projects in Sequim to maintain critical assets.
- Making ongoing maintenance more efficient by eliminating current roadway discontinuities

### F.3 Safety

*Goal: Provide for and improve the safety and security of transportation customers and the transportation system. If applicable, briefly describe the factors that contribute to the safety risks and how the proposal will mitigate (e.g., countermeasures) the safety issues.*

This proposal aligns with Safety goals by:

- Integrating safety into infrastructure design
- Updating street markings which will also improve visibility
  - Crosswalks
  - Lane lines
  - Center turn lane
- Eliminating vertical and horizontal discontinuities and rutting
- Improving a bicycle connector route between the Olympic Discovery Trail to transit routes and a major commercial zone

### F.4 Mobility & Multimodal Transportation System

*Goal: Improve the predictable movement of goods and people, including congestion relief and improved freight mobility. Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles reduced. If applicable, briefly describe how the proposal meets these goals.*

Through this road rehabilitation project, we ensure the continued safe operation of Priest Rd. into the future, which functions to achieve Mobility & Multimodal goals.

This timely project:

- Supports multimodal access by the regional population as well as freight to/from the commercial hub surrounding this project.
- Improves a bicycle connector route between the regional Olympic Discovery Trail to transit routes and a major commercial zone
- Enhances safety by updating street markings.
  - Highly visible markings will enhance safety
  - Improved street markings including crosswalks and lane lines will encourage active transportation including ped/bike travel
- Complements existing pedestrian facilities on the west side of Priest Rd.

## F.5 Environment & Health

*Goal 1: Enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.* If applicable, briefly describe how the proposal meets this goal.

This proposal aligns with Environment & Health goals by:

- Utilizing recycled asphalt in construction
- Improving vital connection between regional Olympic Discovery Trail to commercial hubs and transit routes, supporting active transportation.

## F.6 Stewardship

*Goal: Continuously improve the quality, effectiveness, and efficiency of the transportation system.* If applicable, briefly describe how the proposal meets this goal such as incorporating multiple modes, providing system efficiency benefits (e.g., travel time, emission, congestion, or operational/maintenance costs reductions), or other expected improvements.

This proposal aligns with Stewardship goals by:

- Addressing/reducing the increasing maintenance needs of a deteriorating surface, conserving maintenance dollars
- Conserving resources by taking care of what we've got rather than allowing it to deteriorate
- Improving safety on a road providing a key bicycle route from the Olympic Discovery Trail to transit routes and a prime commercial hub and improving crosswalk marking to incorporate multimodal needs on a key collector route
- Investing in existing infrastructure most critical for mobility, commerce, and commuting in Sequim to sustain a high level of service for lower long term cost to the public.

## G. Project Readiness and Delivery Information:

Below briefly describe the readiness of your project to proceed (or the steps that will be taken) to obligate your project—see *application packet for information on project obligation*.

Each year the City delivers an arterial/collector preservation program and is well-versed with the process, including federal/state contracting, construction contracting and public notification aspects.

The in-house design effort will be straightforward utilizing in process or recently completed rehabilitation projects as guidance.

Project steps include:

1. In-house design completion– April 2024
2. Submit funding package to WSDOT – May 2024
3. Bid package and construction start – June 2024

Is this project adopted in your local Transportation Improvement Program?	x	Yes		No
Is this project in the 2024-2029 Regional Transportation Improvement Program (RTIP)?		Yes	x	
Is this project already in the 2024-2027 Statewide Transportation Improvement Plan (STIP)?*		Yes	x	No

**\*Note:** Projects will need to be in the STIP (or added to) prior to obligation and receiving of federal STBG funds. Inclusion in the RTIP and local TIP is a requirement to be in the STIP.

## H. Certification Acceptance (CA)

Projects are to be administered by a state approved Certification Acceptance (CA) agency—see Washington State Department of Transportation (WSDOT) Local Agency Guidelines Manual. If an agency does not have CA status, the following two options are available for administration of STBG federal funded projects: (1) Non-CA agency enters into agreement with a CA agency to administer all aspects of the project (requires approval of the WSDOT Region Local Programs Engineer); or (2) the WSDOT Region Local Programs Engineer acts as the CA Agency (requires approved plan between Region Local Program Engineer and the agency).

Applicant is a CA Agency:  Yes  No

If No, please indicate who will act as the project CA Agency: City of Sequim (WSDOT delegates CA authority to the City of Sequim through a project-specific CA agreement)

## I. Application Acknowledgment and Authorization

The project as described is financially feasible and the costs reflect current planning level estimates of what is needed to accomplish the work described. If awarded STBG funds, the match revenue and project obligation year described reflects a realistic commitment and schedule. Our agency/organization

is aware that failure to meet the obligation deadline may result in funds being reallocated to a different project, possibly resulting in delays or loss of funding to this project.

Agencies/organizations that use federal funds must comply with administrative and project compliance requirements over which the Lead Agency (Clallam County) has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements. The Lead Agency is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

Our agency/organization further acknowledges that if our project is selected for STGB funding we are responsible for:

- Abiding by all current state and federal policies and procedures for project phase obligation, transfer of funds and federal project implementation over which the Lead Agency (Clallam County) has no control.
- Providing the required matching funds.
- Meeting project phase obligation timing commitments.
- Providing for all ineligible project costs or cost overruns.

  
Authorized Signature

03/18/24  
Date

Nicholas Dostie, City Engineer & Deputy Public Works Director \_\_\_\_\_  
Print Name, Title

**APPLICATION DEADLINE: MARCH 18, 2024**

**WHERE TO SUBMIT:**

**By Email to:** [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

**By Mail or Hand Delivery to:**

Clallam County Public Works/Road Department  
RE: 2024 STBG Funding Application  
223 East Fourth Street, Suite 6  
Port Angeles, WA 98362-3000

**IMPORTANT:** Emailed applications must be received by 11:59 p.m Pacific time on March 18. If you send by mail or hand deliver your application, it must be received by the Clallam County Public Works Department by 4:30 pm (close of business) on March 18, 2024.

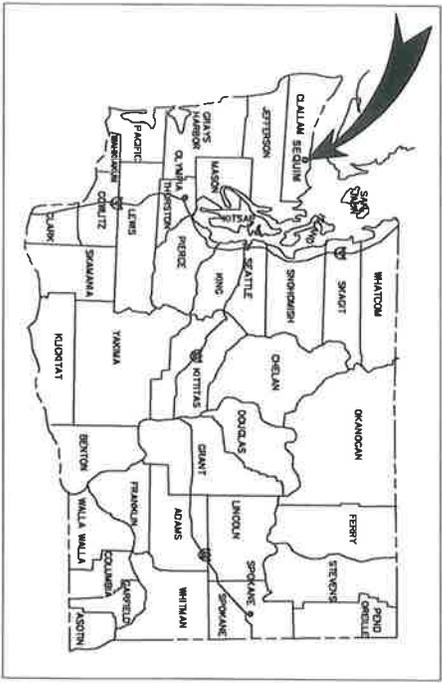
# CITY OF SEQUIM

CLALLAM COUNTY

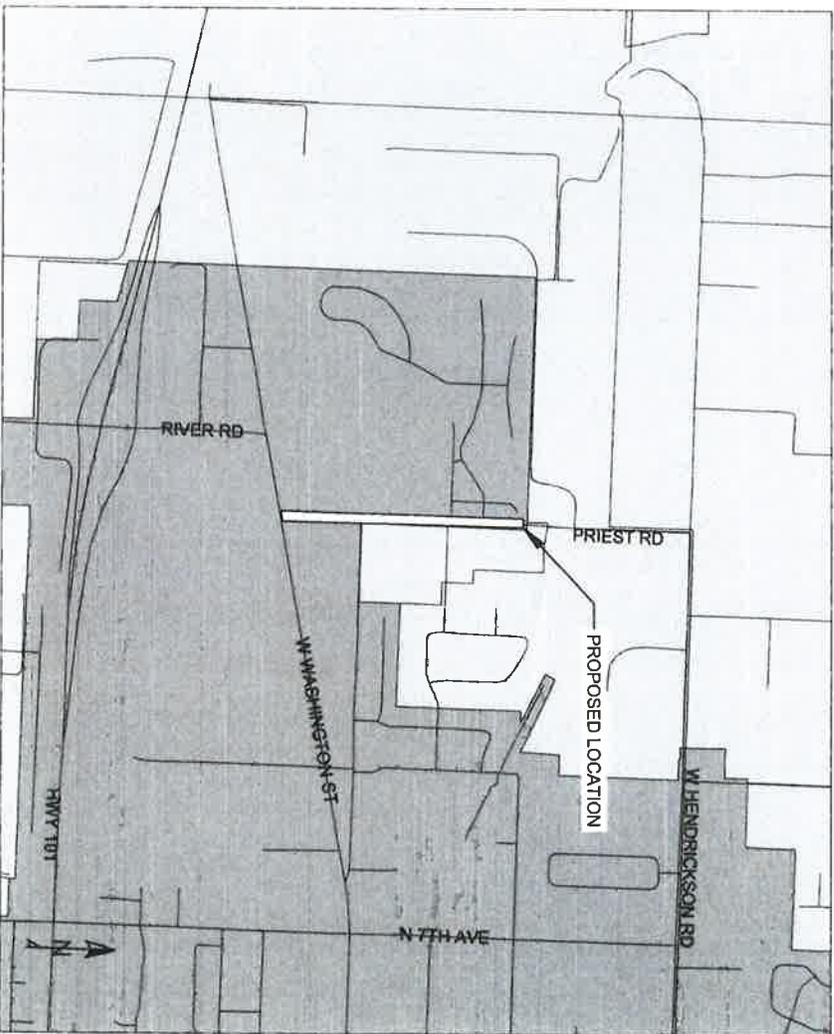
WASHINGTON

## 2024 PAVEMENT PRESERVATION

CITY PROJECT NO. STR-041RR



VICINITY MAP  
NOT TO SCALE



LOCATION MAP  
NOT TO SCALE

DATE	NO.

CITY OF SEQUIM	
CLALLAM COUNTY	WASHINGTON
2024 PAVEMENT PRESERVATION	


NO.	REVISION	DATE	APPROVED

DATE	MAR 2024
SCALE	NOTED
DRAWN	KIC
CHECKED	KIC
APPROVED	NAD





SHEET: OF:  
 JOB NO.:  
 DATE:

CITY OF SEQUIM  
 CLALLAM COUNTY WASHINGTON  
 2024 PAVEMENT PRESERVATION

No.	REVISION	DATE	APPROVED
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DATE: MAR 2024
SCALE: NOTED
DRAWN: KIC
CHECKED: KIC
APPROVED: NAD



# Priest Road Pavement Rehabilitation

Engineer's Estimate					
No.	Item	Quantity		Unit Price	Amount
1	Mobilization	1	LS	\$100,000.00	\$100,000.00
2	Pavement repair excavation incl haul	9,597	SY	\$20.00	\$191,940.00
3	HMA CL. 1/2" PG 58H-22	2,950	TON	\$155.00	\$457,250.00
4	Crushed Surfacing Base Course	5,750	TON	\$45.00	\$258,750.00
5	Adjust Manhole	1	EA	\$400.00	\$400.00
6	Flaggers	350	HR	\$85.00	\$29,750.00
7	Traffic Control Supervisor	1	LS	\$10,000.00	\$10,000.00
8	Other Traffic Control Labor	20	HR	\$85.00	\$1,700.00
9	Project Temporary Traffic Control	1	LS	\$20,000.00	\$20,000.00
10	Inlet protection	7	EA	\$50.00	\$350.00
11	Paint Line	2,775	LF	\$1.00	\$2,775.00
12	Plastic Stop Line	36	LF	\$25.00	\$900.00
13	Plastic Crosswalk Line	736	SF	\$15.00	\$11,040.00
14	Plastic Traffic Arrow	9	EA	\$400.00	\$3,600.00
15	Temporary Pavement Markings	2,775	LF	\$0.50	\$1,387.50
16	Work Zone Safety Contingency	1	EST	\$25,000.00	\$25,000.00
17	Minor Changes	1	CALC	\$10,000.00	\$10,000.00
18	SPCC Plan	1	LS	\$500.00	\$500.00

Subtotal	\$1,125,342.50
Project Contingency (10%)	\$112,534.25
Total Construction + Contingency	\$1,237,876.75
<b>Total Construction + Contingency (rounded)</b>	<b>\$1,237,900.00</b>

<b>FHWA (86.5%): \$1,070,783.50</b>	<b>Local (13.5%): \$167,116.50</b>
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City of Sequim  
 152 W. Cedar St.  
 615 N. 5th Ave.  
 Sequim, WA 98382  
 (360) 683-4908

# Section Summary

Printed: 3/13/2024

**St ID:** PRIEST

**Begin Loc:** WALMART TRUCK ENTRANCE

**Section ID:** 020

**End Loc:** CITY LIMITS

**Street Name:** S PRIEST RD

**# of Lanes:** 3

**Functional Class:** Collector

**Length (ft):** 950

**Surface Type:** AC

**Width (ft):** 40

**Area ID:**

**Area (sq ft):** 38,000

**Funding Source:**

**Slab Length:** 0.00

**Parking Lot Type:**

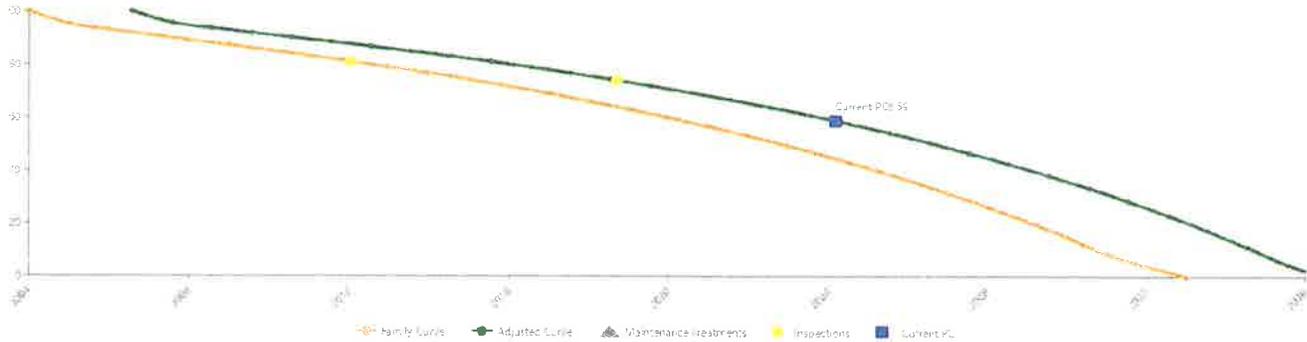
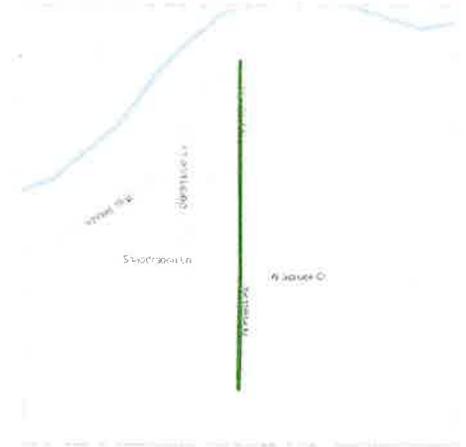
**Slab Width:** 0.00

**Constructed:** 07/01/2004

**Gen. Code:**

**# of Slabs:** 0

**Comments:**



## Inspection History

Insp. Date	Insp. #	No Distress	Special	Length	Area	PCI	IRI	Distress	Severity	Qty
02/01/2012	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	4000.00	81		1 - Alligator Cracking 4 - Long. & Trans. Cracking 7 - Weathering & Raveling 7 - Weathering & Raveling	Low Low Medium Low	26.00 91.00 80.00 2800.00
10/01/2018	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	4000.00	74		1 - Alligator Cracking 1 - Alligator Cracking 1 - Alligator Cracking 4 - Long. & Trans. Cracking 6 - Rutting/Depression 8 - Weathering	Medium Low High Low Low Medium	6.00 16.00 6.00 189.00 6.00 3200.00



City of Sequim  
 152 W. Cedar St.  
 615 N. 5th Ave.  
 Sequim, WA 98382  
 (360) 683-4908

# Section Summary

Printed: 3/13/2024

St ID: PRIEST

Begin Loc: WASHINGTON ST

Section ID: 010

End Loc: WALMART TRUCK ENTRANCE

Street Name: S PRIEST RD

# of Lanes: 3

Functional Class: Collector

Length (ft): 980

Surface Type: AC

Width (ft): 36

Area ID:

Area (sq ft): 35,280

Funding Source:

Slab Length: 0.00

Parking Lot Type:

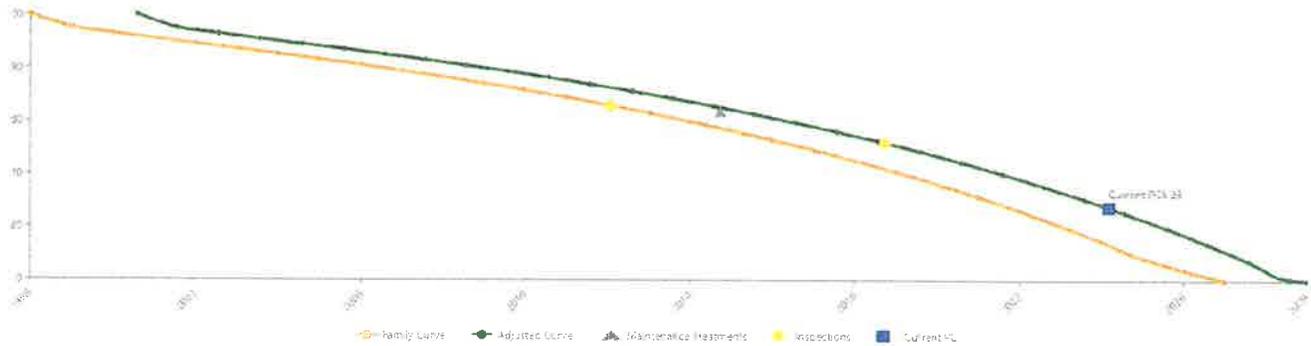
Slab Width: 0.00

Constructed: 07/01/1998

Gen. Code:

# of Slabs: 0

Comments:



## Other History

Transact Date	Transact Type	Attribute	Value
2/22/2012 10:14:58 AM	Attribute change	Road Name	ALDER CT - ALDER
2/22/2012 10:15:08 AM	Attribute change	Road Name	S PRIEST RD - PRIEST

## Inspection History

Insp. Date	Insp. #	No Distress	Special	Length	Area	PCI	IRI	Distress	Severity	Qty
02/01/2012	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	3600.00	66		1 - Alligator Cracking	Low	126.00
								4 - Long. & Trans. Cracking	Low	31.00
								7 - Weathering & Raveling	Medium	180.00
								7 - Weathering & Raveling	Low	2520.00
10/01/2018	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	3600.00	52		1 - Alligator Cracking	Medium	50.00
								1 - Alligator Cracking	Low	30.00
								1 - Alligator Cracking	High	50.00
								6 - Rutting/Depression	Low	8.00
								8 - Weathering	Medium	2880.00

# Clallam County FFY 2024 Surface Transportation Block Grant (STBG) Funding Application

## Instructions

Please complete application in the space provided. Attachments are optional, but if added please do not exceed five (8.5 x 11 size only) pages (not counting vicinity map and any letter of support). Attachments should be limited to provide supplemental information (e.g., photos, maps, illustrations, cross-sections). If you have any questions, contact Steve Gray, Deputy Director-Public Works, at: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov) or 360-417-2290.

## A. GENERAL INFORMATION

Project Title: Washington Street Arterial Overlay, 9<sup>th</sup> Ave. to 7<sup>th</sup> Ave.

Agency/Sponsor: City of Sequim

Contact Person/Title: Nick Dostie/City Engineer & Deputy Public Works Director

Telephone: 360-582-2474 Email: ndostie@sequimwa.gov

## B. PROJECT TYPE (Mark all Categories that Apply)

Many types of projects are eligible for STBG funding. Roadway construction must be functionally classified as collector or above unless the project meets the exceptions under 23 U.S.C. 133. For more information, refer to the application packet materials.

### B.1: Indicate below the project type(s) you are seeking STBG funding for:

This is a highway pavement preservation construction project, according to 23 U.S.C. 133.

W. Washington Street is the highest volume arterial in Sequim that formerly served as a highway and serves the greater Clallam County region.

B.2. Functional Class (Road Projects Only): Urban Minor Arterial

**C. PROJECT DESCRIPTION**

Briefly describe the proposed project, the need, and anticipated benefits. Describe project location and attach a vicinity map (8.5" x 11"), if applicable.

Location: W. Washington St. from just east of the roundabout at 9<sup>th</sup> Avenue through the intersection of 7<sup>th</sup> Avenue, including all four intersection legs/turn lanes, and the right in/right out entrance at W. Washington St. and Brackett Rd. (see attached vicinity map).

This pavement preservation project will overlay the pavement on a high volume section of Washington St. including intersections with Brackett Rd. and 7<sup>th</sup> Ave. New pavement markings will be installed, clarifying traffic flow options and improving crosswalk visibility. Drainage improvements will also be completed.

A 2018 inspection demonstrated an average pavement condition index (PCI) value of 75 for this segment of Washington St. with extensive weathering and raveling, as well as some cracking and rutting. Scenario degradation puts the current average PCI at 65 for 2024. (PCI curves are attached). The current pavement condition is appropriate for an overlay treatment and the chosen segment has a minimal amount of obstructions and impediments or code deficiencies to be corrected prior to overlay.

Project benefits center on the value of extending the pavement life for this vital corridor before high-cost, full-depth reconstruction is required. The project is on the City's CIP for 2024-2029 for this reason. It is beneficial to conduct the work in 2024 or 2025 to avoid added cost as well as the economic impacts associated with the extended time traffic would be disrupted for full-depth reconstruction. Additional benefits include improved visibility at crosswalks to improve safety on this busy arterial.

This part of Washington Street warrants immediate attention because of  
(1) high volume use: the project site is the sole route in/out of the city from/to the west and is used by the greater North Olympic Peninsula area for access to regional destination box-store retail including Home Depot, Costco, and Wal-Mart, regional healthcare facilities, as well as the entry point into the City for all transit routes to/from the west; and  
(2) heavy use: large semi delivery trucks use this route to serve many retail and commercial establishments including those listed above.

## D. SUMMARY FINANCIAL INFORMATION

Total Estimated Project Cost: \$ 467,500.00

FFY 2024 STBG Request: \$ 404,387.50

FFY 2025 STBG Request: \$

FFY 2026/2027 STBG Request: \$

Has the project or a related project phase previously received STBG funding? **Yes** or **No**

If yes: For an adjacent segment overlay of Washington

What was the previous STBG funding allocation: \$ 633,180

Amount of unspent or unobligated STBG Funding: \$ 238,234 unspent

## E. DETAILED FINANCIAL INFORMATION

**Project Cost by Phase:** Complete the section for your project type. Specify costs only for the project phase(s) applicable to this proposal. Do not include costs for prior or subsequent phases of work.

Project Type	STBG Funding Request	Total Costs
<b>Infrastructure Projects</b>		
Preliminary Engineering/Design		
Right-of-Way		
Construction	\$404,387.50	\$467,500.00
<b>Non-Infrastructure Projects</b>		
Program/Services		
Planning/Study		
Vehicles		
Other: _____		
<b>TOTALS</b>	<b>\$404,387.50</b>	<b>\$467,500.00</b>

### **STBG Funding Request and Other Project Revenue:**

Funding Source	Amount
Federal STBG Funding Request	\$404,387.50
Local Funding	\$63,112.50
State Funding	
Other Funding	
<b>Total Project Revenue</b>	<b>\$467,500.00</b>

**Toll Credits:** Is this project requesting use of toll credits to serve as the match?\* **Yes** or **No**

*\*See the following documents in the application packet regarding use of toll credits: 1) 2024 STBG Application and Funding Guidelines; and 2) WSDOT Policy for Allocation and Use of Toll Credits.*

**Matching Funds:** The federal participation rate for STBG funding is 86.5%. Applications not requesting use of toll credits must provide the 13.5% non-federal share. If applicable, list the source, status, and amount of all matching funds.

Source of Funds	Current Status (secured or reasonably expected)	Amount
Local Transportation Benefit District	Secured	\$63,112.00

## F. PROJECT ELEMENTS

The information requested in this section is based upon the state transportation system policy goals under RCW 47.04.280 and addressed in the *Washington Transportation Plan – 2040 and Beyond* and *Peninsula Regional Transportation Plan 2040*. These goals are **NOT** in any order of priority, and not every project is expected to align with each policy goal area.

### F.1 Economic Vitality

*Goal: Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy? If applicable, briefly describe how the proposal supports this goal.*

This proposal aligns with Economic Vitality goals by:

- Serves Clallam Transit routes
- Provides freight access & delivery for major Sequim and County businesses and facilities
- Supporting existing major commercial activity served directly and zoned for this section of W Washington St.
  - West bound access to Wal-Mart Supercenter, Home Depot + Garden Center, Costco + Costco Fueling Station and other big box stores
  - Dairy Queen, McDonald's, Domino's Pizza and other local restaurants
  - Olympic View Inn and Sequim West Inn & RV Park hotels
  - Multiple medium-sized and small establishments
- Supporting existing healthcare facilities directly served by this section of W Washington St.
  - Jamestown Healing Clinic
- Enhancing the movement of people and goods from the broader region for workforce commuting and access to a prime regional retail hub
- Supporting development of remaining vacant commercial lots in the vicinity

## F.2 Preservation and Maintenance

*Goal: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. If applicable, briefly describe existing conditions and the type of preservation and maintenance efforts the proposal will perform.*

This proposal aligns with Preservation and Maintenance goals by:

- Extending the service life of W. Washington St., subject to high wear-and-tear:
  - High loading from freight vehicles
  - High volume from use by a regional population as a prime commercial hub
  - High loading & volume from transit and other commuting
- Maximizing prior investments in this section of pavement by doing an overlay before full-depth reconstruction is needed.
- Prioritization of continuance of local transportation network improvements by implementing next phase of Washington St.
- Making ongoing maintenance more efficient

## F.3 Safety

*Goal: Provide for and improve the safety and security of transportation customers and the transportation system. If applicable, briefly describe the factors that contribute to the safety risks and how the proposal will mitigate (e.g., countermeasures) the safety issues.*

This proposal aligns with Safety goals by:

- Integrating safety into infrastructure design.
- Updating street markings, which will also improve visibility.
  - Crosswalks
  - Lane lines
  - Center turn lane
  - Transit stops
- Eliminating vertical and horizontal discontinuities and rutting.
- Maintaining critical response routes and reducing system vulnerabilities

## F.4 Mobility & Multimodal Transportation System

*Goal: Improve the predictable movement of goods and people, including congestion relief and improved freight mobility. Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles reduced. If applicable, briefly describe how the proposal meets these goals.*

Through pavement preservation we ensure the continued operation of W. Washington Street into the future, which functions to achieve Mobility & Multimodal goals. This timely project:

- Supports access by the regional population as well as freight to/from the commercial hub surrounding this project.
- Supports public transit riders at bus stops.
- Enhances safety by updating street markings.
  - Highly visible markings will enhance pedestrian safety
  - Improved safety will encourage active transportation including ped/bike
- Complements existing pedestrian facilities on both the north and south sides of W. Washington and improves active transportation at 7<sup>th</sup> and Washington intersection & Brackett Rd.

## F.5 Environment & Health

*Goal 1: Enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.* If applicable, briefly describe how the proposal meets this goal.

This proposal aligns with Environment & Health goals by:

- Avoiding full-depth reconstruction for the 1,364-foot length of roadway means conserving energy, emissions and materials generated by a larger project scope.
  - Asphalt used in overlay is recycled
- Maintaining critical response routes supports healthcare and community health.
- Maintaining transit routes supports lower-emission transportation options.

## F.6 Stewardship

*Goal: Continuously improve the quality, effectiveness, and efficiency of the transportation system.* If applicable, briefly describe how the proposal meets this goal such as incorporating multiple modes, providing system efficiency benefits (e.g., travel time, emission, congestion, or operational/maintenance costs reductions), or other expected improvements.

This proposal aligns with Stewardship goals by:

- Addressing/reducing the increasing maintenance needs of a deteriorating surface
- Conserving maintenance dollars
- Conserving resources by taking care of what we've got rather than allowing it to deteriorate
- Avoiding travel delays and increased air pollution that can result from slower traffic navigating confusing pavement markings and deteriorated roadways
- Investing in existing infrastructure most critical for mobility, commerce, and commuting in Sequim to sustain a high level of service at the least cost to the public.

## G. Project Readiness and Delivery Information:

Below briefly describe the readiness of your project to proceed (or the steps that will be taken) to obligate your project—see *application packet for information on project obligation*.

Each year the City delivers a pavement preservation program and is well-versed with the process, including federal/state contracting, construction contracting and public notification aspects.

The design effort will be straightforward utilizing in process or recently completed overlay projects as guidance.

Project steps include:

1. In-house design – April 2024
2. Submit funding package to WSDOT – May 2024
3. Bid package and construction start – June 2024

Is this project adopted in your local Transportation Improvement Program?	x	Yes		No
Is this project in the 2024-2029 Regional Transportation Improvement Program (RTIP)?	x	Yes		
Is this project already in the 2024-2027 Statewide Transportation Improvement Plan (STIP)?*	x	Yes		No

**\*Note:** Projects will need to be in the STIP (or added to) prior to obligation and receiving of federal STBG funds. Inclusion in the RTIP and local TIP is a requirement to be in the STIP.

## H. Certification Acceptance (CA)

Projects are to be administered by a state approved Certification Acceptance (CA) agency—see Washington State Department of Transportation (WSDOT) Local Agency Guidelines Manual. If an agency does not have CA status, the following two options are available for administration of STBG federal funded projects: (1) Non-CA agency enters into agreement with a CA agency to administer all aspects of the project (requires approval of the WSDOT Region Local Programs Engineer); or (2) the WSDOT Region Local Programs Engineer acts as the CA Agency (requires approved plan between Region Local Program Engineer and the agency).

Applicant is a CA Agency:  Yes  No

If No, please indicate who will act as the project CA Agency: City of Sequim (WSDOT delegates CA authority to the City of Sequim through a project-specific CA agreement)

## I. Application Acknowledgment and Authorization

The project as described is financially feasible and the costs reflect current planning level estimates of what is needed to accomplish the work described. If awarded STBG funds, the match revenue and project obligation year described reflects a realistic commitment and schedule. Our agency/organization

is aware that failure to meet the obligation deadline may result in funds being reallocated to a different project, possibly resulting in delays or loss of funding to this project.

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Our agency/organization further acknowledges that if our project is selected for STGB funding we are responsible for:

- Abiding by all current state and federal policies and procedures for project phase obligation, transfer of funds and federal project implementation over which the Lead Agency (Clallam County) has no control.
- Providing the required matching funds.
- Meeting project phase obligation timing commitments.
- Providing for all ineligible project costs or cost overruns.



Authorized Signature

03/18/24  
Date

Nicholas Dostie, City Engineer & Deputy Public Works Director \_\_\_\_\_  
Print Name, Title

**APPLICATION DEADLINE: MARCH 18, 2024**

**WHERE TO SUBMIT:**

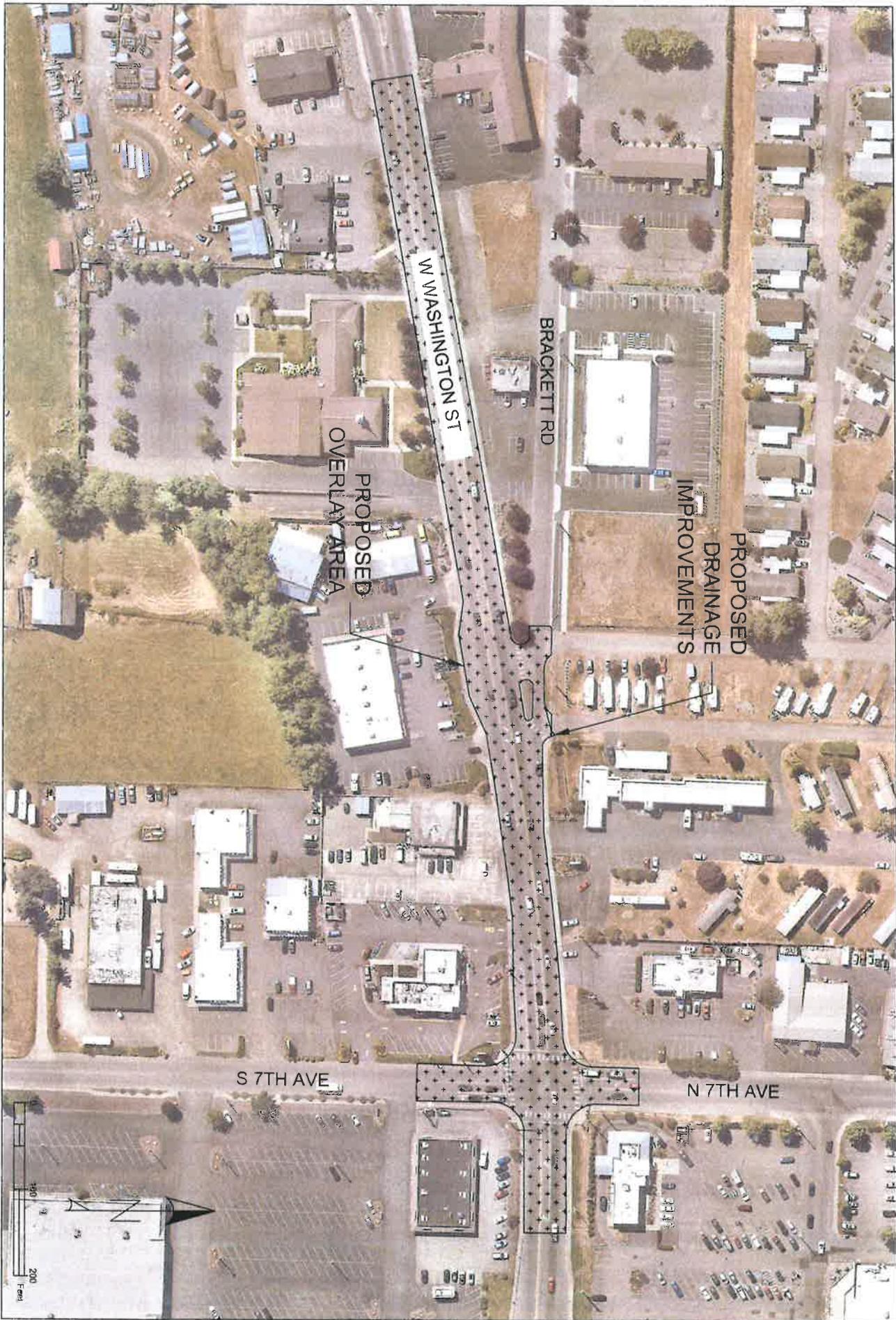
**By Email to:** [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

**By Mail or Hand Delivery to:**

Clallam County Public Works/Road Department  
RE: 2024 STBG Funding Application  
223 East Fourth Street, Suite 6  
Port Angeles, WA 98362-3000

**IMPORTANT:** Emailed applications must be received by 11:59 p.m Pacific time on March 18. If you send by mail or hand deliver your application, it must be received by the Clallam County Public Works Department by 4:30 pm (close of business) on March 18, 2024.





SHEET:  
 DATE: \_\_\_\_\_  
 OF: \_\_\_\_\_

**CITY OF SEQUIM**  
 CLALLAM COUNTY WASHINGTON  
**2024 PAVEMENT PRESERVATION**

No.	REVISION	DATE	APPROVED

DATE: MAR 2024
SCALE: NOTED
DRAWN: KIC
CHECKED: KIC
APPROVED: NAD



# Washington St Pavement Rehabilitation

Engineer's Estimate					
No.	Item	Quantity		Unit Price	Amount
1	Mobilization	1	LS	\$50,000.00	\$50,000.00
2	Planing/Milling	9,429	SY	\$5.00	\$47,145.00
3	HMA CL. 1/2" PG 58H-22	1,070	TON	\$155.00	\$165,850.00
4	Adjust Valve Box	5	EA	\$400.00	\$2,000.00
5	Adjust Manhole	1	EA	\$400.00	\$400.00
6	Flaggers	480	HR	\$85.00	\$40,800.00
7	Traffic Control Supervisor	1	LS	\$12,000.00	\$12,000.00
8	Other Traffic Control Labor	25	HR	\$85.00	\$2,125.00
9	Project Temporary Traffic Control	1	LS	\$25,000.00	\$25,000.00
10	Inlet protection	8	EA	\$60.00	\$480.00
11	Paint Line	2,765	LF	\$1.00	\$2,765.00
12	Plastic Stop Line	114	LF	\$25.00	\$2,850.00
13	Plastic Crosswalk Line	432	SF	\$15.00	\$6,480.00
14	Plastic Traffic Arrow	13	EA	\$400.00	\$5,200.00
15	Temporary Pavement Markings	2,765	LF	\$0.50	\$1,382.50
16	Drainage Improvements	1	LS	\$25,000.00	\$25,000.00
17	Work Zone Safety Contingency	1	EST	\$25,000.00	\$25,000.00
18	Minor Changes	1	CALC	\$10,000.00	\$10,000.00
19	SPCC Plan	1	LS	\$500.00	\$500.00

Subtotal	\$424,977.50
Project Contingency (10%)	\$42,497.75
Total Construction + Contingency	\$467,475.25
<b>Total Construction + Contingency (rounded)</b>	<b>\$467,500.00</b>

<b>FHWA (86.5%): \$404,387.50</b>	<b>Local (13.5%): \$63,112.50</b>
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City of Sequim  
 152 W. Cedar St.  
 615 N. 5th Ave.  
 Sequim, WA 98382  
 (360) 683-4908

# Section Summary

Printed: 3/13/2024

**St ID:** WASHIN      **Begin Loc:** 9TH AVE

**Section ID:** 040      **End Loc:** 7TH AVE

**Street Name:** W WASHINGTON ST

**# of Lanes:** 3

**Functional Class:** Arterial

**Length (ft):** 1,364

**Surface Type:** AC

**Width (ft):** 47

**Area ID:**

**Area (sq ft):** 64,108

**Funding Source:**

**Slab Length:** 0.00

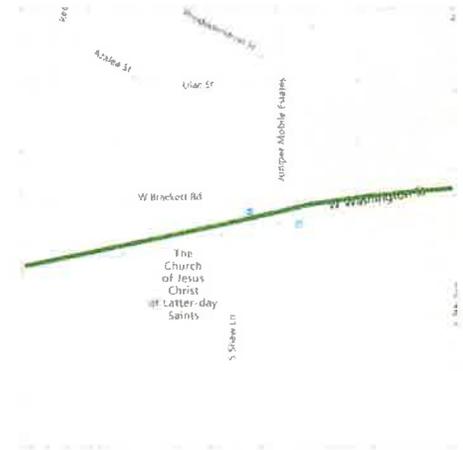
**Parking Lot Type:**

**Slab Width:** 0.00

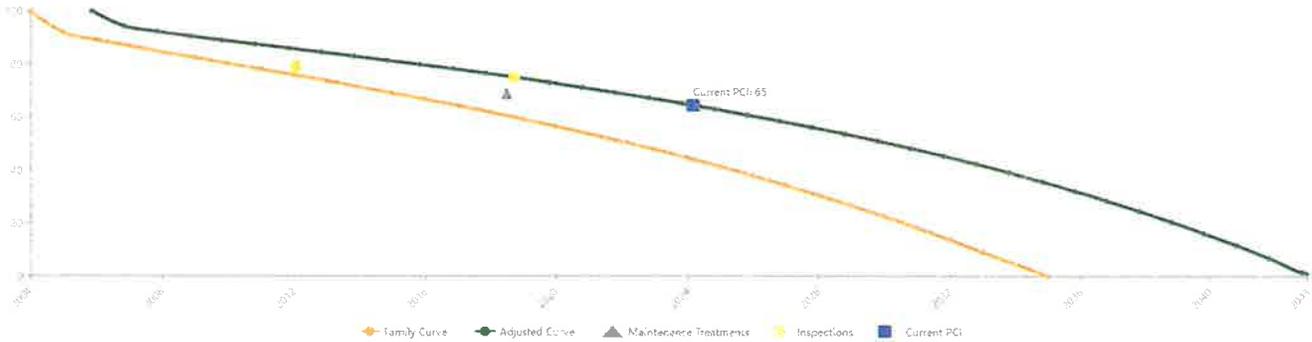
**Constructed:** 07/01/2004

**Gen. Code:**

**# of Slabs:** 0



**Comments:**



## Other History

Transact Date	Transact Type	Attribute	Value
3/15/2012 1:30:23 PM	Attribute change	User 1	Water
3/15/2012 1:30:23 PM	Attribute change	User 2	Sewer



City of Sequim  
 152 W. Cedar St.  
 615 N. 5th Ave.  
 Sequim, WA 98382  
 (360) 683-4908

# Section Summary

Printed: 3/13/2024

## Inspection History

Insp. Date	Insp. #	No Distress	Special	Length	Area	PCI	IRI	Distress	Severity	Qty
02/01/2012	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2350.00	81		7 - Weathering & Raveling	Medium	70.00
								7 - Weathering & Raveling	Low	1410.00
	2	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2350.00	76		1 - Alligator Cracking	Low	33.00
								4 - Long. & Trans. Cracking	Low	5.00
								7 - Weathering & Raveling	Medium	70.00
	3	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2350.00	80		7 - Weathering & Raveling	Low	1410.00
								1 - Alligator Cracking	Low	12.00
								4 - Long. & Trans. Cracking	Low	8.00
								7 - Weathering & Raveling	Medium	70.00
10/01/2018	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2350.00	73		7 - Weathering & Raveling	Low	1410.00
								1 - Alligator Cracking	Medium	8.00
								1 - Alligator Cracking	Low	36.00
								4 - Long. & Trans. Cracking	Low	41.00
	2	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2350.00	76		8 - Weathering	Medium	2115.00
								1 - Alligator Cracking	Medium	6.00
								1 - Alligator Cracking	Low	22.00
								4 - Long. & Trans. Cracking	Low	31.00
	3	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2350.00	76		8 - Weathering	Medium	2115.00
								1 - Alligator Cracking	Medium	6.00
								1 - Alligator Cracking	Low	18.00
								4 - Long. & Trans. Cracking	Low	29.00
								6 - Rutting/Depression	Low	6.00
								8 - Weathering	Medium	2115.00

## Maintenance Rehabilitation History

Maint. Date	Treatment	Sq. Ft.	Thickness	PCI after M&R	Cost Maint.
07/01/2018	SEAL CRACKS	0	0	69	\$0

# Clallam County FFY 2024 Surface Transportation Block Grant (STBG) Funding Application

## Instructions

Please complete application in the space provided. Attachments are optional, but if added please do not exceed five (8.5 x 11 size only) pages (not counting vicinity map and any letter of support). Attachments should be limited to provide supplemental information (e.g., photos, maps, illustrations, cross-sections). If you have any questions, contact Steve Gray, Deputy Director-Public Works, at: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov) or 360-417-2290.

## A. GENERAL INFORMATION

Project Title: Citywide Pavement Preservation-River Road Overlay

Agency/Sponsor: City of Sequim

Contact Person/Title: Nick Dostie/City Engineer & Deputy Public Works Director

Telephone: 360-582-2474 Email: [ndostie@sequimwa.gov](mailto:ndostie@sequimwa.gov)

## B. PROJECT TYPE (Mark all Categories that Apply)

Many types of projects are eligible for STBG funding. Roadway construction must be functionally classified as collector or above unless the project meets the exceptions under 23 U.S.C. 133. For more information, refer to the application packet materials.

### B.1: Indicate below the project type(s) you are seeking STBG funding for:

This is a highway pavement preservation construction project, according to 23 U.S.C. 133.  
River Road is a high volume arterial adjacent to Highway 101 in Sequim and serves the greater Clallam County region.

B.2. Functional Class (Road Projects Only): \_\_\_\_\_ Urban Minor Arterial \_\_\_\_\_

## C. PROJECT DESCRIPTION

Briefly describe the proposed project, the need, and anticipated benefits. Describe project location and attach a vicinity map (8.5" x 11"), if applicable.

Location: River Rd from south of the roundabout to the City-WSDOT right-of-way boundary (see attached vicinity map).

This pavement preservation project will overlay the pavement on a high volume section of River Rd. A 2018 inspection demonstrated a pavement condition index (PCI) value of 70 for this segment of River Rd., with extensive weathering and raveling, as well as some cracking and rutting. Scenario degradation puts the current average PCI at 56 for 2024. (PCI curves are attached).

Project benefits center on the value of extending the pavement life for this vital corridor before high-cost, full-depth reconstruction is required. The project is on the City's CIP for 2024-2029 for this reason. It is beneficial to conduct the work in 2024 or 2025 to avoid added cost as well as the economic impacts associated with the extended time traffic would be disrupted for full-depth reconstruction.

The current pavement condition is appropriate for an overlay treatment and the chosen segment has a minimal number of obstructions and impediments or code deficiencies to be corrected prior to overlay. New pavement markings will be installed, clarifying traffic flow options and improving pedestrian safety.

This part of River Rd warrants immediate attention because of:

- (1) high volume use: the project site is the primary route in/out of the city from/to Highway 101 to west Sequim and is used by the greater North Olympic Peninsula area for access to regional destination box-store retail including Home Depot, Costco, and Wal-Mart, regional healthcare facilities, as well as the entry/exit point from the City for all transit routes west.
- (2) heavy use: large semi delivery trucks use this route to serve many retail and commercial establishments including those listed above. This is also the Clallam Transit route to and from Port Angeles and west Clallam to Sequim.

## D. SUMMARY FINANCIAL INFORMATION

Total Estimated Project Cost: \$ 212,200.00

FFY 2024 STBG Request: \$ 183,553.00

FFY 2025 STBG Request: \$ \_\_\_\_\_

FFY 2026/2027 STBG Request: \$ \_\_\_\_\_

Has the project or a related project phase previously received STBG funding? Yes or **No**  
 If yes:  
 What was the previous STBG funding allocation: \$ \_\_\_\_\_  
 Amount of unspent or unobligated STBG Funding: \$ \_\_\_\_\_

## E. DETAILED FINANCIAL INFORMATION

**Project Cost by Phase:** Complete the section for your project type. Specify costs only for the project phase(s) applicable to this proposal. Do not include costs for prior or subsequent phases of work.

Project Type	STBG Funding Request	Total Costs
<b>Infrastructure Projects</b>		
Preliminary Engineering/Design		
Right-of-Way		
Construction	\$183,553.00	\$212,200.00
<b>Non-Infrastructure Projects</b>		
Program/Services		
Planning/Study		
Vehicles		
Other: _____		
<b>TOTALS</b>	<b>\$183,553.00</b>	<b>\$212,200.00</b>

### STBG Funding Request and Other Project Revenue:

Funding Source	Amount
Federal STBG Funding Request	\$183,553.00
Local Funding	\$28,647.00
State Funding	
Other Funding	
<b>Total Project Revenue</b>	<b>\$212,200.00</b>

**Toll Credits:** Is this project requesting use of toll credits to serve as the match?\* Yes or **No**

*\*See the following documents in the application packet regarding use of toll credits: 1) 2024 STBG Application and Funding Guidelines; and 2) WSDOT Policy for Allocation and Use of Toll Credits.*

**Matching Funds:** The federal participation rate for STBG funding is 86.5%. Applications not requesting use of toll credits must provide the 13.5% non-federal share. If applicable, list the source, status, and amount of all matching funds.

Source of Funds	Current Status (secured or reasonably expected)	Amount
Local Transportation Benefit District	Secured	\$28,647.00

## F. PROJECT ELEMENTS

The information requested in this section is based upon the state transportation system policy goals under RCW 47.04.280 and addressed in the *Washington Transportation Plan – 2040 and Beyond* and *Peninsula Regional Transportation Plan 2040*. These goals are **NOT** in any order of priority, and not every project is expected to align with each policy goal area.

### F.1 Economic Vitality

*Goal: Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy?* If applicable, briefly describe how the proposal supports this goal.

This proposal aligns with Economic Vitality goals by:

- Maintains key Clallam Transit routes
- Provides freight access & delivery for major Sequim and County businesses and facilities.
- Supporting existing major commercial activity served directly and zoned for this section of River Rd and west Sequim.
  - Access to Wal-Mart Supercenter, Home Depot + Garden Center, Costco + Costco Fueling Station and other big box stores
  - Dairy Queen, McDonald's, Domino's Pizza and other local restaurants
  - Olympic View Inn and Sequim West Inn & RV Park hotels
  - Multiple medium-sized and small establishments
- Supporting existing healthcare facilities in west Sequim
  - Jamestown Healing Clinic
  - East bound access to Olympic Medical Center & Cancer Center
  - Jamestown Family Health Clinic
- Enhancing the movement of people and goods from the broader region for workforce commuting and access to a prime regional retail hub
- Supporting development of remaining vacant commercial lots in the vicinity

## F.2 Preservation and Maintenance

*Goal: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. If applicable, briefly describe existing conditions and the type of preservation and maintenance efforts the proposal will perform.*

This proposal aligns with Preservation and Maintenance goals by:

- Extending the service life of River Rd., subject to high wear-and-tear:
  - High loading from freight vehicles
  - High volume from use by a regional population as a prime commercial hub
  - High loading & volume from transit and other commuting
- Maximizing prior investments in this section of pavement by doing an overlay before full-depth reconstruction is needed
- Making ongoing maintenance more efficient

## F.3 Safety

*Goal: Provide for and improve the safety and security of transportation customers and the transportation system. If applicable, briefly describe the factors that contribute to the safety risks and how the proposal will mitigate (e.g., countermeasures) the safety issues.*

This proposal aligns with Safety goals by:

- Integrating safety into infrastructure design
- Updating street markings to increase visibility of roadway safety features including:
  - Crosswalks
  - Lane lines
  - Center turn lane
- Eliminating vertical and horizontal discontinuities and rutting
- Maintaining critical response routes and reducing system vulnerabilities

## F.4 Mobility & Multimodal Transportation System

*Goal: Improve the predictable movement of goods and people, including congestion relief and improved freight mobility. Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles reduced. If applicable, briefly describe how the proposal meets these goals.*

Through pavement preservation we ensure the continued operation of River Rd.

into the future, which functions to achieve Mobility & Multimodal goals. This timely project:

- Supports access by the regional population as well as freight to/from the commercial hub surrounding this project.
- Improves critical public transit system route.
- Enhances safety by updating street markings.
  - Highly visible markings will enhance pedestrian and traffic safety
  - Improve traffic flow proximal to a complex highway ramp & roundabout areas

## F.5 Environment & Health

*Goal 1: Enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment. If applicable, briefly describe how the proposal meets this goal.*

This proposal aligns with Environment & Health goals by:

- Avoiding full-depth reconstruction for the 875-foot length of roadway means conserving energy, emissions and materials generated by a larger project scope
  - Asphalt used in overlay is recycled
- Maintaining critical response routes supports healthcare facilities and community health.
- Maintaining transit routes supports lower-emission transportation options.

## F.6 Stewardship

*Goal: Continuously improve the quality, effectiveness, and efficiency of the transportation system. If applicable, briefly describe how the proposal meets this goal such as incorporating multiple modes, providing system efficiency benefits (e.g., travel time, emission, congestion, or operational/maintenance costs reductions), or other expected improvements.*

This proposal aligns with Stewardship goals by:

- Addressing/reducing the increasing maintenance needs of a deteriorating surface.
- Conserving maintenance dollars
- Conserving resources by taking care of existing facilities and preventing further deterioration.
- Avoiding travel delays and increased air pollution that can result from slower traffic navigating confusing pavement markings and deteriorated roadways
- Investing in existing infrastructure most critical for mobility, commerce, and commuting in Sequim to sustain a high level of service at the least cost to the public.

## G. Project Readiness and Delivery Information:

Below briefly describe the readiness of your project to proceed (or the steps that will be taken) to obligate your project—see *application packet for information on project obligation*.

Each year the City delivers a pavement preservation program and is well-versed with the process, including federal/state contracting, construction contracting and public notification aspects.

The design effort will be straightforward utilizing in process or recently completed overlay projects as guidance.

Project steps include:

1. In-house design – April 2024
2. Submit funding package to WSDOT – May 2024
3. Bid package and construction start – June 2024

Is this project adopted in your local Transportation Improvement Program?	x	Yes		No
Is this project in the 2024-2029 Regional Transportation Improvement Program (RTIP)?		Yes	x	No
Is this project already in the 2024-2027 Statewide Transportation Improvement Plan (STIP)?*		Yes	x	No

**\*Note:** Projects will need to be in the STIP (or added to) prior to obligation and receiving of federal STBG funds. Inclusion in the RTIP and local TIP is a requirement to be in the STIP.

## H. Certification Acceptance (CA)

Projects are to be administered by a state approved Certification Acceptance (CA) agency—see Washington State Department of Transportation (WSDOT) Local Agency Guidelines Manual. If an agency does not have CA status, the following two options are available for administration of STBG federal funded projects: (1) Non-CA agency enters into agreement with a CA agency to administer all aspects of the project (requires approval of the WSDOT Region Local Programs Engineer); or (2) the WSDOT Region Local Programs Engineer acts as the CA Agency (requires approved plan between Region Local Program Engineer and the agency).

Applicant is a CA Agency:  Yes  No

If No, please indicate who will act as the project CA Agency: City of Sequim (WSDOT delegates CA authority to the City of Sequim through a project-specific CA agreement)

## I. Application Acknowledgment and Authorization

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- Providing for all ineligible project costs or cost overruns.



Authorized Signature

03/18/24  
Date

Nicholas Dostie, City Engineer & Deputy Public Works Director  
Print Name, Title

**APPLICATION DEADLINE: MARCH 18, 2024**

**WHERE TO SUBMIT:**

**By Email to:** [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

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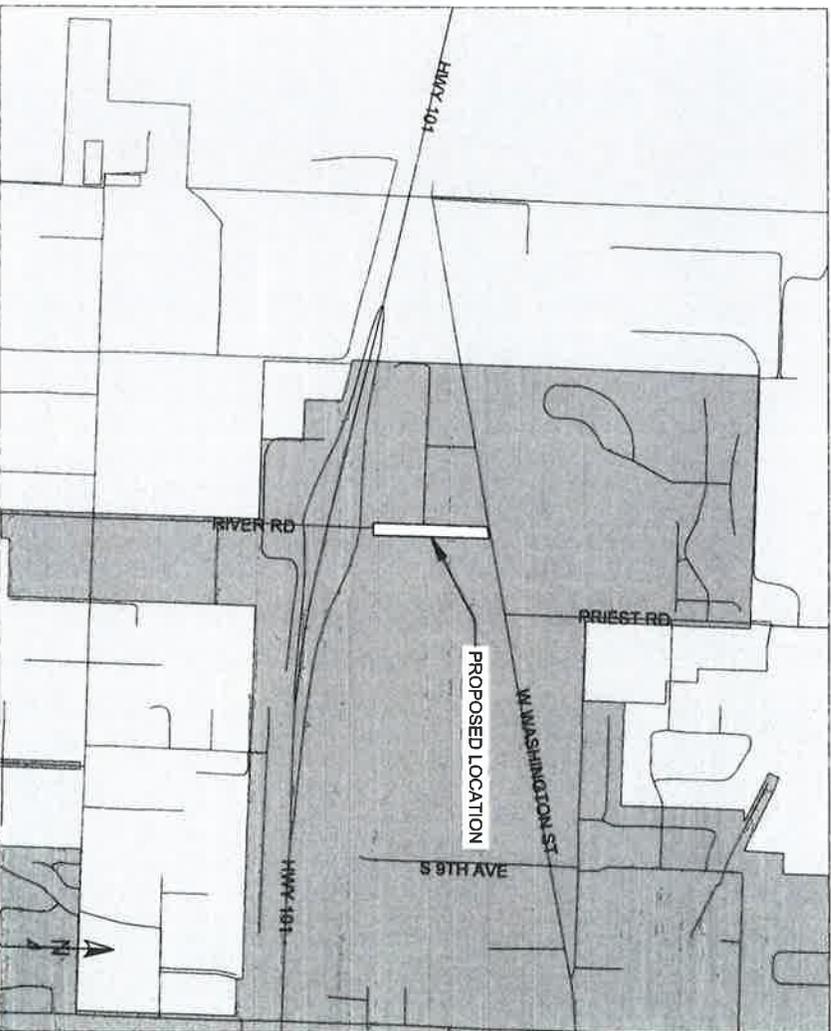
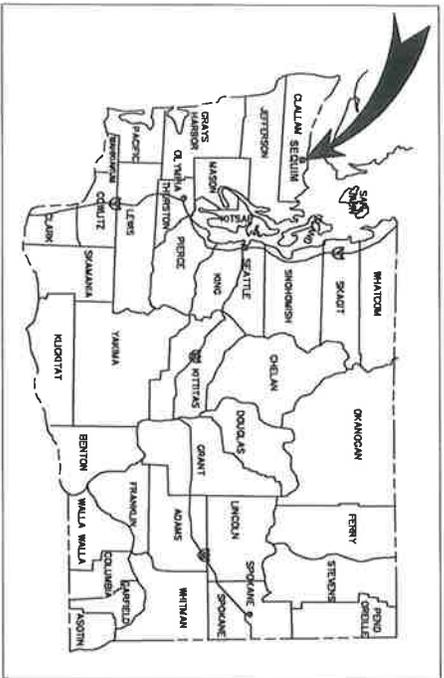
# CITY OF SEQUIM

CLALLAM COUNTY

WASHINGTON

## 2024 PAVEMENT PRESERVATION

CITY PROJECT NO. STR-041RR



SHEET: 01 OF 02  
JOB NO.: 2024

CITY OF SEQUIM  
CLALLAM COUNTY WASHINGTON  
2024 PAVEMENT PRESERVATION

No.	REVISION	DATE	APPROVED
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DATE:	MAR 2024
SCALE:	NOTED
DRAWN:	KIC
CHECKED:	KIC
APPROVED:	NAD





SHEET:  
OF:  
JOB NO.:  
DATE:

**CITY OF SEQUIM**  
CLALLAM COUNTY WASHINGTON  
2024 PAVEMENT PRESERVATION

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No.	REVISION	DATE	APPRO

DATE: MAR 2024  
SCALE: NOTED  
DRAWN: KIC  
CHECKED: KIC  
APPROVED: NAD



## River Road Pavement Rehabilitation

Engineer's Estimate					
No.	Item	Quantity		Unit Price	Amount
1	Mobilization	1	LS	\$20,000.00	\$20,000.00
2	Planing/Milling	3,826	SY	\$5.00	\$19,130.00
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4	Adjust Valve Box	8	EA	\$500.00	\$4,000.00
5	Adjust Manhole	6	EA	\$500.00	\$3,000.00
6	Flaggers	160	HR	\$85.00	\$13,600.00
7	Traffic Control Supervisor	1	LS	\$6,000.00	\$6,000.00
8	Other Traffic Control Labor	15	HR	\$85.00	\$1,275.00
9	Project Temporary Traffic Control	1	LS	\$10,000.00	\$10,000.00
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11	Paint Line	995	LF	\$2.00	\$1,990.00
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17	SPCC Plan	1	LS	\$500.00	\$500.00

Subtotal	\$192,860.00
Project Contingency (10%)	\$19,286.00
Total Construction + Contingency	\$212,146.00
<b>Total Construction + Contingency (rounded)</b>	<b>\$212,200.00</b>

<b>FHWA (86.5%): \$183,553.00</b>	<b>Local (13.5%): \$28,647.00</b>
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City of Sequim  
 152 W. Cedar St.  
 615 N. 5th Ave.  
 Sequim, WA 98382  
 (360) 683-4908

# Section Summary

Printed: 3/13/2024

**St ID:** RIVERR

**Begin Loc:** 101 WESTBOUND ON RAMP

**Section ID:** 040

**End Loc:** WASHINGTON ST

**Street Name:** RIVER RD

**# of Lanes:** 2

**Functional Class:** Collector

**Length (ft):** 875

**Surface Type:** AC

**Width (ft):** 54

**Area ID:**

**Area (sq ft):** 47,250

**Funding Source:**

**Slab Length:** 0.00

**Parking Lot Type:**

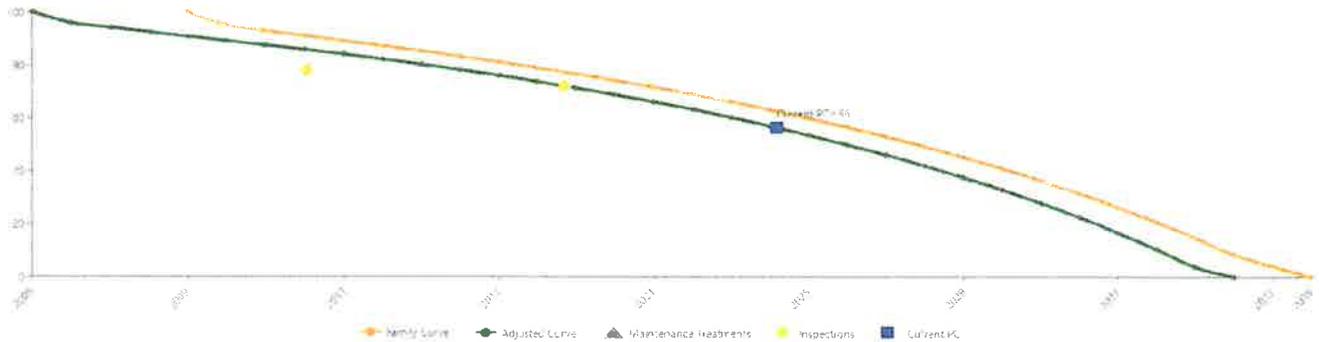
**Slab Width:** 0.00

**Constructed:** 07/01/2009

**Gen. Code:**

**# of Slabs:** 0

**Comments:**



## Other History

Transact Date	Transact Type	Attribute	Value
3/15/2012 11:10:09 AM	Attribute change	User 1	Water
3/15/2012 2:54:40 PM	Attribute change	User 2	0



City of Sequim  
152 W. Cedar St.  
615 N. 5th Ave.  
Sequim, WA 98382  
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# Section Summary

Printed: 3/13/2024

## Inspection History

Insp. Date	Insp. #	No Distress	Special	Length	Area	PCI	IRI	Distress	Severity	Qty
02/01/2012	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2700.00	78		4 - Long. & Trans. Cracking	Low	32.00
								7 - Weathering & Raveling	Medium	135.00
								7 - Weathering & Raveling	Low	1350.00
	2	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2700.00	78		4 - Long. & Trans. Cracking	Low	19.00
								7 - Weathering & Raveling	Medium	135.00
								7 - Weathering & Raveling	Low	1890.00
10/01/2018	1	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2700.00	75		4 - Long. & Trans. Cracking	Low	27.00
								6 - Rutting/Depression	Low	6.00
								7 - Raveling	Medium	270.00
								8 - Weathering	Medium	2160.00
	2	<input type="checkbox"/>	<input type="checkbox"/>	50.00	2700.00	70		1 - Alligator Cracking	Medium	8.00
								1 - Alligator Cracking	Low	12.00
								4 - Long. & Trans. Cracking	Low	41.00
								6 - Rutting/Depression	Low	6.00
								7 - Raveling	Medium	270.00
								8 - Weathering	Medium	2160.00

# Clallam County FFY 2024 Surface Transportation Block Grant (STBG) Funding Application

## Instructions

Please complete application in the space provided. Attachments are optional, but if added please do not exceed five (8.5 x 11 size only) pages (not counting vicinity map and any letter of support). Attachments should be limited to provide supplemental information (e.g., photos, maps, illustrations, cross-sections). If you have any questions, contact Steve Gray, Deputy Director-Public Works, at: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov) or 360-417-2290.

## A. GENERAL INFORMATION

Project Title: **Old Olympic Highway Resurfacing Milepost 2.75 - 3.60**

Agency/Sponsor: Clallam County Public Works

Contact Person/Title: Titan Berson Engineer I

Telephone: 360-417-2373 Email: Titan.Berson@clallamcountywa.gov

## B. PROJECT TYPE (Mark all Categories that Apply)

Many types of projects are eligible for STBG funding. Roadway construction must be functionally classified as collector or above unless the project meets the exceptions under 23 U.S.C. 133. For more information, refer to the application packet materials.

### B.1: Indicate below the project type(s) you are seeking STBG funding for:

Asphalt Resurfacing Project for Old Olympic Highway, a Major Rural Collector.

B.2. Functional Class (Road Projects Only): 07

### C. PROJECT DESCRIPTION

Briefly describe the proposed project, the need, and anticipated benefits. Describe project location and attach a vicinity map (8.5" x 11"), if applicable.

Clallam County Public Works is seeking funding to repair and resurface the segment of Old Olympic Highway starting at mile post 2.75 and ending at mile post 3.60. See Vicinity Map.

The existing surfacing carries over 7000 trips per day and has begun to lose crown causing poor drainage leading to future damage to the road surface if not corrected.

Preliminary plans call for a 2 inch "mill-and-fill" in the travel lanes, followed by an overlay of approximately 3 inches of Hot Mix Asphalt.

### D. SUMMARY FINANCIAL INFORMATION

Total Estimated Project Cost: \$ 900,000.00

FFY 2024 STBG Request: \$ 900,000.00

FFY 2025 STBG Request: \$ 0

FFY 2026/2027 STBG Request: \$ 0

Has the project or a related project phase previously received STBG funding? Yes or  No

If yes:

What was the previous STBG funding allocation: \$ \_\_\_\_\_

Amount of unspent or unobligated STBG Funding: \$ \_\_\_\_\_

## E. DETAILED FINANCIAL INFORMATION

**Project Cost by Phase:** Complete the section for your project type. Specify costs only for the project phase(s) applicable to this proposal. Do not include costs for prior or subsequent phases of work.

Project Type	STBG Funding Request	Total Costs
<b>Infrastructure Projects</b>		
Preliminary Engineering/Design	0.00	0.00
Right-of-Way	0.00	0.00
Construction	900,000.00	900,000.00
<b>Non-Infrastructure Projects</b>		
Program/Services	0.00	0.00
Planning/Study	0.00	0.00
Vehicles	0.00	0.00
Other: _____	0.00	0.00
<b>TOTALS</b>	<b>900,000.00</b>	<b>900,000.00</b>

### STBG Funding Request and Other Project Revenue:

Funding Source	Amount
Federal STBG Funding Request	900,000.00
Local Funding	0.00
State Funding	0.00
Other Funding	0.00
<b>Total Project Revenue</b>	<b>900,000.00</b>

**Toll Credits:** Is this project requesting use of toll credits to serve as the match?\*  Yes or No

*\*See the following documents in the application packet regarding use of toll credits: 1) 2024 STBG Application and Funding Guidelines; and 2) WSDOT Policy for Allocation and Use of Toll Credits.*

**Matching Funds:** The federal participation rate for STBG funding is 86.5%. Applications not requesting use of toll credits must provide the 13.5% non-federal share. If applicable, list the source, status, and amount of all matching funds.

Source of Funds	Current Status (secured or reasonably expected)	Amount

## F. PROJECT ELEMENTS

The information requested in this section is based upon the state transportation system policy goals under RCW 47.04.280 and addressed in the *Washington Transportation Plan – 2040 and Beyond* and *Peninsula Regional Transportation Plan 2040*. These goals are **NOT** in any order of priority, and not every project is expected to align with each policy goal area.

### F.1 Economic Vitality

*Goal: Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy?* If applicable, briefly describe how the proposal supports this goal.

This 10 mile long route is a significant commuter route and is used to convey goods from the Sequim-Dungeness valley to Port Angeles.

### F.2 Preservation and Maintenance

*Goal: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.* If applicable, briefly describe existing conditions and the type of preservation and maintenance efforts the proposal will perform.

In 2013, Clallam County invested significant resources to rebuild this road from a 20' wide road to its current 40' width. This work included utilities, drainage, right of way, earthwork, guardrails, and paving. That surfacing has now degraded to a score of 75 on the Pavement Management System and it is now time to preserve the investment by providing a new surface.

### **F.3 Safety**

**Goal:** Provide for and improve the safety and security of transportation customers and the transportation system. If applicable, briefly describe the factors that contribute to the safety risks and how the proposal will mitigate (e.g., countermeasures) the safety issues.

The proposed project will correct deficiencies in the crown and will eliminate ponded water.

### **F.4 Mobility & Multimodal Transportation System**

**Goal:** Improve the predictable movement of goods and people, including congestion relief and improved freight mobility. **Goal:** Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles reduced. If applicable, briefly describe how the proposal meets these goals.

Old Olympic Highway provides the only alternative to US 101 in the east part of the County and has adequate shoulder widths for non-motorized use.

### F.5 Environment & Health

**Goal 1: Enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.** If applicable, briefly describe how the proposal meets this goal.

The proposed work will entail recycling of the asphalt product that is removed during the mill and fill operation.

### F.6 Stewardship

**Goal: Continuously improve the quality, effectiveness, and efficiency of the transportation system.** If applicable, briefly describe how the proposal meets this goal such as incorporating multiple modes, providing system efficiency benefits (e.g., travel time, emission, congestion, or operational/maintenance costs reductions), or other expected improvements.

With over 7000 trips per day, this road is an important east-west artery and with the eight foot wide shoulder provides adequate space for non-motorized users. Lanes are 12 feet wide and provide for moving of freight and goods.

## G. Project Readiness and Delivery Information:

Below briefly describe the readiness of your project to proceed (or the steps that will be taken) to obligate your project—see *application packet for information on project obligation*.

Preliminary Engineering has been completed. An updated set of contract documents will need to be created and is expected to be ready for a 2024 Summer construction.

Is this project adopted in your local Transportation Improvement Program?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Is this project in the 2024-2029 Regional Transportation Improvement Program (RTIP)?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Is this project already in the 2024-2027 Statewide Transportation Improvement Plan (STIP)?*	<input type="radio"/> Yes	<input checked="" type="radio"/> No

**\*Note:** Projects will need to be in the STIP (or added to) prior to obligation and receiving of federal STBG funds. Inclusion in the RTIP and local TIP is a requirement to be in the STIP.

## H. Certification Acceptance (CA)

Projects are to be administered by a state approved Certification Acceptance (CA) agency—see Washington State Department of Transportation (WSDOT) Local Agency Guidelines Manual. If an agency does not have CA status, the following two options are available for administration of STBG federal funded projects: (1) Non-CA agency enters into agreement with a CA agency to administer all aspects of the project (requires approval of the WSDOT Region Local Programs Engineer); or (2) the WSDOT Region Local Programs Engineer acts as the CA Agency (requires approved plan between Region Local Program Engineer and the agency).

Applicant is a CA Agency:  Yes  No

If No, please indicate who will act as the project CA Agency:

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## I. Application Acknowledgment and Authorization

The project as described is financially feasible and the costs reflect current planning level estimates of what is needed to accomplish the work described. If awarded STBG funds, the match revenue and project obligation year described reflects a realistic commitment and schedule. Our agency/organization is aware that failure to meet the obligation deadline may result in funds being reallocated to a different project, possibly resulting in delays or loss of funding to this project.

Agencies/organizations that use federal funds must comply with administrative and project compliance requirements over which the Lead Agency (Clallam County) has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements. The Lead Agency is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

Our agency/organization further acknowledges that if our project is selected for STGB funding we are responsible for:

- Abiding by all current state and federal policies and procedures for project phase obligation, transfer of funds and federal project implementation over which the Lead Agency (Clallam County) has no control.
- Providing the required matching funds.
- Meeting project phase obligation timing commitments.
- Providing for all ineligible project costs or cost overruns.

  
Authorized Signature 3-18-24  
Date

Joe Donisi PE, Clallam County Engineer

Print Name, Title

**APPLICATION DEADLINE: MARCH 18, 2024**

### WHERE TO SUBMIT:

**By Email to:** [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

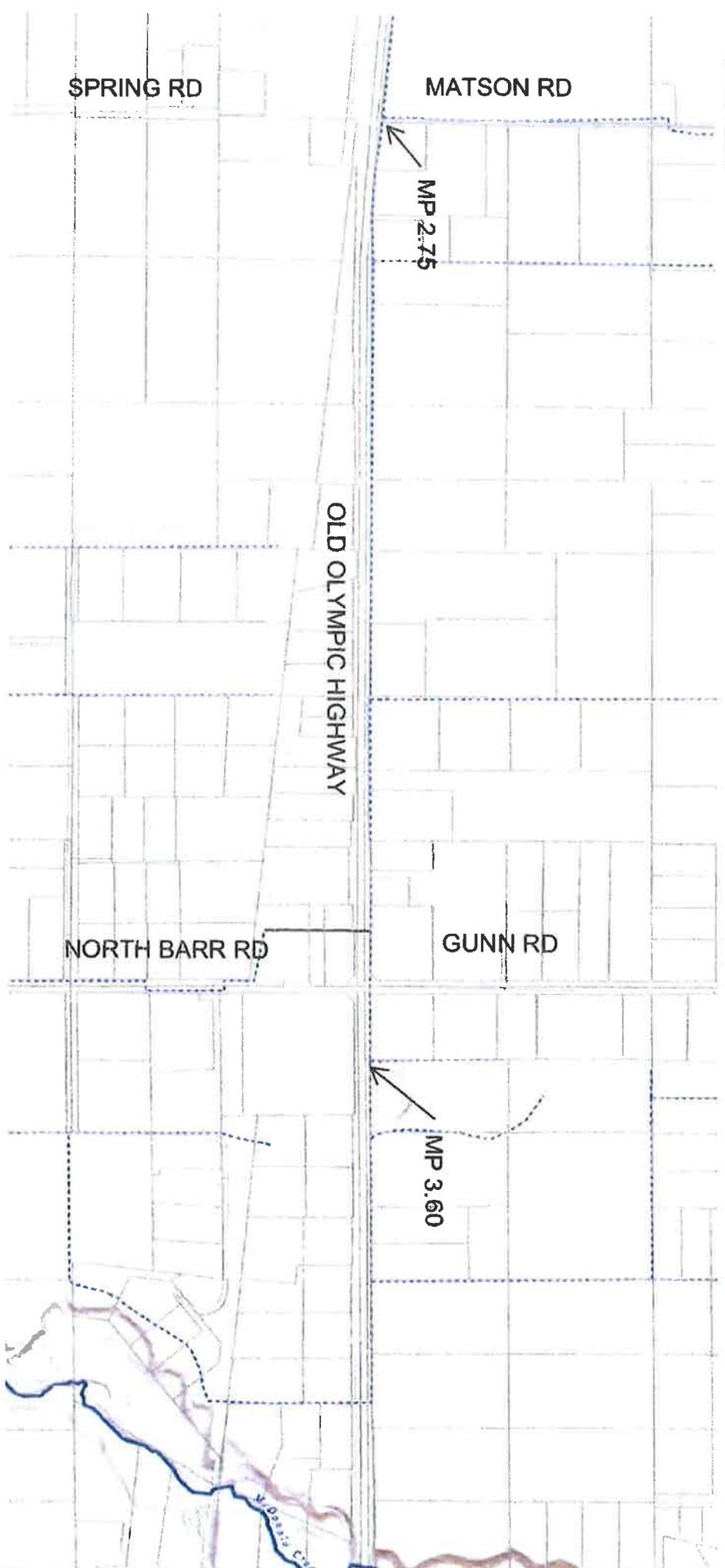
**By Mail or Hand Delivery to:**

Clallam County Public Works/Road Department  
RE: 2024 STBG Funding Application  
223 East Fourth Street, Suite 6  
Port Angeles, WA 98362-3000

**IMPORTANT:** Emailed applications must be received by 11:59 p.m Pacific time on March 18. If you send by mail or hand deliver your application, it must be received by the Clallam County Public Works Department by 4:30 pm (close of business) on March 18, 2024.

OLD OLYMPIC HIGHWAY #94120  
MP 2.75-3.60  
Sec 07, Twn, Rng 4W  
Clallam County Washington

2024



6.3 Miles to Port Angeles  
←

# Clallam County FFY 2024 Surface Transportation Block Grant (STBG) Funding Application

## Instructions

Please complete application in the space provided. Attachments are optional, but if added please do not exceed five (8.5 x 11 size only) pages (not counting vicinity map and any letter of support). Attachments should be limited to provide supplemental information (e.g., photos, maps, illustrations, cross-sections). If you have any questions, contact Steve Gray, Deputy Director-Public Works, at: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov) or 360-417-2290.

## A. GENERAL INFORMATION

Project Title: **Carlsborg Road Trail Crossing Safety Improvements**

Agency/Sponsor: **Clallam County, co-sponsor Jamestown S'Klallam Tribe**

Contact Person/Title: **Steve Gray, Public Works Deputy Director**

Telephone: **360-417-2290** Email: **Steve.gray@clallamcountywa.gov**

## B. PROJECT TYPE (Mark all Categories that Apply)

Many types of projects are eligible for STBG funding. Roadway construction must be functionally classified as collector or above unless the project meets the exceptions under 23 U.S.C. 133. For more information, refer to the application packet materials.

### B.1: Indicate below the project type(s) you are seeking STBG funding for:

**Design and Construction of a mid-block high visibility crosswalk on a collector road in a federal urbanized zone (per 2020 census).**

**Located at: 1,300 feet north of Business Park Loop, Carlsborg UGA, Unincorporated Clallam County, WA 98324**

**B.2. Functional Class (Road Projects Only): Urban Major Collector, FC Code #5 (old FCC code #17)**

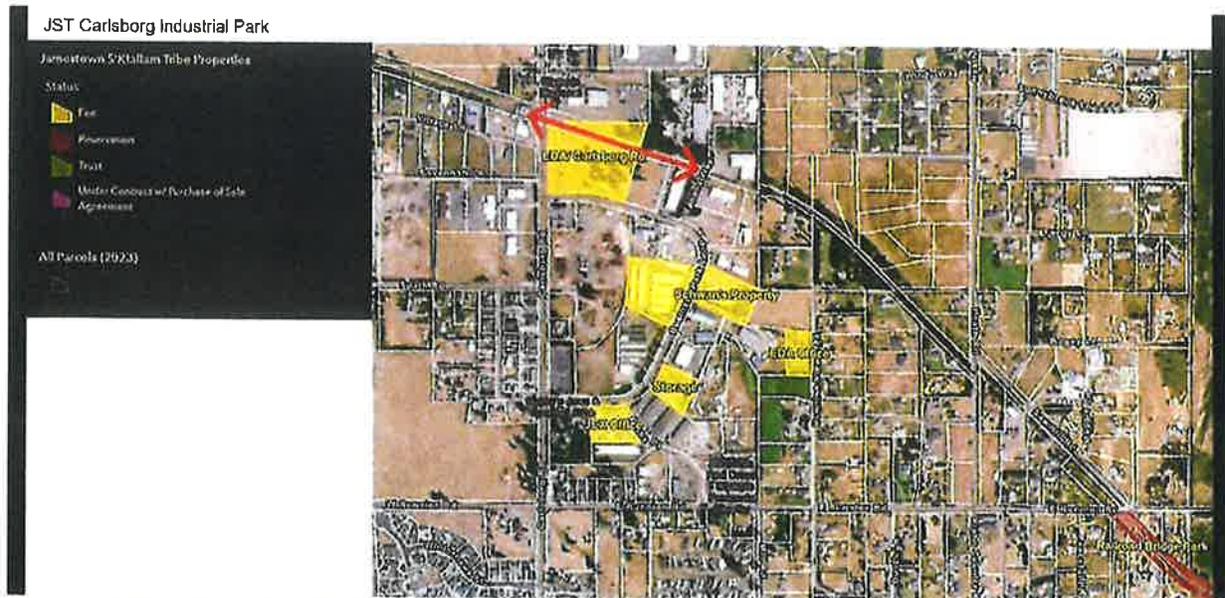
## C. PROJECT DESCRIPTION

Briefly describe the proposed project, the need, and anticipated benefits. Describe project location and attach a vicinity map (8.5" x 11"), if applicable.

The requested STBG would supplement Tribal Transportation Program Safety Funds (TTPSF) or be used entirely to install a pair of Rapid Flashing Beacon signals actuated by ADA push button to signal vehicle drivers to halt at new pavement stop bars for Trail Users to enter a new mid-block crosswalk. Carlsborg Road (Road) is a 35MPH urban major collector within a county urban growth area. Signage approaching the Olympic Discovery Trail (Trail) is insufficient to slow down the traffic and concede the Road to pedestrians and bicyclists. The existing unmarked crossing is skewed by 30-degrees and does not meet MUTCD or AASHTO guidelines. The new pair of RRFBs, stop bars and crosswalk will require minimal work within the county right-of-way to curve the Trail into perpendicular alignment with the Road.



Existing Conditions looking north, ODT trail heads (East-West) visible.



Diagonal direction of the Trail forming a skewed mid-block crossing at Carlsborg Road.

## D. SUMMARY FINANCIAL INFORMATION

Total Estimated Project Cost:	\$154,678
FFY 2024 STBG Request:	\$154,678
FFY 2025 STBG Request:	\$0
FFY 2026/2027 STBG Request:	\$0

Has the project or a related project phase previously received STBG funding? Yes or **No**

If yes:

What was the previous STBG funding allocation: **N/A**

Amount of unspent or unobligated STBG Funding: **N/A**

## E. DETAILED FINANCIAL INFORMATION

**Project Cost by Phase:** Complete the section for your project type. Specify costs only for the project phase(s) applicable to this proposal. Do not include costs for prior or subsequent phases of work.

Project Type	STBG Funding Request	Total Costs
<b>Infrastructure Projects</b>		
Preliminary Engineering/Design		
Right-of-Way		
Construction	\$154,678	\$154,678
<b>Non-Infrastructure Projects</b>		
Program/Services		
Planning/Study		
Vehicles		
Other: _____		
<b>TOTALS</b>	<b>\$154,678</b>	<b>\$154,678</b>

### **STBG Funding Request and Other Project Revenue:**

Funding Source	Amount
Federal STBG Funding Request	\$154,678
Local Funding	
State Funding	
Other Funding	<i>See Below Note*</i>
<b>Total Project Revenue</b>	<b>\$154,678</b>

**\*Note: The Tribe also applied for Tribal Transportation Program Safety Funds (TTPSF). Notice of a TTPSF award is anticipated in August 2024.**

**Toll Credits:** Is this project requesting use of toll credits to serve as the match?\* **Yes** or No

*\*See the following documents in the application packet regarding use of toll credits: 1) 2024 STBG Application and Funding Guidelines; and 2) WSDOT Policy for Allocation and Use of Toll Credits.*

**Matching Funds:** The federal participation rate for STBG funding is 86.5%. Applications not requesting use of toll credits must provide the 13.5% non-federal share. If applicable, list the source, status, and amount of all matching funds.

Source of Funds	Current Status (secured or reasonably expected)	Amount
Toll Credits	Reasonably expected, eligible safety project	\$20,881.53

## F. PROJECT ELEMENTS

The information requested in this section is based upon the state transportation system policy goals under RCW 47.04.280 and addressed in the *Washington Transportation Plan – 2040 and Beyond* and *Peninsula Regional Transportation Plan 2040*. These goals are **NOT** in any order of priority, and not every project is expected to align with each policy goal area.

### F.1 Economic Vitality

*Goal: Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy? If applicable, briefly describe how the proposal supports this goal.*

**The Carlsborg Road Trail Crossing Safety Improvements located within the Carlsborg Urban Growth Area (UGA) is part of the Olympic Discovery Trail that extends across Clallam County and the Olympic Peninsula. This regional Trail is used for alternate access to US101 as deemed by WSDOT Level of Stress studies and Connecting Communities Pilot Program.**

**The Olympic Discovery Trail attracts visitors that benefit the local economy. It also connects communities such as the Carlsborg UGA whose businesses benefit from trail users. The Trail has been studied by the Trust for Public Lands and the WA Recreation and Conservation Organization for its outstanding economic catalyst to a rural community. The Trail attracts 333,915 users in its peak year.**

### F.2 Preservation and Maintenance

*Goal: Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services. If applicable, briefly describe existing conditions and the type of preservation and maintenance efforts the proposal will perform.*

**This is not a preservation and maintenance project. The MUTCD/AASHTO consistent ped/bike crossing will extend the utility of the existing transportation facility.**

### F.3 Safety

*Goal: Provide for and improve the safety and security of transportation customers and the transportation system. If applicable, briefly describe the factors that contribute to the safety risks and how the proposal will mitigate (e.g., countermeasures) the safety issues.*

**The County and Tribe, as adjacent property owners, have agreed to work on the visibility problems at the request of the concerned community. The RRFB installation will produce the highest crash severity reduction. The Crash Modification Factor is an average of 0.29 based on three highly regarded safety studies (CMF IDs 11158, 11168, 11169) consisting of pedestrians and RRFBs. According to the CMF Clearinghouse, pedestrians and vehicle conflicts could be 71% fewer with the proposed safety enhancements. The intended outcome is near miss conflicts should be eliminated with a proven FHWA Countermeasure and more pedestrians and bicyclists, especially wheelchair users and adaptive bicycles, can be free to cross without volunteer safety protocols.**

**The Clallam County Trails Advisory Committee reviewed and supported the proposed project design concept to improve safety at the Olympic Discovery Trail crossing of Carlsborg Road.**

### F.4 Mobility & Multimodal Transportation System

*Goal: Improve the predictable movement of goods and people, including congestion relief and improved freight mobility. Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles reduced. If applicable, briefly describe how the proposal meets these goals.*

**The installation of Rectangular Rapid Flashing Beacons, solar powered and audible ADA push button activation for all mobility devices and pedestrians, will be installed with minimal construction impacts. Additional work includes relocation of utilities and constructing a trail segment in the right-of-way (westside of lane shoulder). Add thermoplastic stop bars and crosswalk markings. Refresh approach warning signage. Restoring landscaping. Traffic control measures to retain travel lanes during installation**

## **F.5 Environment & Health**

*Goal 1: Enhance quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment. If applicable, briefly describe how the proposal meets this goal.*

**The proposed project is designed to significantly improve trail user safety at the Olympic Discovery Trail mid-road crossing of Carlsborg Road located within the Carlsborg UGA. The improvements will make the crossing much more visible to drivers and provide drivers alerts to trail users crossing the road.**

**The County and Tribe both continue to invest in the Olympic Discovery Trail to promote safer routes across the Peninsula to connect communities and destinations to support active transportation means of travel. For example, without a current sidewalk or separate path along US 101, the Olympic Discovery Trail provides for a much safer route for pedestrians and bicyclists travel between Carlsborg and Sequim. More people bicycling and walking also reduces vehicular traffic on our local roads and highways with the added benefit of CO2 reductions.**

## **F.6 Stewardship**

*Goal: Continuously improve the quality, effectiveness, and efficiency of the transportation system. If applicable, briefly describe how the proposal meets this goal such as incorporating multiple modes, providing system efficiency benefits (e.g., travel time, emission, congestion, or operational/maintenance costs reductions), or other expected improvements.*

**The solar powered RRFBs support the County's and Tribe's conservation values and the life-cycle costs of the County maintaining the RRFBs in perpetuity.**

## G. Project Readiness and Delivery Information:

Below briefly describe the readiness of your project to proceed (or the steps that will be taken) to obligate your project—see *application packet for information on project obligation*.

**The project can be obligated through a tribal funding transfer process or by Clallam County through agreements with Washington State Department of Transportation.**

**Proposed Project Schedule: STBG FY24 funds will be obligated within one year.**

<b>RTIP/STIP application</b>	<b>August-1</b>
<b>Bid Package Prepared</b>	<b>September-24 to October-24</b>
<b>TTP Check list Complete</b>	<b>November-24</b>
<b>AD &amp; Accept Bids</b>	<b>January-25 to February-25</b>
<b>Work begins</b>	<b>March-25</b>
<b>Substantially Complete</b>	<b>April-25</b>
<b>Contract Closes</b>	<b>July-25</b>

Is this project adopted in your local Transportation Improvement Program? JST	X	Yes		
Is this project in the 2024-2029 Regional Transportation Improvement Program (RTIP)?			X	No
Is this project already in the 2024-2027 Statewide Transportation Improvement Plan (STIP)?*			X	No

**\*Note:** Projects will need to be in the STIP (or added to) prior to obligation and receiving of federal STBG funds. Inclusion in the RTIP and local TIP is a requirement to be in the STIP.

## H. Certification Acceptance (CA)

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Applicant is a CA Agency:  Yes  No

If No, please indicate who will act as the project CA Agency: Clallam County or Jamestown S'Klallam Tribe can act.

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The project as described is financially feasible and the costs reflect current planning level estimates of what is needed to accomplish the work described. If awarded STBG funds, the match revenue and project obligation year described reflects a realistic commitment and schedule. Our agency/organization is aware that failure to meet the obligation deadline may result in funds being reallocated to a different project, possibly resulting in delays or loss of funding to this project.

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- Providing the required matching funds.
- Meeting project phase obligation timing commitments.
- Providing for all ineligible project costs or cost overruns.

  
Authorized Signature

03/18/24  
Date

Steve Gray, Public Works Deputy Director

Print Name, Title

**APPLICATION DEADLINE: MARCH 18, 2024**

### WHERE TO SUBMIT:

**By Email to:** [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

**By Mail or Hand Delivery to:**

Clallam County Public Works/Road Department

RE: 2024 STBG Funding Application

223 East Fourth Street, Suite 6

Port Angeles, WA 98362-3000